Transportation Analysis

T5 ATL IV
DRI #4465

Cities of Fairburn and Palmetto, Georgia

August 2025

Prepared for:

T5 @ ATL IV, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009

013871024

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *T5 ATL IV* development located in both the Cities of Fairburn and Palmetto, Georgia. The approximate 118.85-acre site is located just north of I-85, between Williams Road and Gullatt Road. Approximately 65.78 acres of the overall development is located within the City of Fairburn, and approximately 53.07 acres is located within the City of Palmetto.

The proposed development will consist of 2,184,000 square feet of data center use across six (6) buildings. The project is expected to be completed by 2028 (approximately 3 years).

The DRI analysis includes an estimate of the overall vehicle trips projected to be generated by the development, also known as gross trips. Based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* for Data Center (Land Use Code 160), the development is projected to generate 2,162 gross trips per day. The project therefore qualifies for GRTA Expedited Review since the total daily trips are fewer than 3,000 trips per day.

Capacity analyses were performed for the study intersections under the Existing 2025 conditions, the Projected 2028 No-Build conditions, and the Projected 2028 Build conditions.

- Existing 2025 conditions represent traffic volumes that were collected by performing AM and PM peak hour turning movement counts. Counts were collected Tuesday, December 10, 2024, Thursday, April 17, 2025, and Wednesday May 7, 2025.
- Projected 2028 No-Build conditions represent the Existing 2025 traffic volumes grown using a 2.0% per year background traffic growth rate from 2025 to 2028 (3 years).
- Projected 2028 Build conditions represent the Projected 2028 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *T5 ATL IV* development.

A brief summary of system (background/No-Build) and development (Build condition) improvements and recommendations are noted on the following page; additional details follow.

Projected 2028 No-Build Conditions (System Improvements)

Due to the low level-of-service (LOS) at the following intersection under the Projected 2028 No-Build conditions, the following intersection improvement is recommended (to serve background traffic, shown in red on **Figure 7** and **Figure 8**).

- Roosevelt Highway (SR 14/US 29) at Gullatt Road (Intersection 1)
    - Install a traffic signal, if and when warranted and as approved by GDOT.

Projected 2028 Build Conditions (Site Access Improvements)

In order to serve the *T5 ATL IV* development, the following site access improvements are recommended (shown in blue on **Figure 8**):

- Gullatt Road at Emergency Access (Intersection 6)
    - On the site, construct a full-movement driveway with a minimum of one (1) ingress lane entering the site and a minimum of one (1) egress lane exiting the site.
- Gullatt Road at Site Driveway A (Intersection 7)
    - On the site, construct a full-movement driveway with a minimum of one (1) ingress lane entering the site and a minimum of one (1) egress lane exiting the site.
    - Construct one (1) exclusive northbound left-turn lane along Gullatt Road.
    - Construct one (1) exclusive southbound right-turn lane along Gullatt Road.
- Williams Road at Site Driveway B (Intersection 8)
    - On the site, construct a full-movement driveway with a minimum of one (1) ingress lane entering the site and a minimum of one (1) egress lane exiting the site.
- Williams Road at Site Driveway C (Intersection 9)
    - On the site, construct a full-movement driveway with a minimum of one (1) ingress lane entering the site and a minimum of one (1) egress lane exiting the site.

The following table documents the improved level-of-service summary as required by GRTA.

Roosevelt Highway (SR 14/US 29) at Gullatt Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road			Gullatt Road			Roosevelt Highway (SR 14/US 29)			Roosevelt Highway (SR 14/US 29)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 IMPROVED NO-BUILD (SIGNAL)	AM	Overall LOS	A (9.7)											
		Approach LOS	B (16.0)			B (15.2)			B (10.1)			A (7.9)		
		Storage							150		250	200		150
		50th Queue		0			0		0	47	0	3	25	0
		95th Queue		28			0		2	135	27	10	75	0
	PM	Overall LOS	A (8.9)											
		Approach LOS	B (15.2)			B (13.4)			B (10.8)			A (5.5)		
		Storage							150		250	200		150
		50th Queue		8			0		0	26	0	4	33	0
		95th Queue		57			0		0	95	25	16	67	0
2028 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	B (11.8)											
		Approach LOS	B (19.1)			B (16.4)			B (12.5)			A (8.3)		
		Storage							150		250	200		150
		50th Queue		25			0		0	100	0	13	28	0
		95th Queue		87			0		3	184	36	39	95	0
	PM	Overall LOS	B (11.1)											
		Approach LOS	B (16.4)			B (13.1)			B (13.3)			A (6.9)		
		Storage							150		250	200		150
		50th Queue		45			0		0	61	0	10	45	0
		95th Queue		125			0		0	123	32	34	96	0

With the system improvement noted above, the intersection of Roosevelt Highway (SR 14/US 29) at Gullatt Road (Intersection 1) is projected to operate with an improved LOS of B or better on all approaches for the AM and PM peak hours under the Projected 2028 No-Build Improved and Projected 2028 Build Improved conditions.

1.0 PROJECT DESCRIPTION

1.1 Introduction

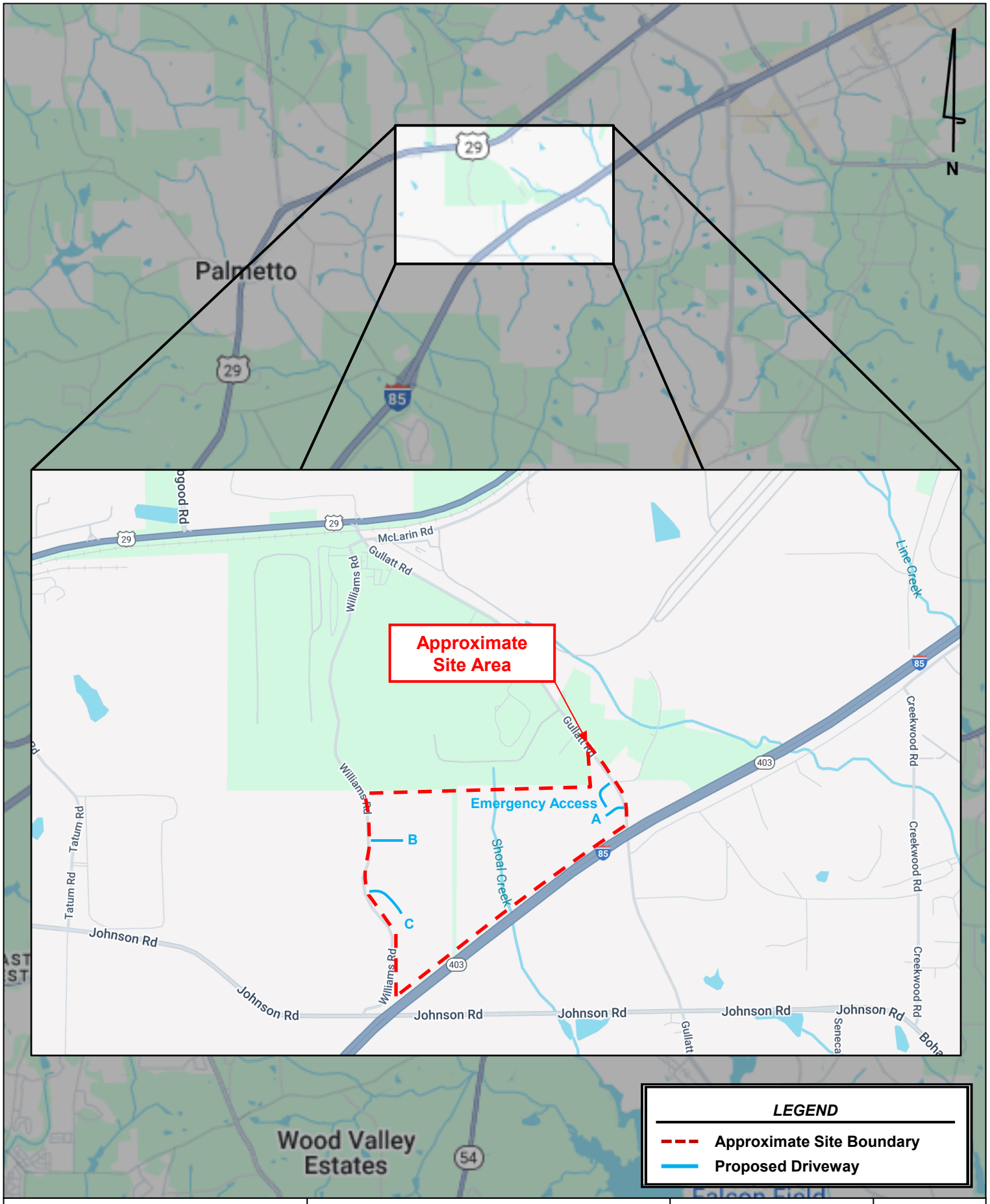
This report presents the analysis of the anticipated traffic impacts of the proposed *T5 ATL IV* development located in both the Cities of Fairburn and Palmetto, Georgia. The approximate 118.85-acre site is located just north of I-85, between Williams Road and Gullatt Road. Approximately 65.78 acres of the overall development is located within the City of Fairburn, and approximately 53.07 acres is located within the City of Palmetto. The project site is currently zoned as Heavy Industrial (M-2) in both the City of Fairburn and the City of Palmetto.

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

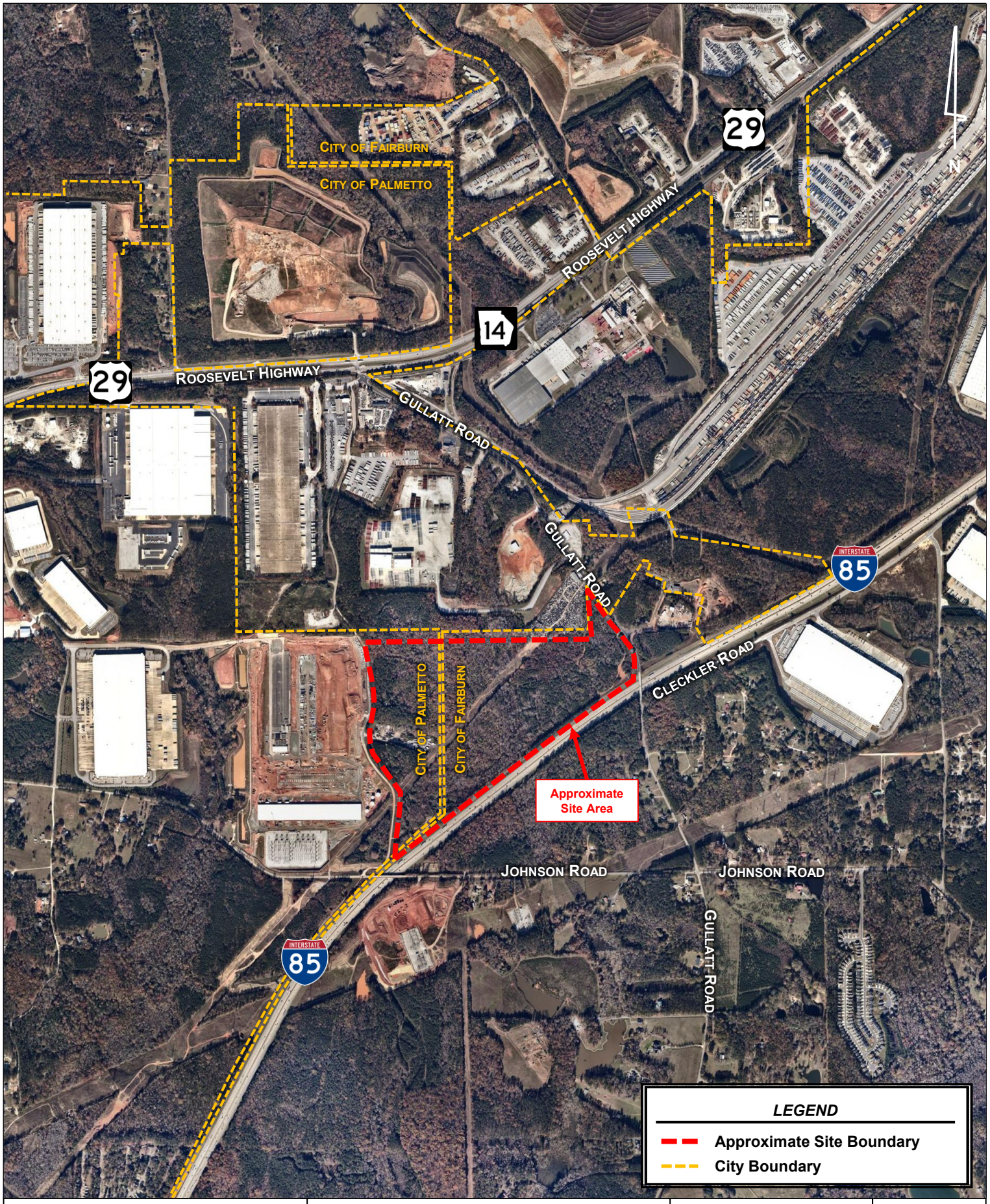
The proposed development will consist of 2,184,000 square feet of data center use across six (6) buildings. The project is expected to be completed by 2028 (approximately 3 years).

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also included in the review package.

The project is considered a Development of Regional Impact (DRI) and is subjected to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF in a new industrial development. The DRI was formally triggered with submittal of the Conceptual Site Plan in April of 2025. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders held on July 7, 2025. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated July 15, 2025.



Kimley»Horn	*T5 ATL IV* *DRI #4465* **Transportation Impact Study**	**Site Location Map**	**Figure 1** **Page 5**



Kimley»Horn	*T5 ATL IV* *DRI #4465* **Transportation Impact Study**	**Site Aerial**	**Figure 2** **Page 6**

Kimley»Horn	*T5 ATL IV* *DRI #4465* **Transportation Impact Study**	**Study Intersections**	**Figure 3** **Page 7**

1.2 Site Access

As currently envisioned, the proposed development will be accessible via four (4) proposed access points:

1. **Emergency Access** – a proposed full-movement driveway located along Gullatt Road and proposed to operate under side-street stop-control. It will be located approximately 390 feet north of Cleckler Road. This driveway will serve as an access point for deliveries and emergency vehicles only. This site access point is not anticipated to receive daily traffic.
2. **Site Driveway A** – a proposed full-movement driveway located along Gullatt Road and proposed to operate under side-street stop-control. It will be located approximately 30' north of Cleckler Road and will serve as the primary access point to the development.
3. **Site Driveway B** – a proposed full-movement driveway located along Williams Road and proposed to operate under side-street stop-control. It will be located approximately 2,550' north of Johnson Road.
4. **Site Driveway C** – a proposed full-movement driveway located along Williams Road and proposed to operate under side-street stop-control. It will be located approximately 1,600' north of Johnson Road.

1.3 Internal Circulation Analysis

Internal roadways and pedestrian walkways will be provided throughout the site between all buildings and parking. See referenced site plan in **Appendix A** for a visual representation of vehicular and pedestrian connectivity on the site.

1.4 Parking

The total number of site parking spaces to be provided based on the proposed development are listed below in **Table 1**.

Table 1: Parking Spaces

Land Use	Minimum Requirement	Proposed
Data Center	248 3 spaces per 1,000 SF	420

Bicycle, car/vanpool, and electric vehicle parking will be provided to meet or exceed City of Fairburn and City of Palmetto municipal code requirements. Parking numbers are subject to change during site design. Final parking provided will be based on the final density built. Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

Bicycle, car/vanpool, and electric vehicle parking facilities will be provided to meet or exceed City of Fairburn and City of Palmetto code requirements. Currently, discontinuous sidewalks are present along the western side of Williams Road above the project site. A 5-foot sidewalk is being considered to be installed along the project frontage on Gullatt Road and Williams Road.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *T5 ATL IV* development does not qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location in the City of Fairburn and the City of Palmetto.

1.7 Heavy Vehicle Enhanced Focus Area

As discussed in Methodology Meeting, the proposed use for *T5 ATL IV* does not generate significant heavy vehicles and therefore does not require "Heavy Vehicle Enhanced Focus Area" review.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following five (5) off-site intersections described in **Table 2** and shown in **Figure 3.**

Table 2: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Roosevelt Highway (SR 14/US 29) at Gullatt Road (existing)	GDOT	Unsignalized (Side-Street Stop-Control)
2. Gullatt Road at McLarin Road (existing)	Fairburn	Unsignalized (All-Way Stop-Control)
3. Williams Road at McLarin Road (existing)	Fairburn	Unsignalized (Side-Street Stop-Control)
4. Williams Road at Johnson Road (existing)	Palmetto	Unsignalized (Side-Street Stop-Control)
5. Johnson Road at Gullatt Road (existing)	Fairburn	Unsignalized (All-Way Stop-Control)

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 3** (**bolded** roadways are adjacent to the site).

Table 3: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT (GDOT, 2023)**	**GDOT Functional Classification**
Roosevelt Highway (SR 14/US 29)	5	55 mph	11,100	Minor Arterial
Gullatt Road	**2**	**35 mph**	**-**	**Local**
McLarin Road	2	None Posted	-	Local
Williams Road	**2**	**35 mph**	**-**	**Local**
Johnson Road	2	45 mph	1,950	Local

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at the five (5) existing study intersections on Tuesday, December 10, 2024, Thursday, April 17, 2025, and Wednesday, May 7, 2025.

Traffic count peak hours for all the study intersections are shown in **Table 4**.

Table 4: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Roosevelt Highway (SR 14/US 29) at Gullatt Road	12/10/2024	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
2. Gullatt Road at McLarin Road	4/17/2025	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
3. Williams Road at McLarin Road	5/7/2025	6:45 AM – 7:45 AM	4:30 PM – 5:30 PM
4. Williams Road at Johnson Road	5/7/2025	6:45 AM – 7:45 AM	4:45 PM – 5:45 PM
5. Johnson Road at Gullatt Road	12/10/2024	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM

The collected peak hour turning movement traffic counts are provided in **Appendix E**.

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *T5 ATL IV* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0% per year background traffic growth rate from 2025 to 2028 (3 years) was used for all roadways. No additional nearby development traffic was included, as this traffic was captured within the background traffic growth rate.

The Projected 2028 No-Build conditions represent the Existing 2025 traffic volumes grown for three (3) years at 2.0% per year throughout the study network.

The Projected 2028 Build conditions represent the project trips generated by the *T5 ATL IV* development (discussed in **Section 3.0** and **Section 4.0**) added to the Projected 2028 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 5** are programmed to occur near the development.

Table 5: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Oakley Industrial Boulevard	Creekwood Drive to Gullatt Road	City of Fairburn	TBD	FS-202E	2033	-	-
I-85 South Interchange Improvements	I-85 at SR 74 (Senoia Road)	City of Fairburn	0007841	FS-AR-182	2030	2020/ 2025	2025

Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC).

ARC FS-202E proposes to extend Oakley Industrial Boulevard from Creekwood Drive to near Gullatt Road and Cleckler Road. The extension is not anticipated to impact any study intersections. GDOT PI #0007841 proposes to reconstruct the interchange to a partial clover leaf with loop ramps in the southwest and northeast quadrants and widen the SR 74 corridor from City Lake Road to Milam Road. The interchange reconstruction and widening are not anticipated to impact any of the study intersections.

The following projects shown in **Table 6** are planned to occur near the development.

Table 6: Planned Projects

Project Name	From / To Points:	Potential Sponsor	Project ID #	ARC ID # (TIP)	Design FY
South Fulton Parkway Corridor Bus Rapid Transit	MARTA College Park rail station to SR 92	MARTA	-	AR-491A	ARC Fact Sheet
Southwest Regional Trail	Downtown Atlanta to Newnan	MARTA	-	-	City of Fairburn Comprehensive Plan 2020-2040
I-85 Express Bus	Downtown Atlanta to Newnan	MARTA	-	-	City of Fairburn Comprehensive Plan 2020-2040
US 29 Express Bus	Newnan to Red Oak/Old National MARTA station	MARTA	-	-	City of Fairburn Comprehensive Plan 2020-2040

Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC).

The projects shown in **Table 5** and **Table 6** are not yet funded, are planned/programmed to occur beyond the buildout year of the development, or are not anticipated to affect the study network; therefore, none of the projects were included in the analysis.

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 12*.

LOS for signalized intersections and all-way stop-controlled intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections with stop control on the minor street only is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections as specified in the LOU. However, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures*, if an intersection overall or approach LOS is failing under existing conditions, then the LOS standard for future No-Build and Build conditions is considered to be LOS E.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations where available. Reductions to gross trips including mixed-use reductions and pass-by reductions were not applicable for the site. For a conservative analysis based on an understanding of land use patterns in the area, no alternative mode reduction was taken in this analysis as outlined in the GRTA Letter of Understanding (LOU).

Table 7 summarizes the gross trip generation for the proposed development with no reductions per the GRTA LOU for Data Center (ITE Land Use Code 160).

Table 7: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
160 – Data Center	2,184,000 SF	2,162	1,081	1,081	153	125	71	164
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-by Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Gross Project Trips		***2,162***	***1,081***	***1,081***	***153***	***125***	***71***	***153***

A more detailed trip generation analysis summary table is provided in **Appendix B**.

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land use, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, City of Fairburn, City of Palmetto, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for in the development in **Figure 4**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 5.**

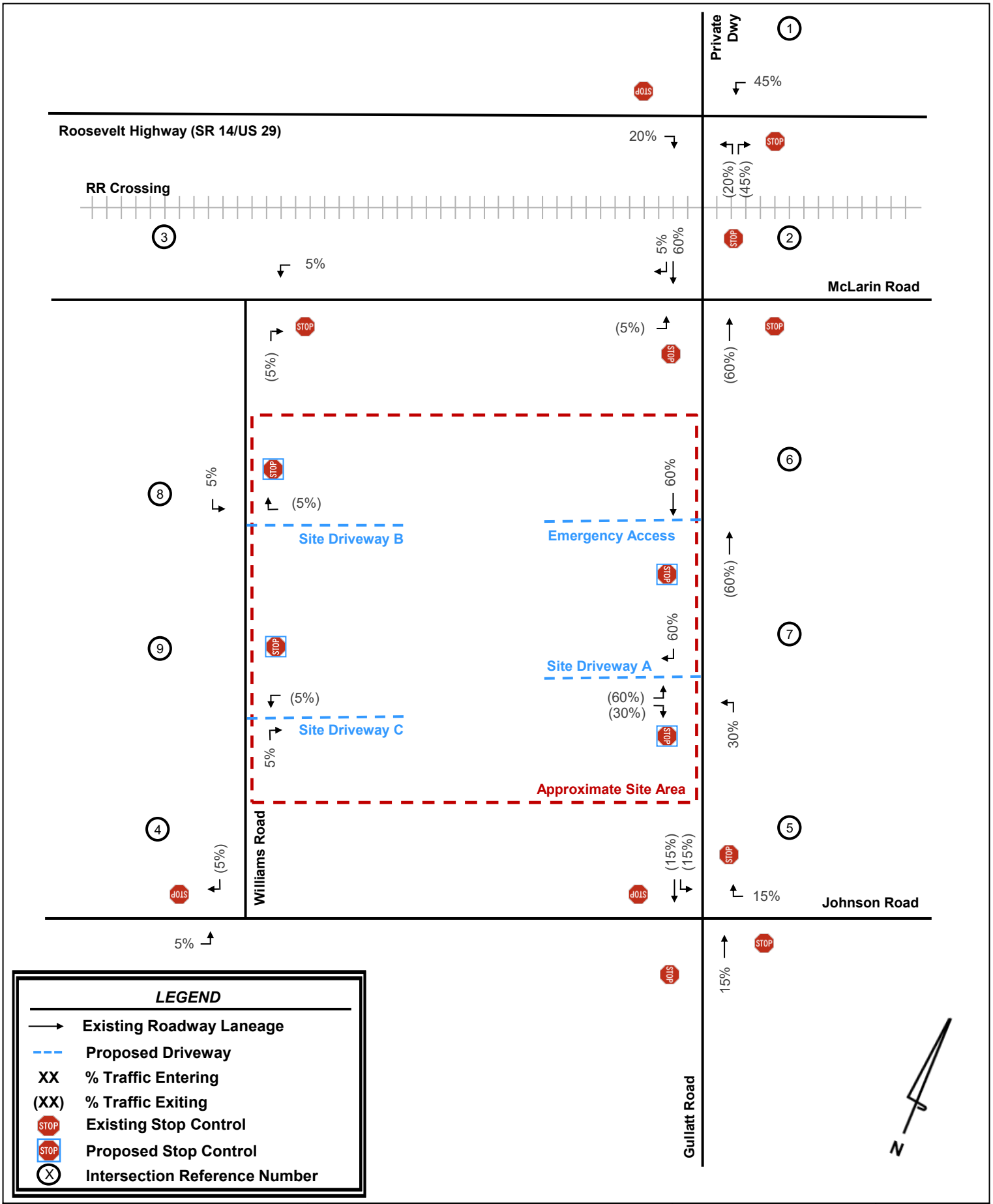
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

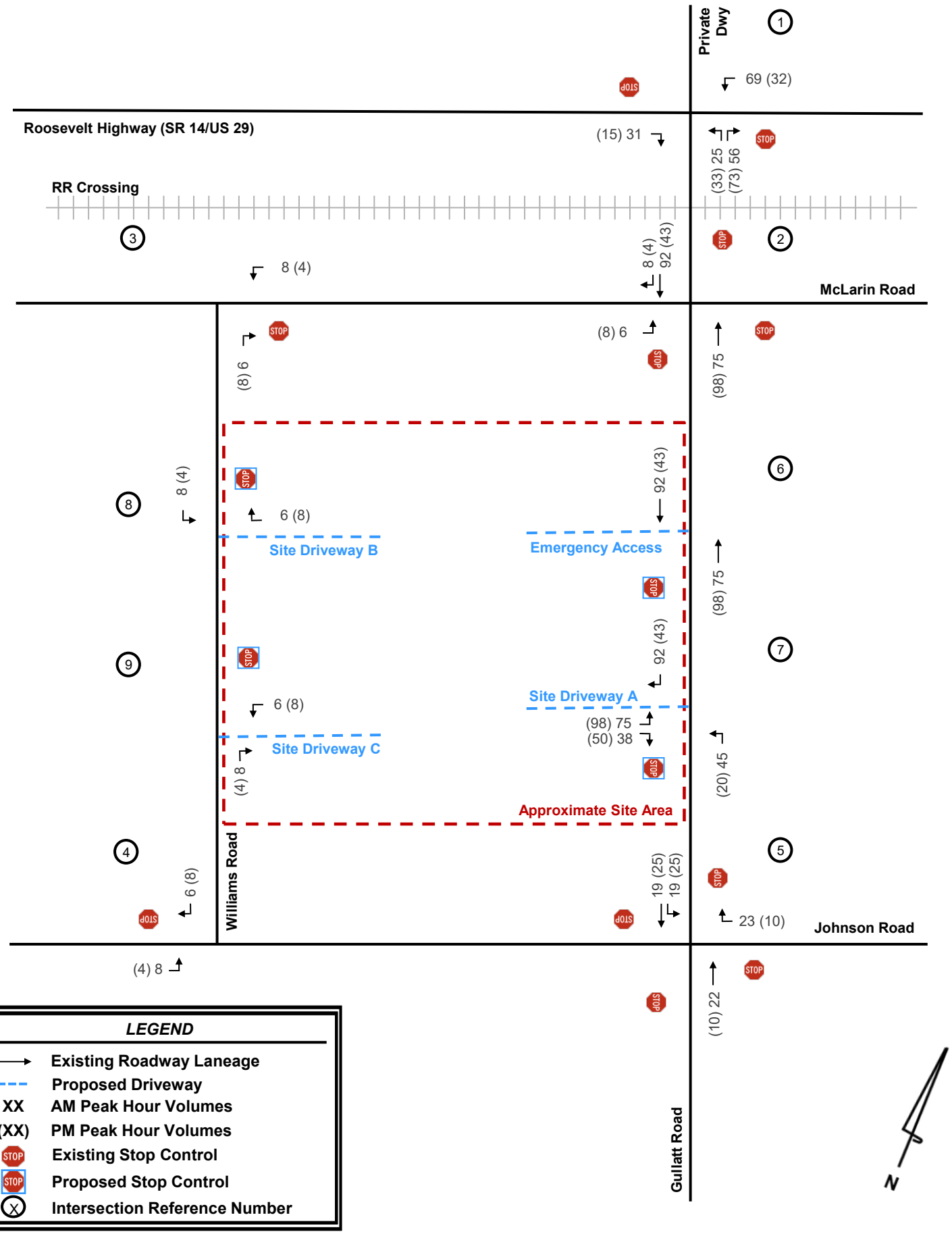
Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2025 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 7th Edition* unless otherwise noted.

These analyses included existing roadway lane configurations for each of the scenarios. The traffic volumes and roadway lane configurations used for each scenario are shown in **Figure 6** for Existing 2025 conditions, **Figure 7** for Projected 2028 No-Build conditions, and **Figure 8** for Projected 2028 Build conditions.

Sections 5.1 – 5.8 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths. *Synchro 12* capacity analyses reports are provided in **Appendix F**.



Kimley»Horn	*T5 ATL IV* *DRI #4465* **Transportation Impact Study**	**Trip Distribution & Assignment**	**Figure 4** **Page 14**



Kimley»Horn	*T5 ATL IV* *DRI #4465* **Transportation Impact Study**	**Project Trips**	**Figure 5** **Page 15**

5.1 Roosevelt Highway (SR 14/US 29) at Gullatt Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road			Gullatt Road			Roosevelt Highway (SR 14/US 29)			Roosevelt Highway (SR 14/US 29)		
			Northbound (STOP)			Southbound (STOP)			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	**AM**	Overall LOS	(2.0)											
		Approach LOS	D (30.2)			C (23.3)			A (8.1)			A (9.4)		
		Storage							150		250	200		150
		50th Queue												
		95th Queue		35			5		0		0	3		0
	PM	Overall LOS	(2.8)											
		Approach LOS	C (22.3)			B (11.8)			A (0.0)			A (8.5)		
		Storage							150		250	200		150
		50th Queue												
		95th Queue		45			0		0		0	3		0
2028 NO-BUILD (TWSC)	**AM**	Overall LOS	(2.3)											
		Approach LOS	E (35.9)			D (25.6)			A (8.2)			A (9.6)		
		Storage							150		250	200		150
		50th Queue												
		95th Queue		45			5		0		0	3		0
	PM	Overall LOS	(3.2)											
		Approach LOS	D (25.5)			B (12.2)			A (0.0)			A (8.6)		
		Storage							150		250	200		150
		50th Queue												
		95th Queue		58			0		0		0	3		0
2028 BUILD (TWSC)	**AM**	Overall LOS	(9.5)											
		Approach LOS	F (84.5)			E (40.9)			A (8.2)			B (10.1)		
		Storage							150		250	200		150
		50th Queue												
		95th Queue		163			10		0		0	13		0
	PM	Overall LOS	(8.6)											
		Approach LOS	E (45.4)			B (13.1)			A (0.0)			A (8.7)		
		Storage							150		250	200		150
		50th Queue												
		95th Queue		155			0		0		0	5		0

The unsignalized side-street stop-controlled intersection of Roosevelt Highway (SR 14/US 29) at Gullatt Road (Intersection 1) currently operates at acceptable overall and approach LOS under the Existing 2025 AM and PM peak hours. Under the Projected 2028 No-Build Conditions, the northbound approach operates at a failing LOS in the AM peak hour. Under the Projected 2028 Build Conditions, Intersection 1 is projected to operate with failing northbound approach LOS in the AM and PM peak hours and a failing southbound approach LOS in the AM peak hour.

In order to improve the approach LOS under the Projected 2028 No-Build and Projected 2028 Build conditions, Kimley-Horn recommends the following system improvement (shown in red on **Figure 8**):

- Install a traffic signal, if and when warranted and as approved by GDOT.

The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road			Gullatt Road			Roosevelt Highway (SR 14/US 29)			Roosevelt Highway (SR 14/US 29)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 IMPROVED NO-BUILD (SIGNAL)	AM	Overall LOS	A (9.8)											
		Approach LOS	B (15.8)			B (15.0)			B (10.2)			A (8.0)		
		Storage							150		250	200		150
		50th Queue		0			0		0	47	0	3	25	0
		95th Queue		28			0		2	135	27	10	75	0
	PM	Overall LOS	A (8.9)											
		Approach LOS	B (15.2)			B (13.4)			B (10.8)			A (5.5)		
		Storage							150		250	200		150
		50th Queue		8			0		0	26	0	4	33	0
		95th Queue		55			0		0	95	25	16	67	0
2028 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	B (11.8)											
		Approach LOS	B (18.8)			B (16.2)			B (12.6)			A (8.4)		
		Storage							150		250	200		150
		50th Queue		24			0		0	100	0	13	28	0
		95th Queue		86			0		3	184	36	39	95	0
	PM	Overall LOS	B (11.1)											
		Approach LOS	B (16.4)			B (13.0)			B (13.4)			A (7.0)		
		Storage							150		250	200		150
		50th Queue		43			0		0	61	0	10	44	0
		95th Queue		122			0		0	123	32	34	95	0

With the system improvement noted above, the intersection of Roosevelt Highway (SR 14/US 29) at Gullatt Road (Intersection 1) is projected to operate with an improved LOS of B or better on all approaches for the AM and PM peak hours under the Projected 2028 No-Build Improved conditions and Projected 2028 Build Improved conditions.

5.2 Gullatt Road at McLarin Road (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road Northbound (STOP)			Gullatt Road Southbound			McLarin Road Eastbound (STOP)			McLarin Road Westbound (STOP)		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(3.1)											
		Approach LOS	A (7.5)			A (7.4)			B (11.0)			B (10.7)		
		Storage												
		50th Queue												
		95th Queue	0			3			3			3		
	PM	Overall LOS	(2.9)											
		Approach LOS	A (7.6)			A (7.6)			B (11.4)			B (10.5)		
		Storage												
		50th Queue												
		95th Queue	0			0			8			5		
2028 NO-BUILD (TWSC)	AM	Overall LOS	(3.1)											
		Approach LOS	A (7.6)			A (7.4)			B (11.2)			B (10.9)		
		Storage												
		50th Queue												
		95th Queue	0			3			3			3		
	PM	Overall LOS	(3.0)											
		Approach LOS	A (7.6)			A (7.7)			B (11.7)			B (10.7)		
		Storage												
		50th Queue												
		95th Queue	0			0			8			5		
2028 BUILD (TWSC)	AM	Overall LOS	(2.4)											
		Approach LOS	A (7.8)			A (7.6)			B (13.7)			B (12.7)		
		Storage												
		50th Queue												
		95th Queue	0			3			8			5		
	PM	Overall LOS	(2.7)											
		Approach LOS	A (7.7)			A (7.9)			B (13.9)			B (12.0)		
		Storage												
		50th Queue												
		95th Queue	0			0			13			8		

The unsignalized stop-controlled intersection of Gullatt Road at McLarin Road (Intersection 2) is projected to operate at an acceptable overall and approach LOS during the AM and PM peak hours under Existing 2025, Projected 2028 No-Build, and Projected 2028 Build conditions. No improvements are recommended to be conditioned.

5.3 Williams Road at McLarin Road (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Williams Road						McLarin Road			McLarin Road		
			Northbound (STOP)						Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	**AM**	Overall LOS	(0.5)											
		Approach LOS	A (9.0)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	0									0		
	PM	Overall LOS	(0.6)											
		Approach LOS	A (9.0)						A (0.0)			A (7.3)		
		Storage												
		50th Queue												
		95th Queue	0									0		
2028 NO-BUILD (TWSC)	**AM**	Overall LOS	(0.5)											
		Approach LOS	A (9.0)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	0									0		
	PM	Overall LOS	(0.6)											
		Approach LOS	A (9.0)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	0									0		
2028 BUILD (TWSC)	**AM**	Overall LOS	(1.3)											
		Approach LOS	A (9.0)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	3									0		
	PM	Overall LOS	(1.3)											
		Approach LOS	A (8.8)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	3									0		

The unsignalized stop-controlled intersection of Williams Road at McLarin Road (Intersection 3) is projected to operate at an acceptable overall and approach LOS during the AM and PM peak hours under Existing 2025, Projected 2028 No-Build, and Projected 2028 Build conditions. No improvements are recommended to be conditioned.

5.4 *Williams Road at Johnson Road (Intersection 4)*

Overall LOS Standard: D Approach LOS Standard: D				Williams Road			Johnson Road			Johnson Road		
				Southbound (STOP)			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS				A (9.5)			A (7.5)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				0			0					
	PM	Overall LOS	(0.1)											
		Approach LOS				B (10.8)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				0			0					
2028 NO-BUILD (TWSC)	AM	Overall LOS	(0.1)											
		Approach LOS				A (9.6)			A (7.5)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				0			0					
	PM	Overall LOS	(0.1)											
		Approach LOS				B (11.0)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				0			0					
2028 BUILD (TWSC)	AM	Overall LOS	(0.5)											
		Approach LOS				A (9.3)			A (7.6)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				0			0					
	PM	Overall LOS	(0.3)											
		Approach LOS				A (10.0)			A (7.7)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				0			0					

The unsignalized stop-controlled intersection of Williams Road at Johnson Road (Intersection 4) is projected to operate at an acceptable overall and approach LOS during the AM and PM peak hours under Existing 2025, Projected 2028 No-Build, and Projected 2028 Build conditions. No improvements are recommended to be conditioned.

5.5 Gullatt Road at Johnson Road (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road			Gullatt Road			Johnson Road			Johnson Road		
			Northbound (STOP)			Southbound (STOP)			Eastbound (STOP)			Westbound (STOP)		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (AWSC)	AM	Overall LOS	A (8.4)											
		Approach LOS	A (8.1)			A (8.7)			A (8.5)			A (8.3)		
		Storage												
		50th Queue												
		95th Queue	8			13			18			13		
	PM	Overall LOS	A (9.1)											
		Approach LOS	A (8.3)			A (9.1)			A (8.9)			A (9.4)		
		Storage												
		50th Queue												
		95th Queue	8			18			20			30		
2028 NO-BUILD (AWSC)	AM	Overall LOS	A (8.6)											
		Approach LOS	A (8.2)			A (8.8)			A (8.7)			A (8.4)		
		Storage												
		50th Queue												
		95th Queue	10			15			18			15		
	PM	Overall LOS	A (9.3)											
		Approach LOS	A (8.5)			A (9.3)			A (9.1)			A (9.6)		
		Storage												
		50th Queue												
		95th Queue	8			18			20			35		
2028 BUILD (AWSC)	AM	Overall LOS	A (9.0)											
		Approach LOS	A (8.6)			A (9.4)			A (9.0)			A (8.8)		
		Storage												
		50th Queue												
		95th Queue	13			23			18			18		
	PM	Overall LOS	A (9.9)											
		Approach LOS	A (8.8)			B (10.2)			A (9.4)			B (10.2)		
		Storage												
		50th Queue												
		95th Queue	10			28			23			38		

The unsignalized stop-controlled intersection of Gullatt Road at Johnson Road (Intersection 5) is projected to operate at an acceptable overall and approach LOS during the AM and PM peak hours under Existing 2025, Projected 2028 No-Build, and Projected 2028 Build conditions. No improvements are recommended to be conditioned.

5.6 Gullatt Road at Emergency Access (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road			Gullatt Road			Emergency Access					
			Northbound			Southbound			Eastbound (STOP)			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(0.0)											
		Approach LOS	A (0.0)			A (0.0)			A (0.0)					
		Storage												
		50th Queue												
		95th Queue							0					
	PM	Overall LOS	(0.0)											
		Approach LOS	A (0.0)			A (0.0)			A (0.0)					
		Storage												
		50th Queue												
		95th Queue							0					

The proposed side-street stop-controlled driveway at the intersection of Gullatt Road at Emergency Driveway (Intersection 6) is not projected to receive daily traffic; therefore, there is no delay projected at the intersection. The recommended configuration for Emergency Access is a minimum of one (1) lane entering the site and a minimum of one (1) lane exiting the site.

5.7 Gullatt Road at Site Driveway A (Intersection 7)

Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road			Gullatt Road			Site Driveway A					
			Northbound			Southbound			Eastbound (STOP)			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(3.9)											
		Approach LOS	A (7.8)			A (0.0)			B (11.4)					
		Storage												
		50th Queue												
		95th Queue	3						18					
	PM	Overall LOS	(4.2)											
		Approach LOS	A (7.6)			A (0.0)			B (11.4)					
		Storage												
		50th Queue												
		95th Queue	0						23					

The proposed side-street stop-controlled driveway at the intersection of Gullatt Road at Site Driveway A (Intersection 7) is projected to operate at an acceptable approach LOS under the Projected 2028 Build conditions. The recommended configuration for Site Driveway A is a minimum of one (1) lane entering the site and a minimum of one (1) lane exiting the site.

Additionally, the following site access improvements are recommended to serve the development:

- Construct one (1) exclusive northbound left-turn lane along Gullatt Road.
- Construction one (1) exclusive southbound right-turn lane along Gullatt Road.

5.8 Williams Road at Site Driveway B (Intersection 8)

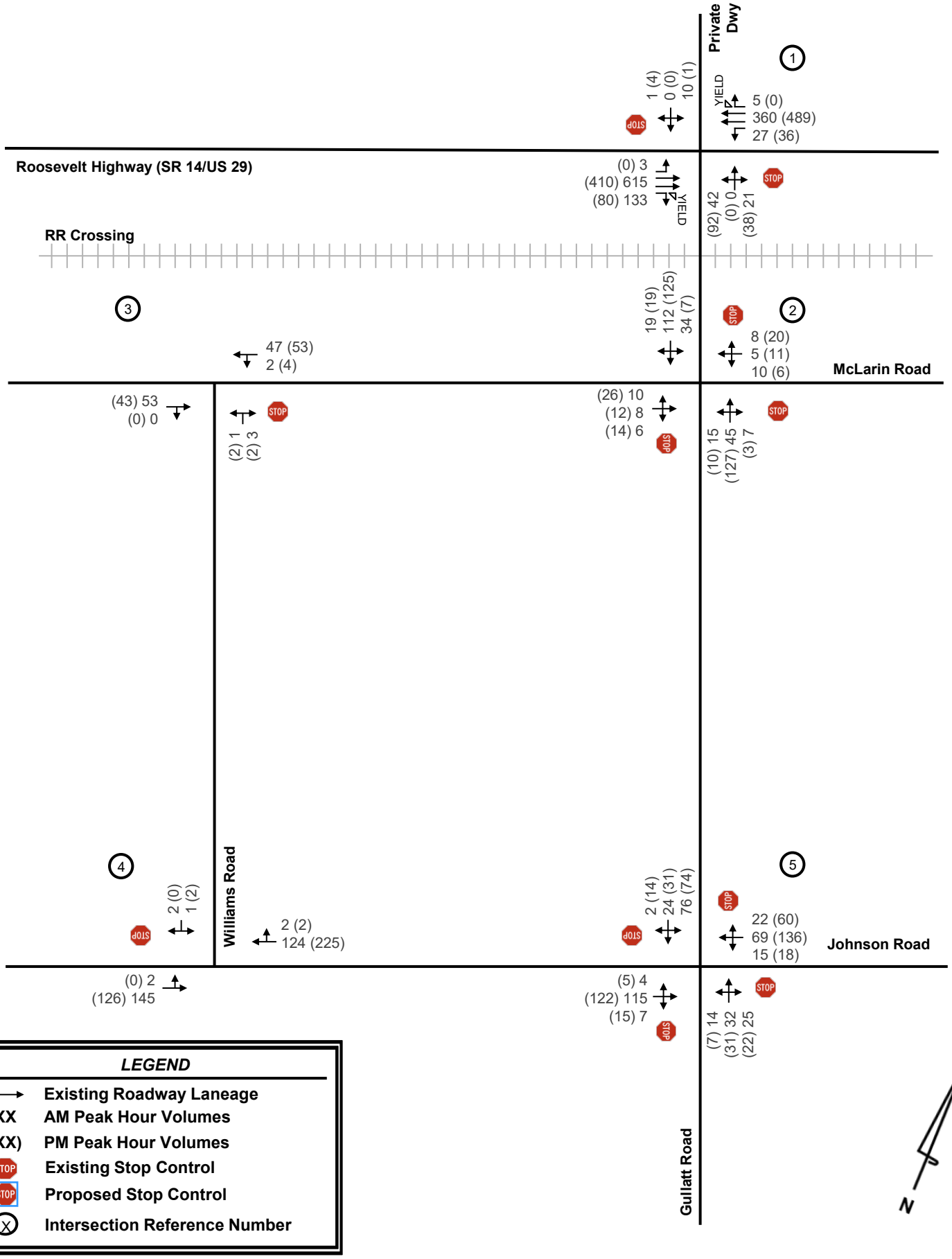
Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road Northbound			Gullatt Road Southbound			Eastbound			Site Driveway B Westbound (STOP)		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(5.1)											
		Approach LOS	A (0.0)			A (7.2)						A (8.3)		
		Storage												
		50th Queue												
		95th Queue				0						0		
	PM	Overall LOS	(6.0)											
		Approach LOS	A (0.0)			A (7.2)						A (8.3)		
		Storage												
		50th Queue												
		95th Queue				0						0		

The proposed side-street stop-controlled driveway at the intersection of Williams Road at Site Driveway B (Intersection 8) is projected to operate at an acceptable approach LOS under the Projected 2028 Build conditions. The recommended configuration for Site Driveway B is a minimum of one (1) lane entering the site and a minimum of one (1) lane exiting the site.

5.9 Williams Road at Site Driveway C (Intersection 9)

Overall LOS Standard: D Approach LOS Standard: D			Gullatt Road			Gullatt Road						Site Driveway C		
			Northbound			Southbound			Eastbound			Westbound (STOP)		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(2.5)											
		Approach LOS	A (0.0)			A (0.0)						A (8.6)		
		Storage												
		50th Queue												
		95th Queue				0						0		
	PM	Overall LOS	(4.3)											
		Approach LOS	A (0.0)			A (0.0)						A (8.6)		
		Storage												
		50th Queue												
		95th Queue				0						0		

The proposed side-street stop-controlled driveway at the intersection of Williams Road at Site Driveway C (Intersection 9) is projected to operate at an acceptable approach LOS under the Projected 2028 Build conditions. The recommended configuration for Site Driveway C is a minimum of one (1) lane entering the site and a minimum of one (1) lane exiting the site.

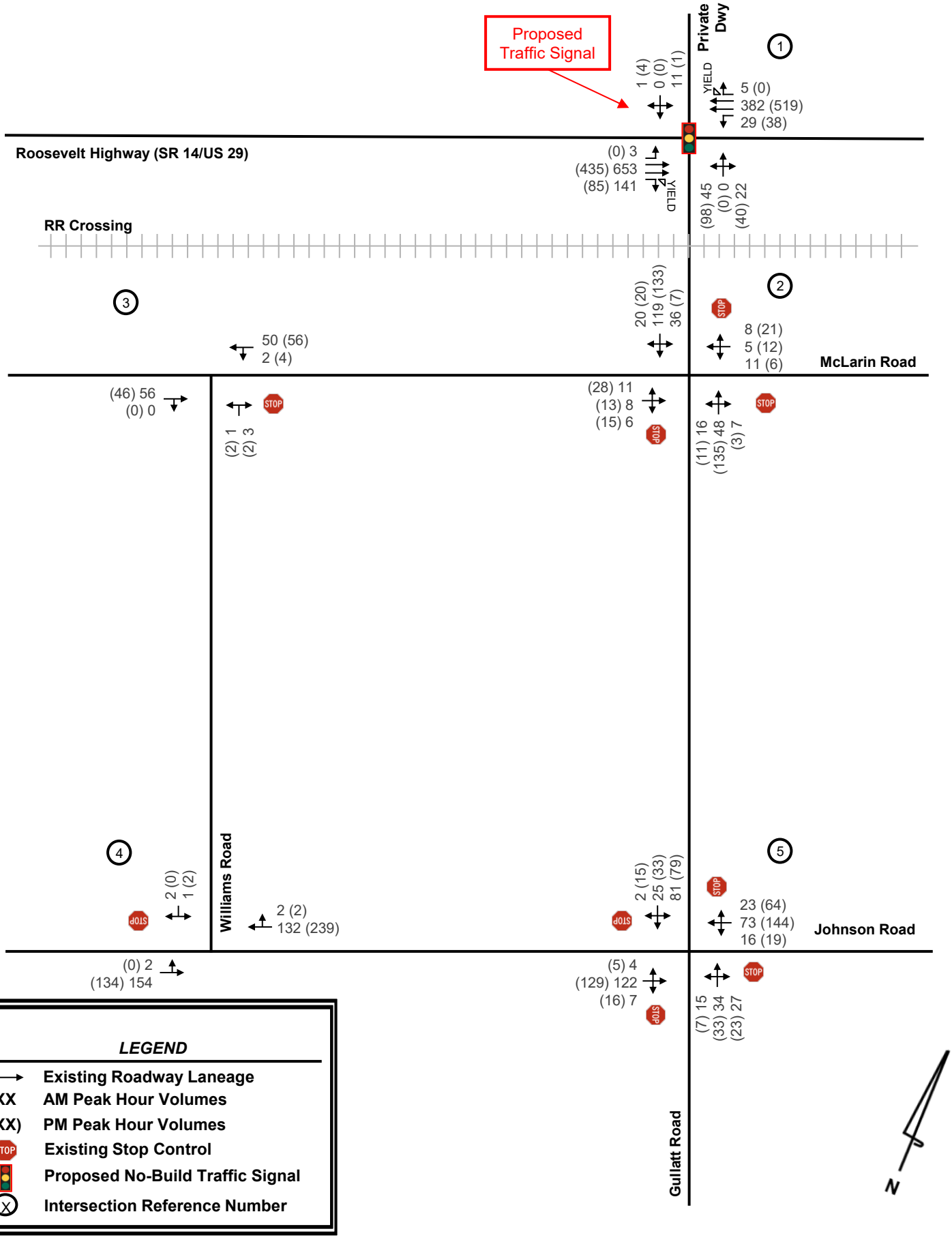


Kimley»Horn

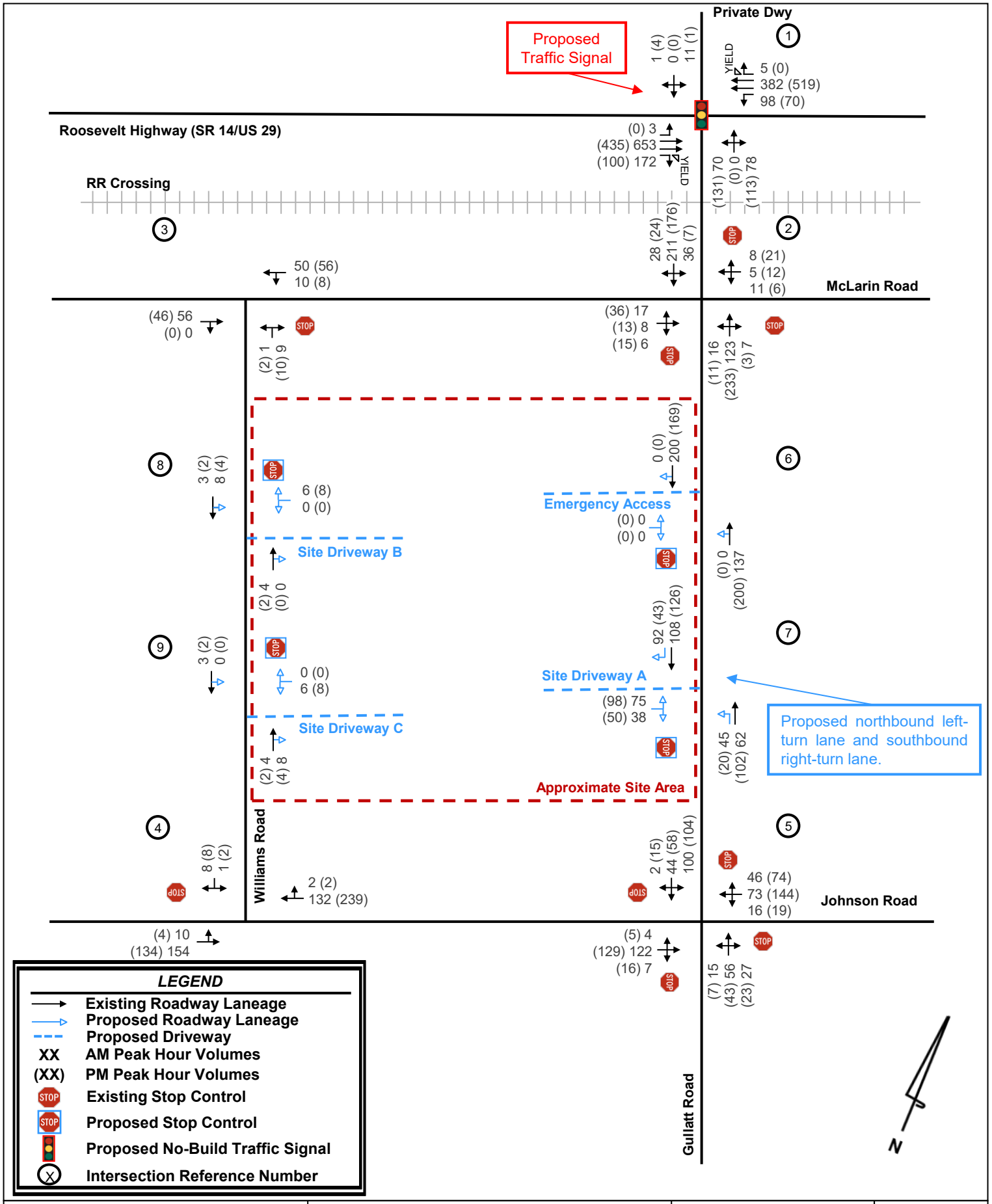
T5 ATL IV
DRI #4465
Transportation Impact Study

Existing 2025 Conditions

Figure 6



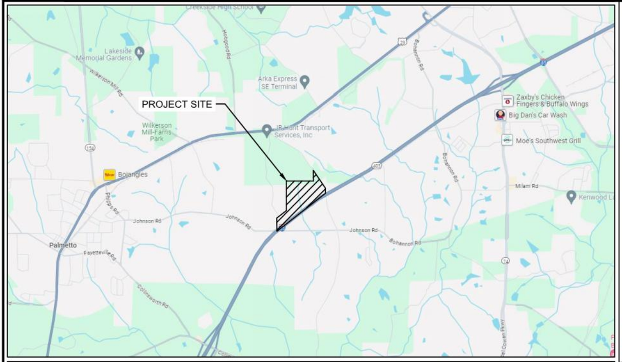
Kimley»Horn	*T5 ATL IV* *DRI #4465* **Transportation Impact Study**	**Projected 2028 No-Build Conditions**	**Figure 7** **Page 27**



Kimley»Horn	*T5 ATL IV* *DRI #4465* **Transportation Impact Study**	**Projected 2028 Build Conditions**	**Figure 8** **Page 28**

APPENDIX A

Proposed Site Plan



LOCATION MAP
SCALE: NTS

PROJECT CONTACTS

DEVELOPER / OWNER	T5 @ ATLANTA IV, LLC ADDRESS 3344 PEACHTREE ROAD, ATLANTA, GA 30326 CONTACT DAVID VARGHESE PHONE 864.634.1888 EMAIL DVARGHESE@T5DATACENTERS.COM
CIVIL ENGINEER	KIMLEY-HORN AND ASSOCIATES, INC. ADDRESS 11720 AMBER PARK DRIVE, #600, ALPHARETTA, GA 30009 CONTACT REID IRWIN, P.E. PHONE 770.545.6106 EMAIL REID.IRWIN@KIMLEY-HORN.COM
TRAFFIC ENGINEER	KIMLEY-HORN AND ASSOCIATES, INC. ADDRESS 11720 AMBER PARK DRIVE, #600, ALPHARETTA, GA 30009 CONTACT LANI NEGRILLO, P.E. PHONE 770.619.4280 EMAIL LANI.NEGRILLO@KIMLEY-HORN.COM

LANDSCAPE REQ'S FOR VEHICLE USE AREAS

1. PERIMETER LANDSCAPE AREAS SHALL BE NO LESS THAN FIVE FEET HORIZONTALLY AND SHALL PROVIDE ONE TREE FOR EVERY 250 SF OF LANDSCAPE AREA.
2. PERIMETER LANDSCAPE AREAS ABUTTING PUBLIC STREET RIGHT-OF-WAY SHALL HAVE A MINIMUM DIMENSION OF 10 FEET FROM THE RIGHT-OF-WAY LINE TO THE VEHICULAR USE AREA.
3. AN AREA OR COMBINATION OF AREAS EQUAL TO 10 PERCENT OF THE TOTAL VEHICULAR USE AREA, EXCLUSIVE OF PERIMETER LANDSCAPE AREAS, SHALL BE DEDICATED TO INTERIOR LANDSCAPING. ALL INTERIOR LANDSCAPE AREAS SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF 10 FEET. A MINIMUM OF ONE TREE FOR EVERY 250 SQUARE FEET OR FRACTION THEREOF OF INTERIOR LANDSCAPE AREA SHALL BE PROVIDED. NO MORE THAN 12 ADJACENT PARKING SPACES EXIST WITHOUT A LANDSCAPED SEPARATION.
4. ALL LANDSCAPING SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF FAIRBURN CODE OF ORDINANCES SEC. 80-336(b)

SITE NOTES

1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY CORGAN, DATED 03.18.2025 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY METRO ENGINEERING & SURVEYING CO., DATED 03.15.2024.
3. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
4. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
5. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
6. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

SITE DEVELOPMENT SUMMARY

SITE SUMMARY:

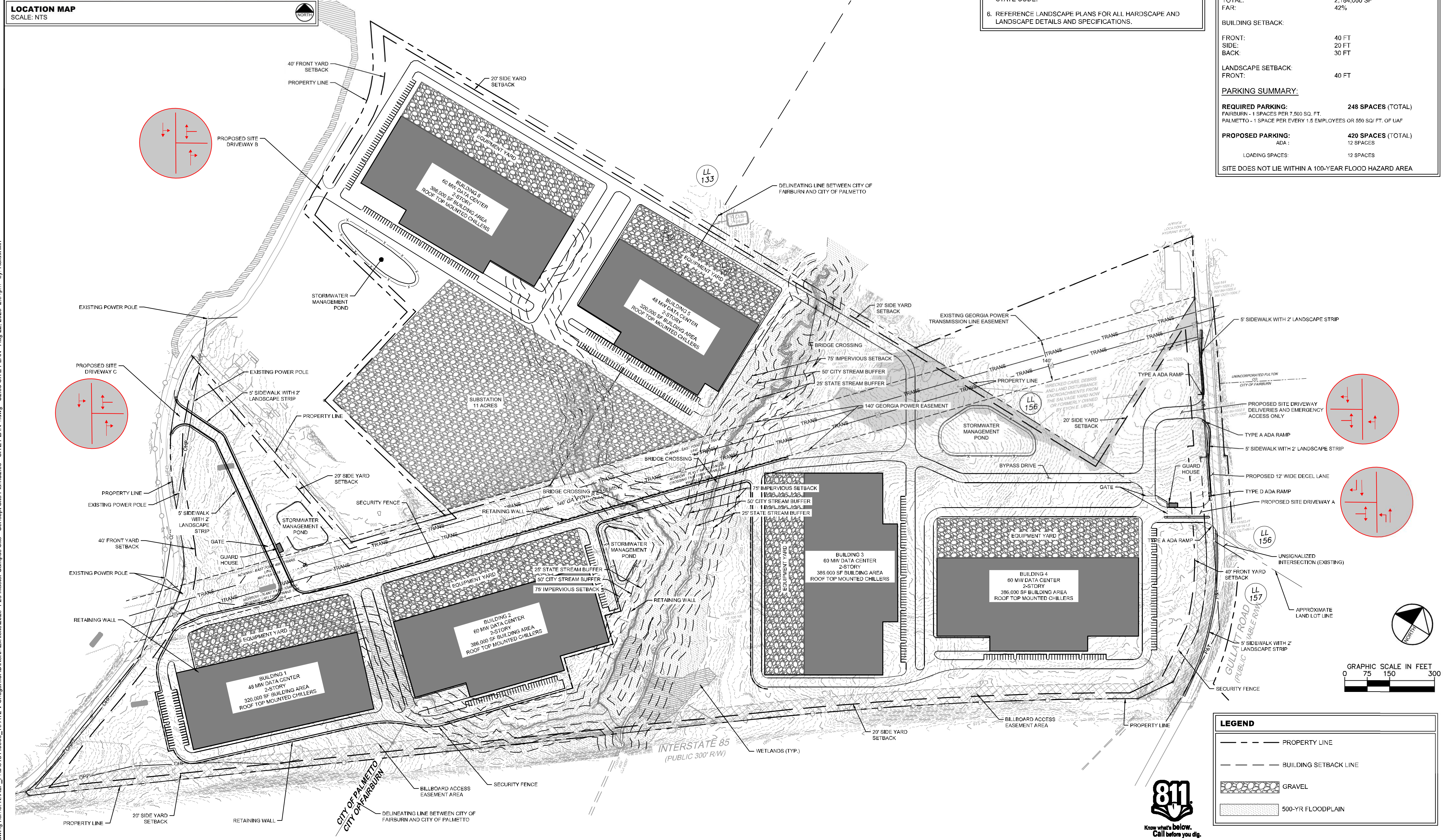
CURRENT ZONING:	M-2
TOTAL SITE AREA:	118.85 ACRES
CITY OF PALMETTO	53.07 ACRES
CITY OF FAIRBURN	65.78 ACRES
TOTAL DISTURBED AREA:	97.72 ACRES
IMPERVIOUS:	54%
OPEN SPACE:	46%
BUILDING AREA:	
BUILDING 1:	2-STORY, 320,000 SF
BUILDING 2:	2-STORY, 386,000 SF
BUILDING 3:	2-STORY, 386,000 SF
BUILDING 4:	2-STORY, 386,000 SF
BUILDING 5:	2-STORY, 320,000 SF
BUILDING 6:	2-STORY, 386,000 SF
TOTAL:	2,184,000 SF
FAR:	42%
BUILDING SETBACK:	
FRONT:	40 FT
SIDE:	20 FT
BACK:	30 FT
LANDSCAPE SETBACK:	
FRONT:	40 FT

PARKING SUMMARY:

REQUIRED PARKING: 248 SPACES (TOTAL)
FAIRBURN - 1 SPACES PER 7,500 SQ. FT.
PALMETTO - 1 SPACE PER EVERY 1.5 EMPLOYEES OR 550 SQ. FT. OF UAF

PROPOSED PARKING: 420 SPACES (TOTAL)
ADA: 12 SPACES
LOADING SPACES: 12 SPACES

SITE DOES NOT LIE WITHIN A 100-YEAR FLOOD HAZARD AREA



LEGEND

— — —	PROPERTY LINE
— — —	BUILDING SETBACK LINE
(hatch)	GRAVEL
(hatch)	500-YR FLOODPLAIN

811 Know what's below. Call before you dig.

PREPARED BY
Kimley»Horn
11720 AMBER PARK DRIVE
PARKWAY 400, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE 770.619.4280
WWW.KIMLEY-HORN.COM
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PREPARED FOR
T5 DATA CENTERS
3344 PEACHTREE ROAD, SUITE 2550
ATLANTA, GA 30326
PHONE: 864.634.1888

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY
1	Fulton County Sewer Revisions	08/06/2025	

PROJECT
T5 @ Atlanta IV, LLC
DRI #4465
GULLATT RD, FAIRBURN, GA 30268
LAND LOT 156, 157, 7 TH DISTRICT
PARCEL ID: 07290001560487, 07380001570168, 07380001570200

GSWCC NO. (LEVEL II)	0000008170
DRAWN BY	EJD
DESIGNED BY	MMM
REVIEWED BY	DBA
DATE	06.27.2025
PROJECT NO.	013440009

TITLE
SITE PLAN

SHEET NUMBER
C2.00

Drawing name: K:\ALP_PRJ\013440009_T5 ATL V Shugart\CAD\North\Exhibits\2025-4-23 Master Campus Site - Concept Site Plan\C2.00 - SITE PLAN 4.dwg C2.00 SITE PLAN Aug 22, 2025 2:51pm by: Reid.Irwin

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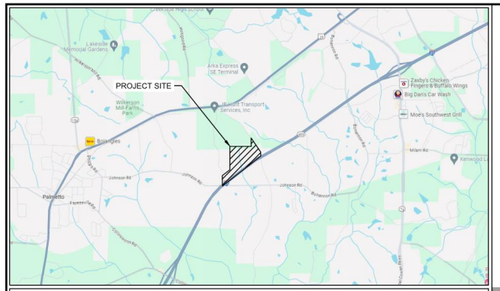

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SCALE: NTS

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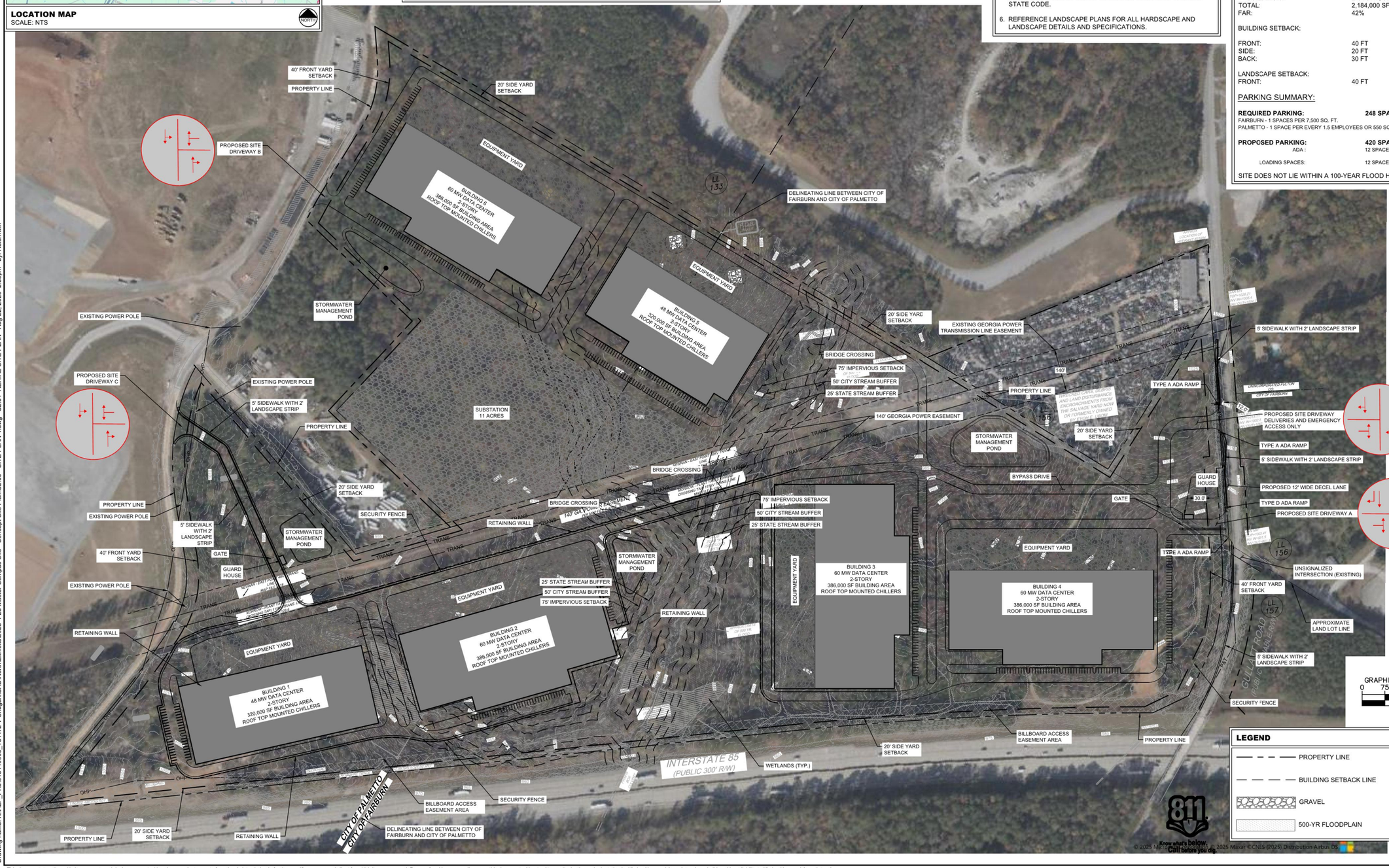
LOADING SPACES: 12 SPACES

SITE DOES NOT LIE WITHIN A 100-YEAR FLOOD HAZARD AREA



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LEGEND

- PROPERTY LINE
- BUILDING SETBACK LINE
- GRAVEL
- 500-YR FLOODPLAIN

811 Know what's below. Call before you dig.

PREPARED BY:
Kimley»Horn
PHONE 770.619.4280
11720 AMBER PARK DRIVE
PARKWAY 400, SUITE 600
ALPHARETTA, GEORGIA 30009
WWW.KIMLEY-HORN.COM
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PREPARED FOR:
T5 DATA CENTERS
3344 PEACHTREE ROAD, SUITE 2550
ATLANTA, GA 30326
PHONE: 864.634.1888

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY
1	Fulton County Sewer Revisions	06/06/2025	

PROJECT:
T5 @ Atlanta IV, LLC
DRI #4465
GULLATT RD, ATLANTA, GA 30268
LAND LOT 156, 157, 7TH DISTRICT
PARCEL ID: 07290001560467, 07380001570168, 07380001570200

GEORGIA REGISTERED PROFESSIONAL ENGINEER REID IRWIN PE No. 039309 PROFESSIONAL ENGINEER 08/21/2025

GSWCC NO. (LEVEL II)	0000008170
DRAWN BY	EJD
DESIGNED BY	MMM
REVIEWED BY	DBA
DATE	06.27.2025
PROJECT NO.	013440009

TITLE
AERIALSITE PLAN

SHEET NUMBER
C2.01

Drawing name: K:\ALP_PRJ\013440009_T5 ATL V Shugart\CAD\North\Exhibits\2025-4-23 Master Campus Site - Concept Site Plan\C2.00 - SITE PLAN 4.dwg C2.01 AERIAL SITE PLAN Aug 22, 2025 2:59pm by: Reid.Irwin

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Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
T5 ATL DRI #4465
City of Fairburn and City of Palmetto, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
160 Data Center	2,184,000 gross s.f.	2,162	278	153	125	235	71	164
Gross Trips		**2,162**	**278**	**153**	**125**	**235**	**71**	**164**
Other Non-Residential Trips		2,162	278	153	125	235	71	164
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Other Non-Residential Trips		2,162	278	153	125	235	71	164
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**2,162**	**278**	**153**	**125**	**235**	**71**	**164**
Driveway Volumes		**2,162**	**278**	**153**	**125**	**235**	**71**	**164**

k:\alp_tpto\013871024_t5 atl iv - fairburn and palmetto - may 2025\phase ii\analysis\[analysis.xls]trip generation

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Roosevelt Highway (SR 14/US 29) @ Gullatt Road

AM PEAK HOUR

Description	Gullatt Road Northbound			Gullat Road Southbound			Roosevelt Highway (SR 14/US 29) Eastbound			Roosevelt Highway (SR 14/US 29) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	42	0	21	10	0	1	3	615	133	27	360	5
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	8	0	5	4	0	0	0	39	6	3	44	1
Heavy Vehicle %	19%	0%	24%	40%	0%	2%	2%	6%	5%	11%	12%	20%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2025 Volumes	42	0	21	10	0	1	3	615	133	27	360	5
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	45	0	22	11	0	1	3	653	141	29	382	5
Project Trips												
Trip Distribution IN									20%	45%		
Trip Distribution OUT	20%		45%									
Other Non-Residential Trips	25	0	56	0	0	0	0	0	31	69	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	25	0	56	0	0	0	0	0	31	69	0	0
2028 Buildout Total	70	0	78	11	0	1	3	653	172	98	382	5

PM PEAK HOUR

Description	Gullatt Road Northbound			Gullat Road Southbound			Roosevelt Highway (SR 14/US 29) Eastbound			Roosevelt Highway (SR 14/US 29) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	92	0	38	1	0	4	0	410	80	36	489	0
Pedestrians		0			1			1			1	
Conflicting Pedestrians	1		1	1		1	1		0	0		1
Heavy Vehicles	5	0	7	0	0	0	0	32	2	4	26	0
Heavy Vehicle %	5%	0%	18%	2%	0%	2%	0%	8%	3%	11%	5%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2025 Volumes	92	0	38	1	0	4	0	410	80	36	489	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	98	0	40	1	0	4	0	435	85	38	519	0
Project Trips												
Trip Distribution IN									20%	45%		
Trip Distribution OUT	20%		45%									
Non-Residential Trips	33	0	74	0	0	0	0	0	14	32	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance			-1						1			
Total Project Trips	33	0	73	0	0	0	0	0	15	32	0	0
2028 Buildout Total	131	0	113	1	0	4	0	435	100	70	519	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Gullatt Road @ McLarin Road

AM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			McLarin Road Eastbound			McLarin Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	15	45	7	34	112	19	10	8	6	10	5	8
Pedestrians					2							
Conflicting Pedestrians	0		0	0		0	2		0	0		2
Heavy Vehicles	0	0	0	0	0	2	3	0	0	0	4	0
Heavy Vehicle %	2%	2%	2%	2%	2%	11%	30%	2%	2%	2%	80%	2%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2025 Volumes	15	45	7	34	112	19	10	8	6	10	5	8
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	16	48	7	36	119	20	11	8	6	11	5	8
Project Trips												
Trip Distribution IN					60%	5%						
Trip Distribution OUT		60%					5%					
Other Non-Residential Trips	0	75	0	0	92	8	6	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	75	0	0	92	8	6	0	0	0	0	0
2028 Buildout Total	16	123	7	36	211	28	17	8	6	11	5	8

PM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			McLarin Road Eastbound			McLarin Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	10	127	3	7	125	19	26	12	14	6	11	20
Pedestrians					1			0			0	
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles	0	2	0	1	4	5	4	1	1	0	3	2
Heavy Vehicle %	2%	2%	2%	14%	3%	26%	15%	8%	7%	2%	27%	10%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2025 Volumes	10	127	3	7	125	19	26	12	14	6	11	20
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	11	135	3	7	133	20	28	13	15	6	12	21
Project Trips												
Trip Distribution IN					60%	5%						
Trip Distribution OUT		60%					5%					
Non-Residential Trips	0	98	0	0	43	4	8	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	98	0	0	43	4	8	0	0	0	0	0
2028 Buildout Total	11	233	3	7	176	24	36	13	15	6	12	21

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Williams Road @ McLarin Road

AM PEAK HOUR

Description	Williams Road Northbound			Southbound			McLarin Road Eastbound			McLarin Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	1	0	3				0	53	0	2	47	0
Pedestrians					1			3				
Conflicting Pedestrians	3		0	0		3	1		0	0		1
Heavy Vehicles	0	0	0				0	15	0	0	11	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	28%	0%	2%	23%	0%
Peak Hour Factor		0.55			0.55			0.55			0.55	
Adjustment												
Adjusted 2025 Volumes	1	0	3	0	0	0	0	53	0	2	47	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	1	0	3	0	0	0	0	56	0	2	50	0
Project Trips												
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Other Non-Residential Trips	0	0	6	0	0	0	0	0	0	8	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	6	0	0	0	0	0	0	8	0	0
2028 Buildout Total	1	0	9	0	0	0	0	56	0	10	50	0

PM PEAK HOUR

Description	Williams Road Northbound			Southbound			McLarin Road Eastbound			McLarin Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	2	0	2				0	43	0	4	53	0
Pedestrians		2			0			5			0	
Conflicting Pedestrians	5		0	0		5	0		2	2		0
Heavy Vehicles	0	0	0				0	6	0	0	11	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	14%	0%	2%	21%	0%
Peak Hour Factor		0.74			0.74			0.74			0.74	
Adjustment												
Adjusted 2025 Volumes	2	0	2	0	0	0	0	43	0	4	53	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	2	0	2	0	0	0	0	46	0	4	56	0
Project Trips												
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Non-Residential Trips	0	0	8	0	0	0	0	0	0	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	8	0	0	0	0	0	0	4	0	0
2028 Buildout Total	2	0	10	0	0	0	0	46	0	8	56	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Williams Road @ Johnson Road

AM PEAK HOUR

Description	Northbound			Williams Road Southbound			Johnson Road Eastbound			Johnson Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				1	0	2	2	145	0	0	124	2
Pedestrians					0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				0	0	0	0	1	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2025 Volumes	0	0	0	1	0	2	2	145	0	0	124	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	0	1	0	2	2	154	0	0	132	2
Project Trips												
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Other Non-Residential Trips	0	0	0	0	0	6	8	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	0	0	0	6	8	0	0	0	0	0
2028 Buildout Total	0	0	0	1	0	8	10	154	0	0	132	2

PM PEAK HOUR

Description	Northbound			Williams Road Southbound			Johnson Road Eastbound			Johnson Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				2	0	0	0	126	0	0	225	2
Pedestrians					0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2025 Volumes	0	0	0	2	0	0	0	126	0	0	225	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	0	2	0	0	0	134	0	0	239	2
Project Trips												
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Non-Residential Trips	0	0	0	0	0	8	4	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	0	0	0	8	4	0	0	0	0	0
2028 Buildout Total	0	0	0	2	0	8	4	134	0	0	239	2

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Gullatt Road @ Johnson Road

AM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Johnson Road Eastbound			Johnson Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	14	32	25	76	24	2	4	115	7	15	69	22
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	1	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2025 Volumes	14	32	25	76	24	2	4	115	7	15	69	22
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	15	34	27	81	25	2	4	122	7	16	73	23
Project Trips												
Trip Distribution IN		15%										15%
Trip Distribution OUT				15%	15%							
Other Non-Residential Trips	0	23	0	19	19	0	0	0	0	0	0	23
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance		-1										
Total Project Trips	0	22	0	19	19	0	0	0	0	0	0	23
2028 Buildout Total	15	56	27	100	44	2	4	122	7	16	73	46

PM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Johnson Road Eastbound			Johnson Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	7	31	22	74	31	14	5	122	15	18	136	60
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2025 Volumes	7	31	22	74	31	14	5	122	15	18	136	60
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	7	33	23	79	33	15	5	129	16	19	144	64
Project Trips												
Trip Distribution IN		15%										15%
Trip Distribution OUT				15%	15%							
Non-Residential Trips	0	11	0	25	25	0	0	0	0	0	0	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance		-1										-1
Total Project Trips	0	10	0	25	25	0	0	0	0	0	0	10
2028 Buildout Total	7	43	23	104	58	15	5	129	16	19	144	74

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Gullatt Road @ Site Driveway A

AM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Emergency Access Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		58			102		0	0	0			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1			1							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2025 Volumes	0	58	0	0	102	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	62	0	0	108	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Other Non-Residential Trips	0	75	0	0	92	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	75	0	0	92	0	0	0	0	0	0	0
2028 Buildout Total	0	137	0	0	200	0	0	0	0	0	0	0

PM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Emergency Access Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		96			119			0	0			
Pedestrians		0			0						0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2025 Volumes	0	96	0	0	119	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	102	0	0	126	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Non-Residential Trips	0	98	0	0	43	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	98	0	0	43	0	0	0	0	0	0	0
2028 Buildout Total	0	200	0	0	169	0	0	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Gullatt Road @ Site Driveway B

AM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		58			102		0	0	0			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1			1							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2025 Volumes	0	58	0	0	102	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	62	0	0	108	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	30%					60%						
Trip Distribution OUT							60%		30%			
Other Non-Residential Trips	46	0	0	0	0	92	75	0	38	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance	-1											
Total Project Trips	45	0	0	0	0	92	75	0	38	0	0	0
2028 Buildout Total	45	62	0	0	108	92	75	0	38	0	0	0

PM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		96			119		0	0	0			
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2025 Volumes	0	96	0	0	119	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	102	0	0	126	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	30%					60%						
Trip Distribution OUT							60%		30%			
Non-Residential Trips	21	0	0	0	0	43	98	0	49	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance	-1								1			
Total Project Trips	20	0	0	0	0	43	98	0	50	0	0	0
2028 Buildout Total	20	102	0	0	126	43	98	0	50	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Gullatt Road @ Site Driveway C

AM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Eastbound			Site Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		4			3					0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2025 Volumes	0	4	0	0	3	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	4	0	0	3	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Other Non-Residential Trips	0	0	0	8	0	0	0	0	0	0	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	0	8	0	0	0	0	0	0	0	6
2028 Buildout Total	0	4	0	8	3	0	0	0	0	0	0	6

PM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Eastbound			Site Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		2			2					0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2025 Volumes	0	2	0	0	2	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	2	0	0	2	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Non-Residential Trips	0	0	0	4	0	0	0	0	0	0	0	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	0	4	0	0	0	0	0	0	0	8
2028 Buildout Total	0	2	0	4	2	0	0	0	0	0	0	8

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Gullatt Road @ Site Driveway D

AM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Eastbound			Site Driveway C Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		4			3					0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2025 Volumes	0	4	0	0	3	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	4	0	0	3	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			5%									
Trip Distribution OUT										5%		
Other Non-Residential Trips	0	0	8	0	0	0	0	0	0	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	8	0	0	0	0	0	0	6	0	0
2028 Buildout Total	0	4	8	0	3	0	0	0	0	6	0	0

PM PEAK HOUR

Description	Gullatt Road Northbound			Gullatt Road Southbound			Eastbound			Site Driveway C Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		2			2					0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2025 Volumes	0	2	0	0	2	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	2	0	0	2	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			5%									
Trip Distribution OUT										5%		
Non-Residential Trips	0	0	4	0	0	0	0	0	0	8	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	4	0	0	0	0	0	0	8	0	0
2028 Buildout Total	0	2	4	0	2	0	0	0	0	8	0	0

Programmed Project Fact Sheets

FS-202E

2050 MTP PROJECT FACT SHEET

Short Title	OAKLEY INDUSTRIAL BOULEVARD - NEW ALIGNMENT FROM CREEKWOOD DRIVE TO GULLATT ROAD
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	City of Fairburn
Jurisdiction	Fulton County (South)
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	0	**LCI**		**Network Year**	2033
Planned Thru Lane	2	**Flex**		**Corridor Length**	1 miles

Detailed Description and Justification

This project will extend Oakley Industrial Boulevard from Creekwood Drive to near Gullatt Road and Cleckler Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2029-2030	**$15,000,000**	$0,000	$0,000	$0,000	$15,000,000
				$15,000,000	**$0,000**	**$0,000**	**$0,000**	**$15,000,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 6/7/2024

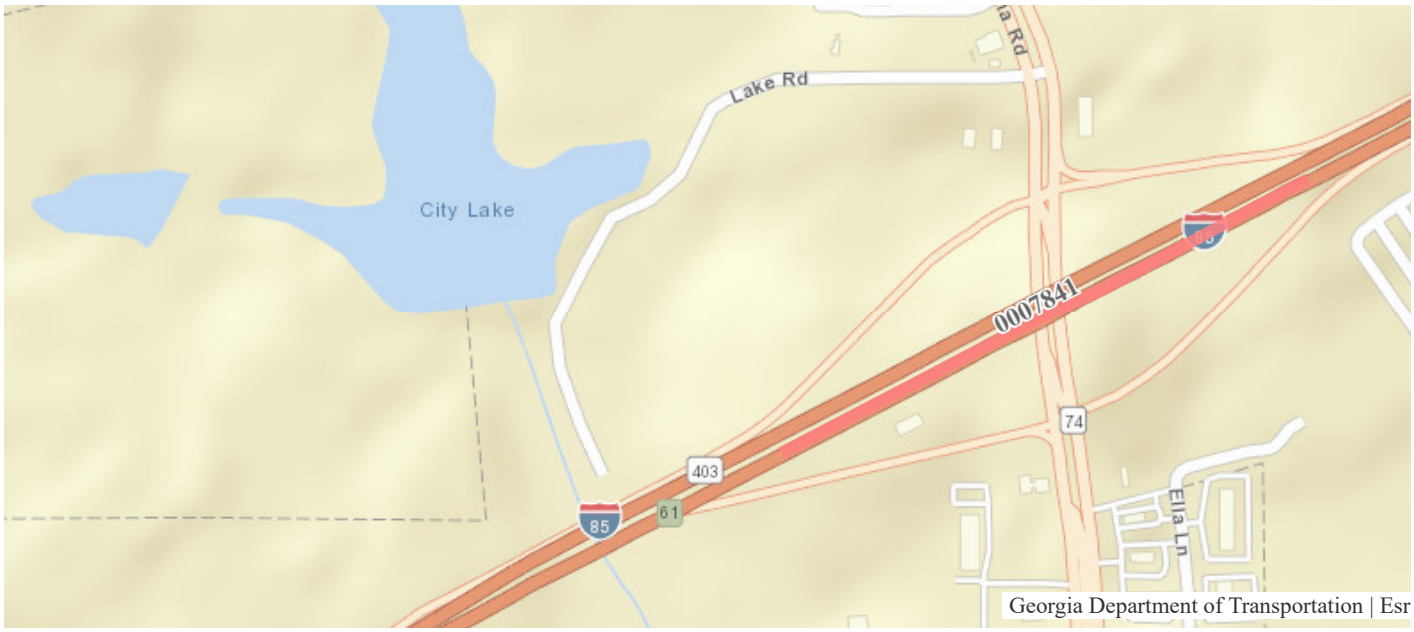
I-85 @ SR 74/SENOIA ROAD

Project ID:	**0007841**	Notice to Proceed Date:	10/31/2024
Project Manager:	Taylor Donald Mixon	Construction Percent Complete:	7.33%
Office:	Program Delivery	Current Completion Date:	10/31/2027
County:	Fulton	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District.:	035	Construction Contractor:	E. R. SNELL CONTRACTOR, INC.
State House District:	064, 065	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:	4/1/2019	Contact Us	

Project Description:

The project consists of interchange reconstruction and widening at the existing Interstate (I)-85/State Route (SR) 74 interchange and widening along SR 74 for approximately 1.4 miles from City Lake Road to Milam Road. The project would modify the SR 74 and I-85 interchange to a partial clover leaf with loop ramps in the southwest and northeast quadrants.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2011	$50,000.00	
PE (Preliminary Engineering)	2012	$1,838,376.93	4/29/2021
PE (Preliminary Engineering)	2016	$1,864,466.00	4/29/2021
ROW (Right of Way)	2019	$16,693,863.00	8/13/2018
ROW (Right of Way)	2020	$13,666,137.00	8/13/2018
CST (Construction)	2025	$84,784,234.40	12/21/2023



Project Documents
Approved Concept Reports
0007841_CR_AUG2014.pdf
0007841_L&D_AUG2018.pdf
0007841_Ads_GA_Public_SEP2018.pdf
Project Outreach Archive
Handout.pdf
0007841_NEPA_PIOH Layout 2_2012.2.28.pdf
0007841_NEPA_PIOH Handout_2012.2.28.pdf
0007841_NEPA_PIOH Layout 1_2012.2.28.pdf

GDOT®

Georgia Department of Transportation

FS-AR-182

2050 MTP PROJECT FACT SHEET

Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)
GDOT Project No.	0007841
Federal ID No.	CSNHS-0007-00(841)
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	City of Fairburn
Jurisdiction	Regional - Southwest
Analysis Level	In the Region's Air Quality Conformity Analysis

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Existing Thru Lane	Var	**LCI**	
Planned Thru Lane	Var	**Flex**	
Network Year	2030		
Corridor Length	0.4 miles		

Detailed Description and Justification

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2011	**$50,000**	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway System	AUTH	2012	**$1,463,377**	~~$1,170,702~~	~~$292,675~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	**$852,000**	~~$681,600~~	~~$170,400~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	**$187,500**	~~$150,000~~	~~$37,500~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	**$574,966**	~~$459,973~~	~~$114,993~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2023	**$250,000**	~~$200,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)	AUTH	2019	**$16,693,863**	~~$13,355,090~~	~~$3,338,773~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)	AUTH	2020	**$13,666,137**	~~$10,932,910~~	~~$2,733,227~~	~~$0,000~~	~~$0,000~~

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 6/7/2024

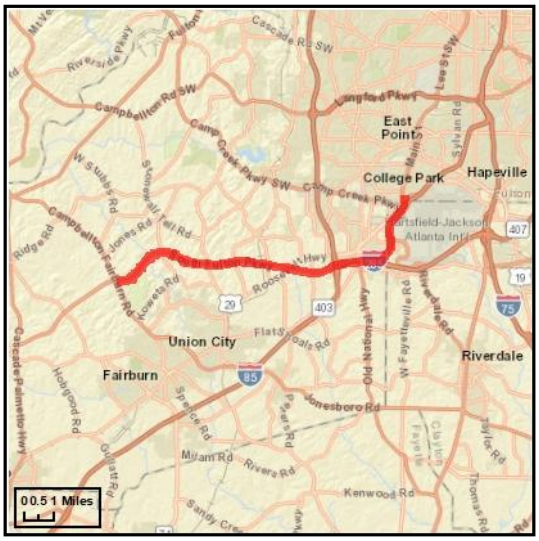
UTL	National Highway Performance Program (NHPP)		2025	**$420,582**	$336,466	$84,116	$0,000	$0,000
CST	National Highway Freight Program (NHFP)		2025	**$54,012,397**	$43,209,918	$10,802,479	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2025	**$5,069,256**	$4,055,405	$1,013,851	$0,000	$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	**$32,617,798**	$26,094,238	$6,523,560	$0,000	$0,000
				$125,857,876	**$100,686,302**	**$25,171,574**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

AR-491A

2050 MTP PROJECT FACT SHEET

Short Title	SOUTH FULTON PARKWAY CORRIDOR BUS RAPID TRANSIT FROM MARTA COLLEGE PARK RAIL STATION TO SR 92
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / BRT Capital
Sponsor	MARTA
Jurisdiction	Fulton County (South)
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	TBD miles

Detailed Description and Justification

This project will provide high capacity premium transit service along the South Fulton Parkway corridor between MARTA's College Park heavy rail station and SR 92.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	**$165,000,000**	$74,250,000	$0,000	$0,000	$90,750,000
				$165,000,000	**$74,250,000**	**$0,000**	**$0,000**	**$90,750,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

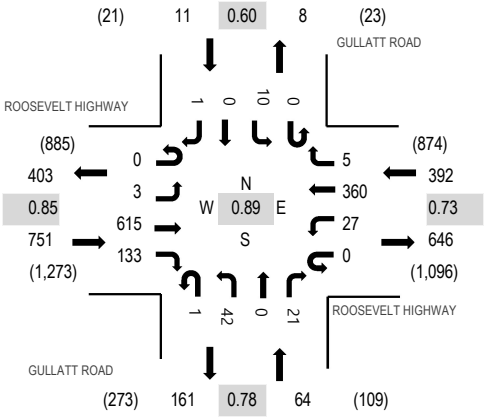
Report Generated: 6/7/2024

Raw Traffic Count Data

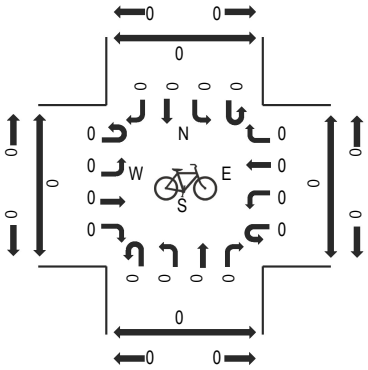
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 GULLATT ROAD & ROOSEVELT HIGHWAY AM
Date: Tuesday, December 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

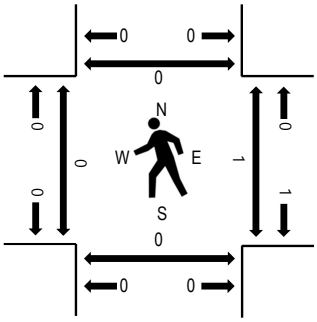
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROOSEVELT HIGHWAY Eastbound				ROOSEVELT HIGHWAY Westbound				GULLATT ROAD Northbound				GULLATT ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	1	118	20	0	4	112	3	0	4	0	0	0	2	0	2	266	1,065	0	0	0	0
6:45 AM	0	1	117	19	0	6	154	3	0	7	0	2	0	2	0	0	311	1,141	0	0	0	0
7:00 AM	0	0	95	21	0	6	96	4	0	5	0	3	0	0	0	1	231	1,170	0	0	0	0
7:15 AM	0	1	122	31	0	6	80	0	1	10	0	2	0	4	0	0	257	1,218	0	0	0	0
7:30 AM	0	1	168	50	0	6	93	2	0	13	0	4	0	4	0	1	342	1,212	0	0	0	0
7:45 AM	0	0	192	29	0	9	91	1	0	11	0	7	0	0	0	0	340		0	0	0	0
8:00 AM	0	1	133	23	0	6	96	2	0	8	0	8	0	2	0	0	279		0	1	0	0
8:15 AM	0	1	100	29	0	7	85	2	0	15	0	9	0	2	0	1	251		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	39	6	0	3	44	1	0	8	0	5	0	4	0	0	110
Lights	0	2	549	101	0	20	294	0	1	20	0	15	0	1	0	1	1,004
Mediums	0	1	27	26	0	4	22	4	0	14	0	1	0	5	0	0	104
Total	0	3	615	133	0	27	360	5	1	42	0	21	0	10	0	1	1,218

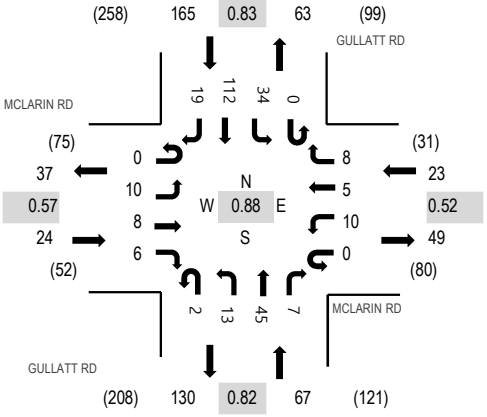
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		13.2%				19.9%				43.8%				81.8%			17.6%
Heavy Vehicle %	0.0%	33.3%	10.7%	24.1%	0.0%	25.9%	18.3%	100.0%	0.0%	52.4%	0.0%	28.6%	0.0%	90.0%	0.0%	0.0%	17.6%
Peak Hour Factor		0.85				0.73				0.78				0.60			0.89
Peak Hour Factor	0.00	0.75	0.80	0.67	0.00	0.78	0.72	0.63	0.25	0.78	0.00	0.78	0.00	0.63	0.00	0.38	0.89

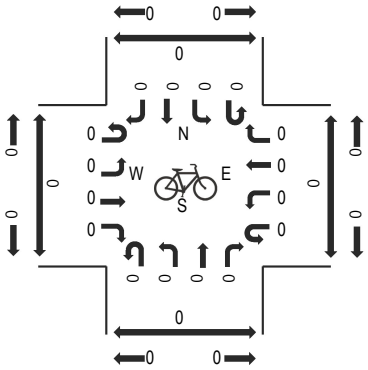
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 GULLATT RD & MCLARIN RD AM
Date: Thursday, April 17, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

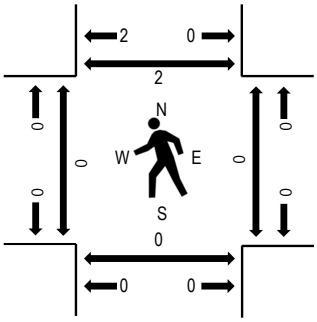
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MCLARIN RD Eastbound				MCLARIN RD Westbound				GULLATT RD Northbound				GULLATT RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:45 AM	0	1	3	1	0	1	1	0	2	7	9	1	0	4	14	5	49	190	0	0	0	0
7:00 AM	0	2	2	3	0	0	1	0	0	4	2	2	0	1	15	2	34	220	0	0	0	0
7:15 AM	0	2	6	3	0	1	3	0	0	6	7	2	0	5	8	2	45	254	0	0	0	0
7:30 AM	0	2	0	0	0	0	2	1	0	2	7	4	0	13	27	4	62	279	0	0	0	2
7:45 AM	0	3	2	0	0	3	0	1	0	2	15	3	0	16	30	4	79	272	0	0	0	0
8:00 AM	0	5	4	5	0	5	1	5	2	6	13	0	0	1	19	2	68		0	0	0	0
8:15 AM	0	0	2	1	0	2	2	1	0	3	10	0	0	4	36	9	70		0	0	0	0
8:30 AM	0	3	2	0	0	0	1	0	0	2	10	0	0	3	30	4	55		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	2	9
Lights	0	2	0	5	0	9	0	8	2	12	40	7	0	33	100	14	232
Mediums	0	5	8	1	0	1	1	0	0	1	5	0	0	1	12	3	38
Total	0	10	8	6	0	10	5	8	2	13	45	7	0	34	112	19	279

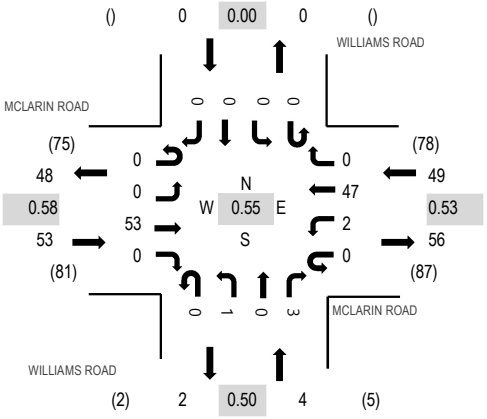
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		70.8%				26.1%				9.0%				10.9%			16.8%
Heavy Vehicle %	0.0%	80.0%	100.0%	16.7%	0.0%	10.0%	100.0%	0.0%	0.0%	7.7%	11.1%	0.0%	0.0%	2.9%	10.7%	26.3%	16.8%
Peak Hour Factor		0.57				0.52				0.82				0.83			0.88
Peak Hour Factor	0.00	0.60	0.50	0.40	0.00	0.50	0.58	0.40	0.25	0.68	0.80	0.69	0.00	0.55	0.80	0.53	0.88

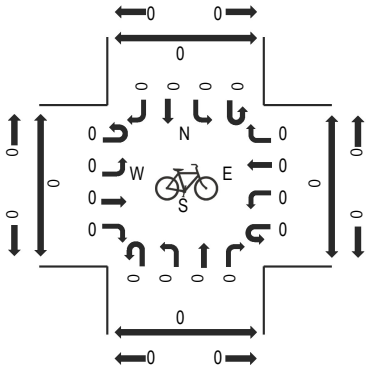
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WILLIAMS ROAD & MCLARIN ROAD AM
Date: Wednesday, May 7, 2025
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

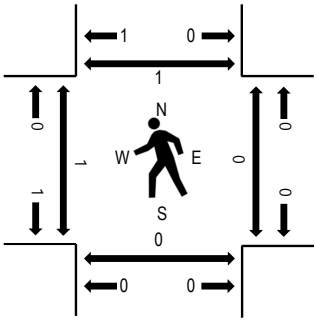
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MCLARIN ROAD Eastbound				MCLARIN ROAD Westbound				WILLIAMS ROAD Northbound				WILLIAMS ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:45 AM	0	0	23	0	0	1	22	0	0	1	0	1	0	0	0	0	48	106	1	0	0	1
7:00 AM	0	0	12	0	0	1	7	0	0	0	0	0	0	0	0	0	20	73	0	0	0	0
7:15 AM	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0	19	69	0	0	0	0
7:30 AM	0	0	8	0	0	0	9	0	0	0	0	2	0	0	0	0	19	62	0	0	0	0
7:45 AM	0	0	7	0	0	0	8	0	0	0	0	0	0	0	0	0	15	58	1	0	0	0
8:00 AM	0	0	5	0	1	0	10	0	0	0	0	0	0	0	0	0	16		0	0	0	0
8:15 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	12		1	0	0	0
8:30 AM	0	0	8	0	1	0	5	0	0	0	0	1	0	0	0	0	15		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	15	0	0	0	11	0	0	0	0	0	0	0	0	0	26
Lights	0	0	9	0	0	1	24	0	0	0	0	1	0	0	0	0	35
Mediums	0	0	29	0	0	1	12	0	0	1	0	2	0	0	0	0	45
Total	0	0	53	0	0	2	47	0	0	1	0	3	0	0	0	0	106

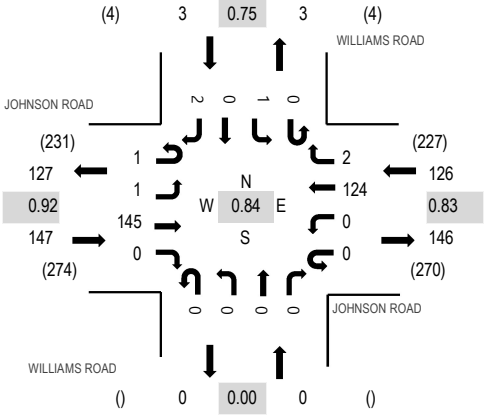
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			83.0%				49.0%				75.0%				0.0%		67.0%
Heavy Vehicle %	0.0%	0.0%	83.0%	0.0%	0.0%	50.0%	48.9%	0.0%	0.0%	100.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	67.0%
Peak Hour Factor			0.58				0.53				0.50				0.00		0.55
Peak Hour Factor	0.00	0.00	0.58	0.00	0.50	0.50	0.53	0.00	0.00	0.25	0.00	0.38	0.00	0.00	0.00	0.00	0.55

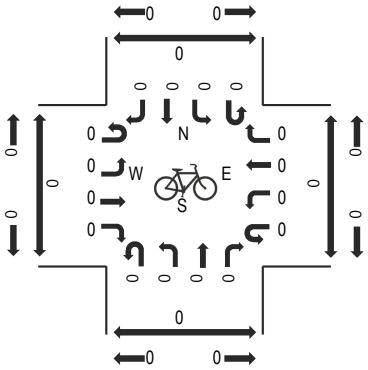
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WILLIAMS ROAD & JOHNSON ROAD AM
Date: Wednesday, May 7, 2025
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

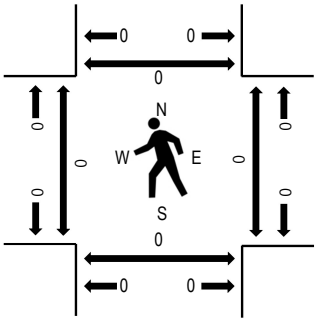
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JOHNSON ROAD Eastbound				JOHNSON ROAD Westbound				WILLIAMS ROAD Northbound				WILLIAMS ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:45 AM	0	0	43	0	0	0	37	1	0	0	0	0	0	0	0	1	82	276	0	0	0	0
7:00 AM	0	1	23	0	0	0	27	0	0	0	0	0	0	1	0	0	52	272	0	0	0	0
7:15 AM	1	0	36	0	0	0	28	1	0	0	0	0	0	0	0	0	66	276	0	0	0	0
7:30 AM	0	0	43	0	0	0	32	0	0	0	0	0	0	0	0	1	76	269	0	0	0	0
7:45 AM	2	1	40	0	0	0	34	0	0	0	0	0	0	0	0	1	78	229	0	0	0	0
8:00 AM	0	0	36	0	0	0	20	0	0	0	0	0	0	0	0	0	56		0	0	0	0
8:15 AM	0	0	33	0	0	0	26	0	0	0	0	0	0	0	0	0	59		0	0	0	0
8:30 AM	0	0	15	0	0	0	21	0	0	0	0	0	0	0	0	0	36		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	1	142	0	0	0	122	2	0	0	0	0	0	1	0	2	270
Mediums	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	5
Total	1	1	145	0	0	0	124	2	0	0	0	0	0	1	0	2	276

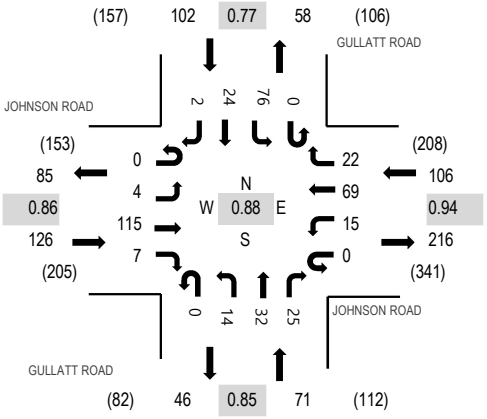
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			2.7%				1.6%				0.0%				0.0%		2.2%
Heavy Vehicle %	100.0%	0.0%	2.1%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
Peak Hour Factor			0.92				0.83				0.00				0.75		0.84
Peak Hour Factor	0.38	0.50	0.90	0.00	0.00	0.00	0.84	0.50	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.84

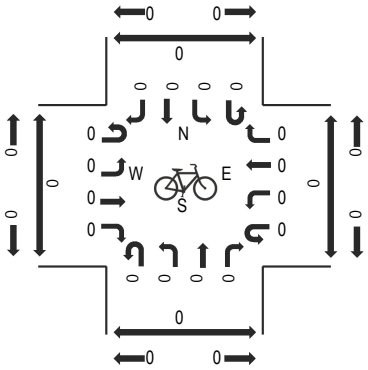
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 GULLATT ROAD & JOHNSON ROAD AM
Date: Tuesday, December 10, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

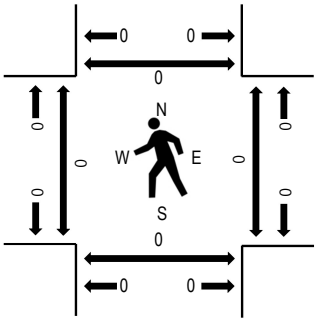
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JOHNSON ROAD Eastbound				JOHNSON ROAD Westbound				GULLATT ROAD Northbound				GULLATT ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	15	1	0	6	9	4	0	3	3	6	0	6	2	0	55	277	0	0	0	0
6:45 AM	0	1	12	3	0	3	21	12	0	3	5	5	0	12	4	0	81	337	0	0	0	0
7:00 AM	0	0	16	1	0	2	9	6	0	2	2	2	0	10	4	0	54	354	0	0	0	0
7:15 AM	0	2	27	1	0	5	17	8	0	3	5	2	0	12	4	1	87	401	0	0	0	0
7:30 AM	0	0	35	1	0	6	15	5	0	3	11	6	0	25	8	0	115	405	0	0	0	0
7:45 AM	0	1	33	3	0	5	22	4	0	7	2	5	0	13	3	0	98		0	0	0	0
8:00 AM	0	0	25	0	0	3	20	7	0	4	10	7	0	14	10	1	101		0	0	0	0
8:15 AM	0	3	22	3	0	1	12	6	0	0	9	7	0	24	3	1	91		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	3
Lights	0	3	115	7	0	15	66	21	0	14	31	25	0	70	24	2	393
Mediums	0	1	0	0	0	0	2	0	0	0	1	0	0	5	0	0	9
Total	0	4	115	7	0	15	69	22	0	14	32	25	0	76	24	2	405

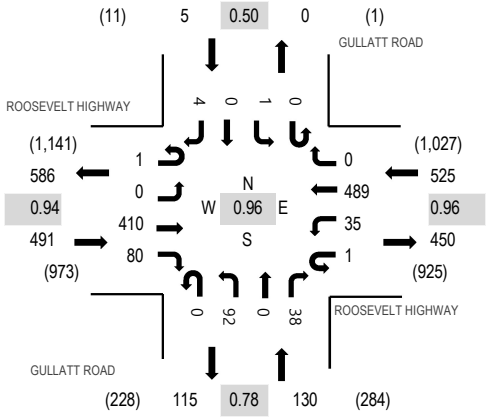
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				3.8%				1.4%				5.9%			3.0%
Heavy Vehicle %	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	4.3%	4.5%	0.0%	0.0%	3.1%	0.0%	0.0%	7.9%	0.0%	0.0%	3.0%
Peak Hour Factor		0.86				0.94				0.85				0.77			0.88
Peak Hour Factor	0.00	0.33	0.86	0.58	0.00	0.79	0.84	0.65	0.00	0.61	0.73	0.89	0.00	0.76	0.63	0.50	0.88

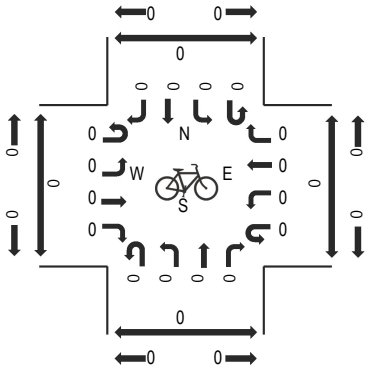
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 GULLATT ROAD & ROOSEVELT HIGHWAY PM
Date: Tuesday, December 10, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

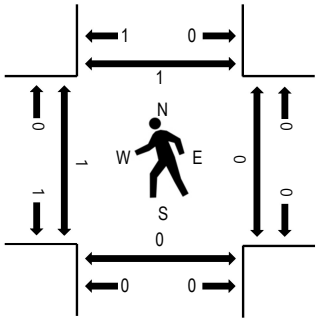
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROOSEVELT HIGHWAY Eastbound				ROOSEVELT HIGHWAY Westbound				GULLATT ROAD Northbound				GULLATT ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	95	15	0	10	131	1	0	27	0	14	0	2	0	0	295	1,145	0	0	0	0
4:15 PM	0	0	97	19	0	12	116	0	0	37	0	14	0	1	0	0	296	1,136	0	1	0	0
4:30 PM	0	0	124	14	0	12	101	0	0	19	0	12	0	2	1	0	285	1,141	0	0	0	0
4:45 PM	0	0	76	24	0	14	118	0	0	25	0	12	0	0	0	0	269	1,151	0	0	0	0
5:00 PM	1	0	114	17	1	4	132	0	0	9	0	6	0	1	0	1	286	1,150	0	0	0	0
5:15 PM	0	0	101	22	0	9	116	0	0	40	0	13	0	0	0	0	301		1	0	0	1
5:30 PM	0	0	119	17	0	8	123	0	0	18	0	7	0	0	0	3	295		0	0	0	0
5:45 PM	0	0	99	19	0	11	108	0	0	16	0	15	0	0	0	0	268		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	32	2	0	4	26	0	0	5	0	7	0	0	0	0	76
Lights	1	0	367	75	1	29	452	0	0	83	0	26	0	1	0	4	1,039
Mediums	0	0	11	3	0	2	11	0	0	4	0	5	0	0	0	0	36
Total	1	0	410	80	1	35	489	0	0	92	0	38	0	1	0	4	1,151

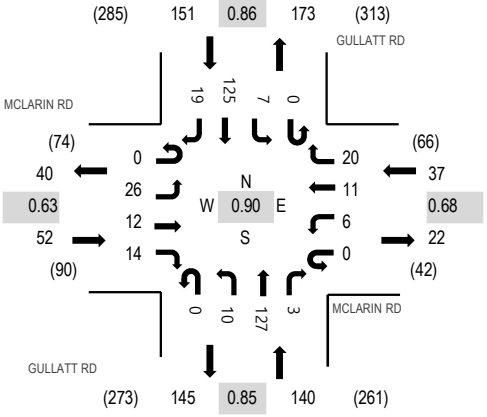
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			9.8%				8.2%				16.2%				0.0%		9.7%
Heavy Vehicle %	0.0%	0.0%	10.5%	6.3%	0.0%	17.1%	7.6%	0.0%	0.0%	9.8%	0.0%	31.6%	0.0%	0.0%	0.0%	0.0%	9.7%
Peak Hour Factor			0.94				0.96				0.78				0.50		0.96
Peak Hour Factor	0.25	0.00	0.91	0.83	0.25	0.86	0.93	0.25	0.00	0.73	0.00	0.93	0.00	0.63	0.25	0.33	0.96

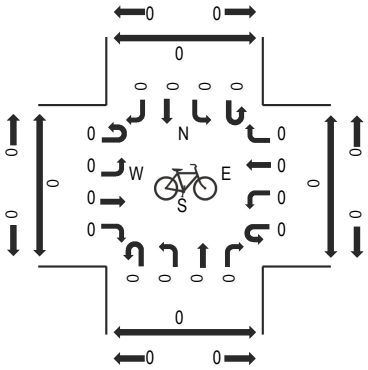
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 GULLATT RD & MCLARIN RD PM
Date: Thursday, April 17, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

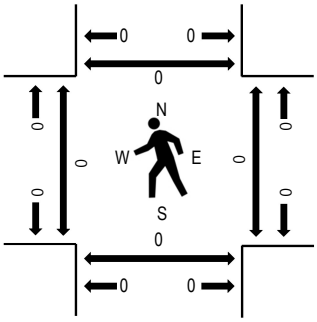
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MCLARIN RD Eastbound				MCLARIN RD Westbound				GULLATT RD Northbound				GULLATT RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:45 PM	0	2	3	1	0	1	1	2	0	0	27	0	0	4	27	4	72	327	0	0	0	0
4:00 PM	0	7	5	5	0	1	4	1	0	3	27	1	0	0	28	6	88	345	0	0	0	0
4:15 PM	0	4	0	2	0	1	0	0	0	3	36	1	0	0	26	4	77	352	0	0	0	1
4:30 PM	0	9	4	9	0	1	3	2	0	2	19	0	0	1	34	6	90	380	0	0	0	0
4:45 PM	0	6	2	2	0	1	2	6	0	3	33	0	0	0	28	7	90	375	0	0	0	0
5:00 PM	0	9	3	1	0	3	5	1	0	3	38	1	0	4	25	2	95		0	0	0	0
5:15 PM	0	2	3	2	0	1	1	11	0	2	37	2	0	2	38	4	105		0	0	0	0
5:30 PM	0	3	2	4	0	5	1	12	2	2	19	0	0	4	25	6	85		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	1	1	0	0	3	2	0	0	2	0	0	1	4	5	23
Lights	0	20	4	12	0	5	1	16	0	10	120	3	0	6	116	12	325
Mediums	0	2	7	1	0	1	7	2	0	0	5	0	0	0	5	2	32
Total	0	26	12	14	0	6	11	20	0	10	127	3	0	7	125	19	380

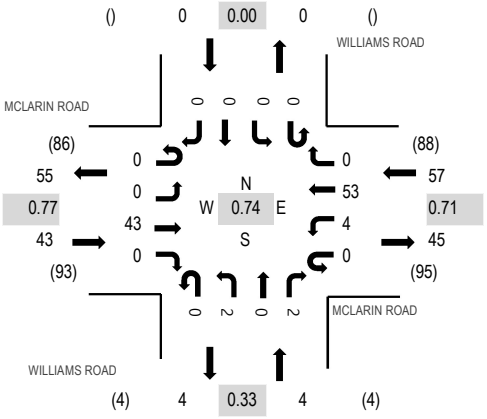
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		30.8%				40.5%				5.0%				11.3%			14.5%
Heavy Vehicle %	0.0%	23.1%	66.7%	14.3%	0.0%	16.7%	90.9%	20.0%	0.0%	0.0%	5.5%	0.0%	0.0%	14.3%	7.2%	36.8%	14.5%
Peak Hour Factor		0.63				0.68				0.85				0.86			0.90
Peak Hour Factor	0.00	0.78	0.60	0.50	0.00	0.50	0.55	0.63	0.25	0.92	0.84	0.38	0.00	0.63	0.82	0.82	0.90

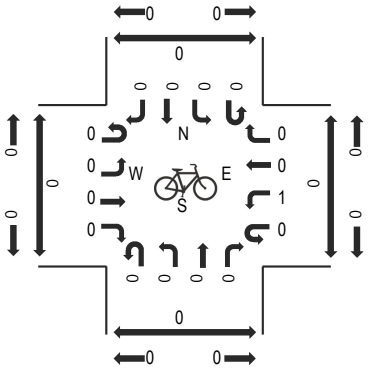
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WILLIAMS ROAD & MCLARIN ROAD PM
Date: Wednesday, May 7, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

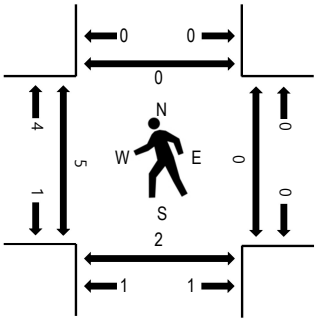
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MCLARIN ROAD Eastbound				MCLARIN ROAD Westbound				WILLIAMS ROAD Northbound				WILLIAMS ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:45 PM	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	15	82	0	0	0	0
4:00 PM	0	0	16	0	0	0	7	0	0	0	0	0	0	0	0	0	23	102	0	0	0	0
4:15 PM	0	0	13	0	0	0	10	0	0	0	0	0	0	0	0	0	23	100	0	0	0	0
4:30 PM	0	0	8	0	0	2	11	0	0	0	0	0	0	0	0	0	21	104	0	0	0	0
4:45 PM	0	0	12	0	0	1	19	0	0	2	0	1	0	0	0	0	35	103	1	0	1	0
5:00 PM	0	0	12	0	0	1	8	0	0	0	0	0	0	0	0	0	21		2	0	1	0
5:15 PM	0	0	11	0	0	0	15	0	0	0	0	1	0	0	0	0	27		2	0	0	0
5:30 PM	0	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	20		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	11	0	0	0	0	0	0	0	0	0	17
Lights	0	0	25	0	0	4	28	0	0	2	0	2	0	0	0	0	61
Mediums	0	0	12	0	0	0	14	0	0	0	0	0	0	0	0	0	26
Total	0	0	43	0	0	4	53	0	0	2	0	2	0	0	0	0	104

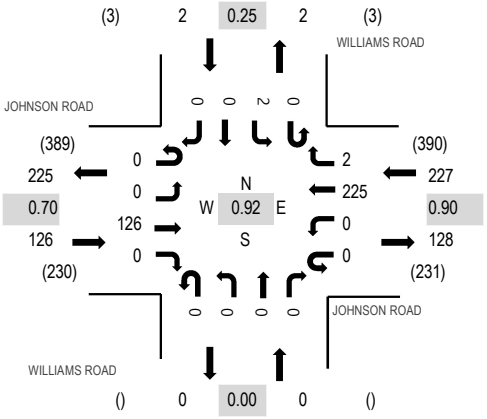
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			41.9%				43.9%				0.0%				0.0%		41.3%
Heavy Vehicle %	0.0%	0.0%	41.9%	0.0%	0.0%	0.0%	47.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	41.3%
Peak Hour Factor			0.77				0.71				0.33				0.00		0.74
Peak Hour Factor	0.00	0.00	0.77	0.00	0.00	0.50	0.70	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.74

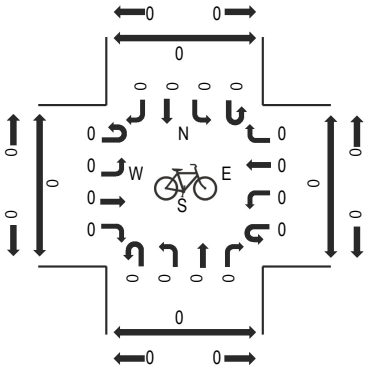
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WILLIAMS ROAD & JOHNSON ROAD PM
Date: Wednesday, May 7, 2025
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

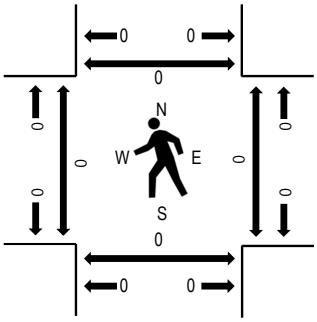
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JOHNSON ROAD Eastbound				JOHNSON ROAD Westbound				WILLIAMS ROAD Northbound				WILLIAMS ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:45 PM	0	0	38	0	0	0	47	0	0	0	0	0	0	0	0	0	85	268	0	0	0	0
4:00 PM	0	1	26	0	0	0	37	0	0	0	0	0	0	0	0	0	64	271	0	0	0	0
4:15 PM	0	0	19	0	0	0	34	0	0	0	0	0	0	0	0	1	54	295	0	0	0	0
4:30 PM	0	0	20	0	0	0	45	0	0	0	0	0	0	0	0	0	65	324	0	0	0	0
4:45 PM	0	0	29	0	0	0	59	0	0	0	0	0	0	0	0	0	88	355	0	0	0	0
5:00 PM	0	0	25	0	0	0	61	2	0	0	0	0	0	0	0	0	88		0	0	0	0
5:15 PM	0	0	27	0	0	0	54	0	0	0	0	0	0	2	0	0	83		0	0	0	0
5:30 PM	0	0	45	0	0	0	51	0	0	0	0	0	0	0	0	0	96		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	124	0	0	0	224	2	0	0	0	0	0	2	0	0	352
Mediums	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	0	0	126	0	0	0	225	2	0	0	0	0	0	2	0	0	355

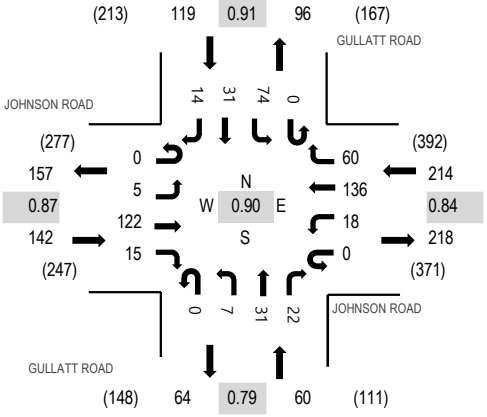
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			1.6%				0.4%				0.0%				0.0%		0.8%
Heavy Vehicle %	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
Peak Hour Factor			0.70				0.90				0.00				0.25		0.92
Peak Hour Factor	0.00	0.25	0.70	0.00	0.00	0.00	0.92	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.92

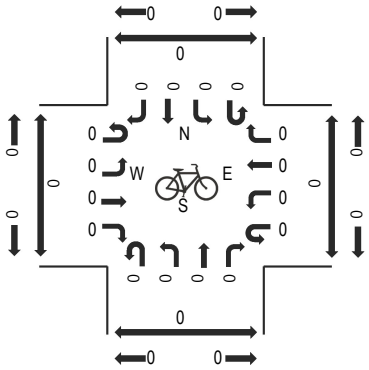
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 GULLATT ROAD & JOHNSON ROAD PM
Date: Tuesday, December 10, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

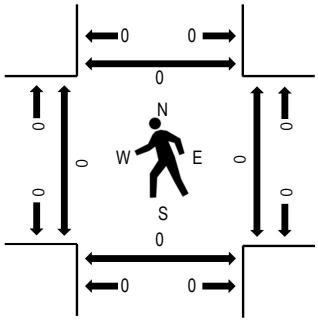
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JOHNSON ROAD Eastbound				JOHNSON ROAD Westbound				GULLATT ROAD Northbound				GULLATT ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	28	2	0	8	27	14	0	1	7	3	0	16	11	1	118	454	0	0	0	0
4:15 PM	0	1	17	7	0	7	24	11	0	1	10	5	0	9	12	1	105	484	0	0	0	0
4:30 PM	0	3	26	2	0	6	29	6	0	4	4	3	0	16	12	1	112	514	0	0	0	0
4:45 PM	0	0	22	4	0	6	32	15	0	2	7	4	0	15	10	2	119	535	0	0	0	0
5:00 PM	0	2	28	4	0	7	44	13	0	1	12	6	0	15	6	10	148	509	0	0	0	0
5:15 PM	0	2	36	3	0	2	26	20	0	0	7	6	0	24	8	1	135		0	0	0	0
5:30 PM	0	1	36	4	0	3	34	12	0	4	5	6	0	20	7	1	133		0	0	0	0
5:45 PM	0	0	16	3	0	8	27	11	0	4	4	5	0	9	6	0	93		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	5	121	15	0	18	134	60	0	7	31	22	0	73	30	14	530
Mediums	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	4
Total	0	5	122	15	0	18	136	60	0	7	31	22	0	74	31	14	535

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.7%				0.9%				0.0%				1.7%			0.9%
Heavy Vehicle %	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	3.2%	0.0%	0.9%
Peak Hour Factor		0.87				0.84				0.79				0.91			0.90
Peak Hour Factor	0.00	0.58	0.85	0.61	0.00	0.84	0.77	0.75	0.00	0.56	0.69	0.96	0.00	0.77	0.94	0.35	0.90

APPENDIX F

Synchro Capacity Analyses

Existing 2025 Conditions

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	615	133	27	360	5	42	0	21	10	0	1
Future Vol, veh/h	3	615	133	27	360	5	42	0	21	10	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	150	-	250	200	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	6	5	11	12	20	19	0	24	40	0	2
Mvmt Flow	3	691	149	30	404	6	47	0	24	11	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	404	0	0	691	0	0	961	1163	346	817	1163	202
Stage 1	-	-	-	-	-	-	698	698	-	465	465	-
Stage 2	-	-	-	-	-	-	263	465	-	352	698	-
Critical Hdwy	4.14	-	-	4.32	-	-	8.3	6.5	7.38	8.3	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.88	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.88	5.5	-	7.3	5.5	-
Follow-up Hdwy	2.22	-	-	2.31	-	-	3.69	4	3.54	3.9	4	3.32
Pot Cap-1 Maneuver	1151	-	-	842	-	-	167	196	591	211	196	805
Stage 1	-	-	-	-	-	-	360	445	-	458	566	-
Stage 2	-	-	-	-	-	-	673	566	-	544	445	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1151	-	-	842	-	-	161	189	591	195	189	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	189	-	195	189	-
Stage 1	-	-	-	-	-	-	359	444	-	441	546	-
Stage 2	-	-	-	-	-	-	648	546	-	520	444	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.65	30.24	23.26
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	1151	-	-	842	-	-	209
HCM Lane V/C Ratio	0.334	0.003	-	-	0.036	-	-	0.059
HCM Control Delay (s/veh)	30.2	8.1	-	-	9.4	-	-	23.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	8	6	10	5	8	15	45	7	34	112	19
Future Vol, veh/h	10	8	6	10	5	8	15	45	7	34	112	19
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	30	2	2	2	80	2	2	2	2	2	2	11
Mvmt Flow	11	9	7	11	6	9	17	51	8	39	127	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	305	309	138	298	315	57	149	0	0	59	0	0
Stage 1	215	215	-	89	89	-	-	-	-	-	-	-
Stage 2	90	93	-	209	226	-	-	-	-	-	-	-
Critical Hdwy	7.4	6.52	6.22	7.12	7.3	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.4	5.52	-	6.12	6.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	5.52	-	6.12	6.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.77	4.018	3.318	3.518	4.72	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	596	606	910	654	491	1009	1433	-	-	1545	-	-
Stage 1	727	725	-	918	691	-	-	-	-	-	-	-
Stage 2	853	818	-	793	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	559	582	910	614	472	1007	1433	-	-	1545	-	-
Mov Cap-2 Maneuver	559	582	-	614	472	-	-	-	-	-	-	-
Stage 1	707	705	-	907	683	-	-	-	-	-	-	-
Stage 2	826	808	-	756	577	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.99	10.67	1.69	1.52
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	392	-	-	628	661	360	-	-
HCM Lane V/C Ratio	0.012	-	-	0.043	0.04	0.025	-	-
HCM Control Delay (s/veh)	7.5	0	-	11	10.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	0	2	47	1	3
Future Vol, veh/h	53	0	2	47	1	3
Conflicting Peds, #/hr	0	0	0	0	3	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	55	55	55	55	55	55
Heavy Vehicles, %	28	0	2	23	2	2
Mvmt Flow	96	0	4	85	2	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	96	0	192	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1497	-	797	960
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1497	-	793	960
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	923	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	8.98
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	912	-	-	73	-
HCM Lane V/C Ratio	0.008	-	-	0.002	-
HCM Control Delay (s/veh)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	145	124	2	1	2
Future Vol, veh/h	2	145	124	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	173	148	2	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	150	0	-	0	326	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1431	-	-	-	668	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1431	-	-	-	667	898
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	853	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	9.49
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	24	-	-	-	805
HCM Lane V/C Ratio	0.002	-	-	-	0.004
HCM Control Delay (s/veh)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	115	7	15	69	22	14	32	25	76	24	2
Future Vol, veh/h	4	115	7	15	69	22	14	32	25	76	24	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	5	2	2	2	2	2	2
Mvmt Flow	5	131	8	17	78	25	16	36	28	86	27	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	8.3	8.1	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	3%	14%	75%
Vol Thru, %	45%	91%	65%	24%
Vol Right, %	35%	6%	21%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	126	106	102
LT Vol	14	4	15	76
Through Vol	32	115	69	24
RT Vol	25	7	22	2
Lane Flow Rate	81	143	120	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.18	0.15	0.154
Departure Headway (Hd)	4.513	4.515	4.473	4.773
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	795	802	751
Service Time	2.544	2.54	2.499	2.802
HCM Lane V/C Ratio	0.102	0.18	0.15	0.154
HCM Control Delay, s/veh	8.1	8.5	8.3	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.5	0.5

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	410	80	36	489	0	92	0	38	1	0	4
Future Vol, veh/h	0	410	80	36	489	0	92	0	38	1	0	4
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	150	-	250	200	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	8	3	11	5	0	5	0	18	2	0	2
Mvmt Flow	0	427	83	38	509	0	96	0	40	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	510	0	0	427	0	0	758	1012	215	800	1012	257
Stage 1	-	-	-	-	-	-	427	427	-	585	585	-
Stage 2	-	-	-	-	-	-	331	585	-	215	427	-
Critical Hdwy	4.1	-	-	4.32	-	-	7.6	6.5	7.26	7.54	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.54	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.54	5.5	-
Follow-up Hdwy	2.2	-	-	2.31	-	-	3.55	4	3.48	3.52	4	3.32
Pot Cap-1 Maneuver	1065	-	-	1067	-	-	291	241	743	276	241	742
Stage 1	-	-	-	-	-	-	568	589	-	464	501	-
Stage 2	-	-	-	-	-	-	648	501	-	768	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1064	-	-	1067	-	-	279	232	742	252	232	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	232	-	252	232	-
Stage 1	-	-	-	-	-	-	568	589	-	447	483	-
Stage 2	-	-	-	-	-	-	621	483	-	726	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.58	22.35	11.81
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	341	1064	-	-	1067	-	-	534
HCM Lane V/C Ratio	0.397	-	-	-	0.035	-	-	0.01
HCM Control Delay (s/veh)	22.3	0	-	-	8.5	-	-	11.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	12	14	6	11	20	10	127	3	7	125	19
Future Vol, veh/h	26	12	14	6	11	20	10	127	3	7	125	19
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	15	8	7	2	27	10	2	2	2	14	3	26
Mvmt Flow	29	13	16	7	12	22	11	141	3	8	139	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	335	332	149	326	341	144	160	0	0	144	0	0
Stage 1	165	165	-	165	165	-	-	-	-	-	-	-
Stage 2	170	167	-	161	176	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.58	6.27	7.12	6.77	6.3	4.12	-	-	4.24	-	-
Critical Hdwy Stg 1	6.25	5.58	-	6.12	5.77	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.58	-	6.12	5.77	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4.072	3.363	3.518	4.243	3.39	2.218	-	-	2.326	-	-
Pot Cap-1 Maneuver	594	578	884	627	543	883	1419	-	-	1367	-	-
Stage 1	807	750	-	837	717	-	-	-	-	-	-	-
Stage 2	802	749	-	841	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	557	570	884	593	535	882	1419	-	-	1367	-	-
Mov Cap-2 Maneuver	557	570	-	593	535	-	-	-	-	-	-	-
Stage 1	802	746	-	830	711	-	-	-	-	-	-	-
Stage 2	761	743	-	806	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.38	10.52	0.54	0.35
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	128	-	-	622	693	81	-	-
HCM Lane V/C Ratio	0.008	-	-	0.093	0.059	0.006	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.4	10.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	0	4	53	2	2
Future Vol, veh/h	43	0	4	53	2	2
Conflicting Peds, #/hr	0	2	2	0	5	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	74	74	74	74	74	74
Heavy Vehicles, %	14	0	2	21	2	2
Mvmt Flow	58	0	5	72	3	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	148	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1543	-	845	1005
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1540	-	836	1003
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.52	8.97
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	912	-	-	126	-
HCM Lane V/C Ratio	0.006	-	-	0.004	-
HCM Control Delay (s/veh)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	126	225	2	2	0
Future Vol, veh/h	0	126	225	2	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	2	0
Mvmt Flow	0	137	245	2	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	383	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1331	-	-	-	620	798
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1331	-	-	-	620	798
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.83
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1331	-	-	-	620
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s/veh)	0	-	-	-	10.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	122	15	18	136	60	7	31	22	74	31	14
Future Vol, veh/h	5	122	15	18	136	60	7	31	22	74	31	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	136	17	20	151	67	8	34	24	82	34	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.9	9.4	8.3	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	4%	8%	62%
Vol Thru, %	52%	86%	64%	26%
Vol Right, %	37%	11%	28%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	142	214	119
LT Vol	7	5	18	74
Through Vol	31	122	136	31
RT Vol	22	15	60	14
Lane Flow Rate	67	158	238	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.089	0.203	0.295	0.183
Departure Headway (Hd)	4.816	4.641	4.461	4.972
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	772	804	719
Service Time	2.873	2.685	2.5	3.022
HCM Lane V/C Ratio	0.091	0.205	0.296	0.184
HCM Control Delay, s/veh	8.3	8.9	9.4	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	1.2	0.7

Projected 2028 No-Build Conditions

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	653	141	29	382	5	45	0	22	11	0	1
Future Vol, veh/h	3	653	141	29	382	5	45	0	22	11	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	150	-	250	200	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	6	5	11	12	20	19	0	24	40	0	2
Mvmt Flow	3	734	158	33	429	6	51	0	25	12	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	734	0	0	1020	1235	367	868	1235	215
Stage 1	-	-	-	-	-	-	740	740	-	494	494	-
Stage 2	-	-	-	-	-	-	280	494	-	374	740	-
Critical Hdwy	4.14	-	-	4.32	-	-	8.3	6.5	7.38	8.3	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.88	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.88	5.5	-	7.3	5.5	-
Follow-up Hdwy	2.22	-	-	2.31	-	-	3.69	4	3.54	3.9	4	3.32
Pot Cap-1 Maneuver	1127	-	-	810	-	-	150	178	571	193	178	790
Stage 1	-	-	-	-	-	-	338	426	-	438	550	-
Stage 2	-	-	-	-	-	-	657	550	-	526	426	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1127	-	-	810	-	-	143	170	571	176	170	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	170	-	176	170	-
Stage 1	-	-	-	-	-	-	337	425	-	420	528	-
Stage 2	-	-	-	-	-	-	630	528	-	502	425	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.67	35.93	25.57
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	1127	-	-	810	-	-	188
HCM Lane V/C Ratio	0.397	0.003	-	-	0.04	-	-	0.072
HCM Control Delay (s/veh)	35.9	8.2	-	-	9.6	-	-	25.6
HCM Lane LOS	E	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	8	6	11	5	8	16	48	7	36	119	20
Future Vol, veh/h	11	8	6	11	5	8	16	48	7	36	119	20
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	30	2	2	2	80	2	2	2	2	2	2	11
Mvmt Flow	13	9	7	13	6	9	18	55	8	41	135	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	324	327	147	316	335	61	158	0	0	63	0	0
Stage 1	228	228	-	95	95	-	-	-	-	-	-	-
Stage 2	96	99	-	222	240	-	-	-	-	-	-	-
Critical Hdwy	7.4	6.52	6.22	7.12	7.3	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.4	5.52	-	6.12	6.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	5.52	-	6.12	6.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.77	4.018	3.318	3.518	4.72	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	578	591	900	636	478	1005	1422	-	-	1540	-	-
Stage 1	715	715	-	912	687	-	-	-	-	-	-	-
Stage 2	846	813	-	781	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	541	566	900	596	458	1003	1422	-	-	1540	-	-
Mov Cap-2 Maneuver	541	566	-	596	458	-	-	-	-	-	-	-
Stage 1	694	694	-	900	678	-	-	-	-	-	-	-
Stage 2	819	802	-	742	567	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.21	10.85	1.7	1.52
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	396	-	-	608	642	360	-	-
HCM Lane V/C Ratio	0.013	-	-	0.047	0.042	0.027	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.2	10.9	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	0	2	50	1	3
Future Vol, veh/h	56	0	2	50	1	3
Conflicting Peds, #/hr	0	0	0	0	3	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	55	55	55	55	55	55
Heavy Vehicles, %	28	0	2	23	2	2
Mvmt Flow	102	0	4	91	2	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	102	0	203	102
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1490	-	786	953
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	781	953
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	9.02
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	904	-	-	69	-
HCM Lane V/C Ratio	0.008	-	-	0.002	-
HCM Control Delay (s/veh)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	154	132	2	1	2
Future Vol, veh/h	2	154	132	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	183	157	2	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	346	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1420	-	-	-	650	887
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	649	887
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	9.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	23	-	-	-	790
HCM Lane V/C Ratio	0.002	-	-	-	0.005
HCM Control Delay (s/veh)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	122	7	16	73	23	15	34	27	81	25	2
Future Vol, veh/h	4	122	7	16	73	23	15	34	27	81	25	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	5	2	2	2	2	2	2
Mvmt Flow	5	139	8	18	83	26	17	39	31	92	28	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.4	8.2	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	3%	14%	75%
Vol Thru, %	45%	92%	65%	23%
Vol Right, %	36%	5%	21%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	133	112	108
LT Vol	15	4	16	81
Through Vol	34	122	73	25
RT Vol	27	7	23	2
Lane Flow Rate	86	151	127	123
Geometry Grp	1	1	1	1
Degree of Util (X)	0.109	0.191	0.16	0.164
Departure Headway (Hd)	4.559	4.558	4.518	4.82
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	787	794	744
Service Time	2.593	2.586	2.547	2.852
HCM Lane V/C Ratio	0.11	0.192	0.16	0.165
HCM Control Delay, s/veh	8.2	8.7	8.4	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0.6	0.6

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	435	85	38	519	0	98	0	40	1	0	4
Future Vol, veh/h	0	435	85	38	519	0	98	0	40	1	0	4
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	150	-	250	200	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	8	3	11	5	0	5	0	18	2	0	2
Mvmt Flow	0	453	89	40	541	0	102	0	42	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	453	0	0	804	1074	228	848	1074	272
Stage 1	-	-	-	-	-	-	453	453	-	621	621	-
Stage 2	-	-	-	-	-	-	350	621	-	228	453	-
Critical Hdwy	4.1	-	-	4.32	-	-	7.6	6.5	7.26	7.54	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.54	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.54	5.5	-
Follow-up Hdwy	2.2	-	-	2.31	-	-	3.55	4	3.48	3.52	4	3.32
Pot Cap-1 Maneuver	1037	-	-	1043	-	-	269	222	728	255	222	725
Stage 1	-	-	-	-	-	-	548	573	-	442	483	-
Stage 2	-	-	-	-	-	-	631	483	-	754	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1036	-	-	1043	-	-	257	213	728	230	213	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	213	-	230	213	-
Stage 1	-	-	-	-	-	-	548	573	-	425	464	-
Stage 2	-	-	-	-	-	-	603	464	-	711	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.59	25.49	12.18
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	317	1036	-	-	1043	-	-	507
HCM Lane V/C Ratio	0.454	-	-	-	0.038	-	-	0.01
HCM Control Delay (s/veh)	25.5	0	-	-	8.6	-	-	12.2
HCM Lane LOS	D	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.3	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	13	15	6	12	21	11	135	3	7	133	20
Future Vol, veh/h	28	13	15	6	12	21	11	135	3	7	133	20
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	15	8	7	2	27	10	2	2	2	14	3	26
Mvmt Flow	31	14	17	7	13	23	12	150	3	8	148	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	357	352	159	347	362	153	170	0	0	153	0	0
Stage 1	174	174	-	176	176	-	-	-	-	-	-	-
Stage 2	182	178	-	171	186	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.58	6.27	7.12	6.77	6.3	4.12	-	-	4.24	-	-
Critical Hdwy Stg 1	6.25	5.58	-	6.12	5.77	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.58	-	6.12	5.77	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4.072	3.363	3.518	4.243	3.39	2.218	-	-	2.326	-	-
Pot Cap-1 Maneuver	575	563	873	608	528	873	1407	-	-	1357	-	-
Stage 1	798	743	-	826	708	-	-	-	-	-	-	-
Stage 2	790	741	-	831	702	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	536	554	873	572	520	872	1407	-	-	1357	-	-
Mov Cap-2 Maneuver	536	554	-	572	520	-	-	-	-	-	-	-
Stage 1	793	739	-	818	702	-	-	-	-	-	-	-
Stage 2	747	734	-	794	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.65	10.69	0.56	0.34
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	132	-	-	603	676	77	-	-
HCM Lane V/C Ratio	0.009	-	-	0.103	0.064	0.006	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.7	10.7	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	0	4	56	2	2
Future Vol, veh/h	46	0	4	56	2	2
Conflicting Peds, #/hr	0	2	2	0	5	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	74	74	74	74	74	74
Heavy Vehicles, %	14	0	2	21	2	2
Mvmt Flow	62	0	5	76	3	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	156	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	836	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1535	-	827	998
Mov Cap-2 Maneuver	-	-	-	-	827	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.49	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	905	-	-	120	-
HCM Lane V/C Ratio	0.006	-	-	0.004	-
HCM Control Delay (s/veh)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	134	239	2	2	0
Future Vol, veh/h	0	134	239	2	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	2	0
Mvmt Flow	0	146	260	2	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	262	0	-	0	407	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1314	-	-	-	601	783
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1314	-	-	-	601	783
Mov Cap-2 Maneuver	-	-	-	-	601	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.02
HCM LOS			B

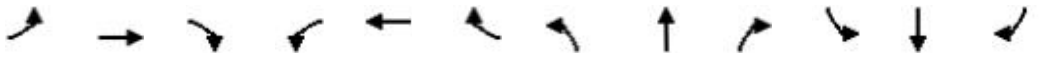
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1314	-	-	-	601
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s/veh)	0	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	129	16	19	144	64	7	33	23	79	33	15
Future Vol, veh/h	5	129	16	19	144	64	7	33	23	79	33	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	143	18	21	160	71	8	37	26	88	37	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.1	9.6	8.5	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	3%	8%	62%
Vol Thru, %	52%	86%	63%	26%
Vol Right, %	37%	11%	28%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	150	227	127
LT Vol	7	5	19	79
Through Vol	33	129	144	33
RT Vol	23	16	64	15
Lane Flow Rate	70	167	252	141
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.217	0.316	0.197
Departure Headway (Hd)	4.893	4.697	4.51	5.036
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	727	762	795	708
Service Time	2.955	2.745	2.552	3.093
HCM Lane V/C Ratio	0.096	0.219	0.317	0.199
HCM Control Delay, s/veh	8.5	9.1	9.6	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	1.4	0.7



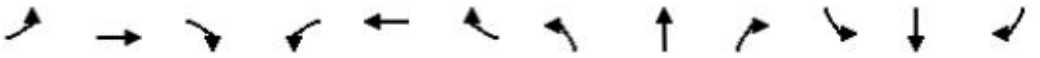
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	653	141	29	382	5	45	0	22	11	0	1
Future Volume (veh/h)	3	653	141	29	382	5	45	0	22	11	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1826	1737	1722	1604	1618	1900	1544	1307	1900	1870
Adj Flow Rate, veh/h	3	734	158	33	429	6	51	0	25	12	0	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	6	5	11	12	20	19	0	24	40	0	2
Cap, veh/h	495	1252	563	372	1326	551	263	23	64	353	7	15
Arrive On Green	0.00	0.36	0.36	0.05	0.41	0.41	0.13	0.00	0.13	0.13	0.00	0.13
Sat Flow, veh/h	1781	3441	1547	1654	3272	1359	851	179	505	1379	58	120
Grp Volume(v), veh/h	3	734	158	33	429	6	76	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1781	1721	1547	1654	1636	1359	1536	0	0	1557	0	0
Q Serve(g_s), s	0.0	6.7	2.8	0.5	3.5	0.1	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.7	2.8	0.5	3.5	0.1	1.7	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.67		0.33	0.92		0.08
Lane Grp Cap(c), veh/h	495	1252	563	372	1326	551	350	0	0	376	0	0
V/C Ratio(X)	0.01	0.59	0.28	0.09	0.32	0.01	0.22	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	852	4336	1950	891	4628	1922	1656	0	0	1621	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	10.0	8.8	7.5	7.9	6.9	15.5	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.3	0.1	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.5	0.1	0.6	0.0	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.8	10.4	9.0	7.6	8.1	6.9	15.8	0.0	0.0	15.0	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	B			B		
Approach Vol, veh/h		895			468			76			13	
Approach Delay, s/veh		10.2			8.0			15.8			15.0	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	20.1		10.9	6.2	21.8		10.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	49.0		39.0	8.0	55.0		39.0				
Max Q Clear Time (g_c+I1), s	2.5	8.7		2.2	2.0	5.5		3.7				
Green Ext Time (p_c), s	0.0	5.4		0.0	0.0	2.6		0.4				

Intersection Summary			
HCM 7th Control Delay, s/veh		9.8	
HCM 7th LOS		A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	3	734	158	33	429	6	76	13
v/c Ratio	0.00	0.38	0.17	0.07	0.21	0.01	0.27	0.05
Control Delay (s/veh)	4.3	9.7	2.9	4.6	6.9	0.0	8.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.3	9.7	2.9	4.6	6.9	0.0	8.5	0.4
Queue Length 50th (ft)	0	47	0	3	25	0	0	0
Queue Length 95th (ft)	2	135	27	10	75	0	28	0
Internal Link Dist (ft)		929			632		214	214
Turn Bay Length (ft)	150		250	200		150		
Base Capacity (vph)	708	3277	1485	698	3202	1338	1028	817
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.22	0.11	0.05	0.13	0.00	0.07	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	435	85	38	519	0	98	0	40	1	0	4
Future Volume (veh/h)	0	435	85	38	519	0	98	0	40	1	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1781	1856	1737	1826	1900	1826	1900	1633	1870	1900	1870
Adj Flow Rate, veh/h	0	453	89	40	541	0	102	0	42	1	0	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	8	3	11	5	0	5	0	18	2	0	2
Cap, veh/h	464	1056	490	439	1805	838	320	22	76	131	36	223
Arrive On Green	0.00	0.31	0.31	0.05	0.52	0.00	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3385	1570	1654	3469	1610	942	130	441	116	209	1297
Grp Volume(v), veh/h	0	453	89	40	541	0	144	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1810	1692	1570	1654	1735	1610	1512	0	0	1621	0	0
Q Serve(g_s), s	0.0	4.1	1.6	0.6	3.5	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.1	1.6	0.6	3.5	0.0	3.3	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.71		0.29	0.20		0.80
Lane Grp Cap(c), veh/h	464	1056	490	439	1805	838	417	0	0	389	0	0
V/C Ratio(X)	0.00	0.43	0.18	0.09	0.30	0.00	0.34	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	784	3563	1653	817	4008	1860	2063	0	0	2122	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	10.6	9.8	7.3	5.3	0.0	14.7	0.0	0.0	13.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.2	0.1	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.3	0.1	0.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.9	9.9	7.4	5.4	0.0	15.2	0.0	0.0	13.4	0.0	0.0
LnGrp LOS		B	A	A	A		B			B		
Approach Vol, veh/h		542			581			144			5	
Approach Delay, s/veh		10.8			5.5			15.2			13.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	18.2		12.7	0.0	26.3		12.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	41.0		50.0	7.0	45.0		50.0				
Max Q Clear Time (g_c+I1), s	2.6	6.1		2.1	0.0	5.5		5.3				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	3.3		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A

Lane Group	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	453	89	40	541	144	5
v/c Ratio	0.29	0.11	0.08	0.28	0.34	0.01
Control Delay (s/veh)	11.6	4.6	6.1	6.6	10.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	4.6	6.1	6.6	10.9	0.0
Queue Length 50th (ft)	26	0	4	33	8	0
Queue Length 95th (ft)	95	25	16	67	55	0
Internal Link Dist (ft)	929			632	214	214
Turn Bay Length (ft)		250	200			
Base Capacity (vph)	3092	1457	655	3289	1298	1477
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	0.15	0.06	0.06	0.16	0.11	0.00

Intersection Summary

Projected 2028 Build Conditions

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	653	172	98	382	5	70	0	78	11	0	1
Future Vol, veh/h	3	653	172	98	382	5	70	0	78	11	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	150	-	250	200	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	6	5	11	12	20	19	0	24	40	0	2
Mvmt Flow	3	734	193	110	429	6	79	0	88	12	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	734	0	0	1175	1390	367	1023	1390	215
Stage 1	-	-	-	-	-	-	740	740	-	649	649	-
Stage 2	-	-	-	-	-	-	435	649	-	374	740	-
Critical Hdwy	4.14	-	-	4.32	-	-	7.88	6.5	7.38	8.3	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.88	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.88	5.5	-	7.3	5.5	-
Follow-up Hdwy	2.22	-	-	2.31	-	-	3.69	4	3.54	3.9	4	3.32
Pot Cap-1 Maneuver	1127	-	-	810	-	-	128	144	571	144	144	790
Stage 1	-	-	-	-	-	-	338	426	-	344	468	-
Stage 2	-	-	-	-	-	-	527	468	-	526	426	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1127	-	-	810	-	-	110	124	571	105	124	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	124	-	105	124	-
Stage 1	-	-	-	-	-	-	337	425	-	298	405	-
Stage 2	-	-	-	-	-	-	454	405	-	444	425	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	2.05	84.5	40.95
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	192	1127	-	-	810	-	-	113
HCM Lane V/C Ratio	0.867	0.003	-	-	0.136	-	-	0.119
HCM Control Delay (s/veh)	84.5	8.2	-	-	10.1	-	-	40.9
HCM Lane LOS	F	A	-	-	B	-	-	E
HCM 95th %tile Q(veh)	6.5	0	-	-	0.5	-	-	0.4

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	8	6	11	5	8	16	123	7	36	211	28
Future Vol, veh/h	17	8	6	11	5	8	16	123	7	36	211	28
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	30	2	2	2	80	2	2	2	2	2	2	11
Mvmt Flow	19	9	7	13	6	9	18	140	8	41	240	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	518	522	256	506	534	146	272	0	0	148	0	0
Stage 1	338	338	-	180	180	-	-	-	-	-	-	-
Stage 2	181	184	-	326	353	-	-	-	-	-	-	-
Critical Hdwy	7.4	6.52	6.22	7.12	7.3	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.4	5.52	-	6.12	6.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	5.52	-	6.12	6.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.77	4.018	3.318	3.518	4.72	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	426	460	783	477	359	901	1292	-	-	1434	-	-
Stage 1	622	641	-	822	625	-	-	-	-	-	-	-
Stage 2	760	747	-	686	513	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	394	437	783	441	342	900	1292	-	-	1434	-	-
Mov Cap-2 Maneuver	394	437	-	441	342	-	-	-	-	-	-	-
Stage 1	601	619	-	809	615	-	-	-	-	-	-	-
Stage 2	732	736	-	648	496	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.7	12.7	0.86	0.99
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	449	495	230	-	-
HCM Lane V/C Ratio	0.014	-	-	0.078	0.055	0.029	-	-
HCM Control Delay (s/veh)	7.8	0	-	13.7	12.7	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	0	10	50	1	9
Future Vol, veh/h	56	0	10	50	1	9
Conflicting Peds, #/hr	0	0	0	0	3	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	55	55	55	55	55	55
Heavy Vehicles, %	28	0	2	23	2	2
Mvmt Flow	102	0	18	91	2	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	102	0	232	102
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1490	-	756	953
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	744	953
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.24	8.96
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	927	-	-	300	-
HCM Lane V/C Ratio	0.02	-	-	0.012	-
HCM Control Delay (s/veh)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	154	132	2	1	8
Future Vol, veh/h	10	154	132	2	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	183	157	2	1	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	365	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1420	-	-	-	634	887
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	628	887
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.46	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	110	-	-	-	848
HCM Lane V/C Ratio	0.008	-	-	-	0.013
HCM Control Delay (s/veh)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	122	7	16	73	46	15	56	27	100	44	2
Future Vol, veh/h	4	122	7	16	73	46	15	56	27	100	44	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	5	2	2	2	2	2	2
Mvmt Flow	5	139	8	18	83	52	17	64	31	114	50	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	8.8	8.6	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	3%	12%	68%
Vol Thru, %	57%	92%	54%	30%
Vol Right, %	28%	5%	34%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	133	135	146
LT Vol	15	4	16	100
Through Vol	56	122	73	44
RT Vol	27	7	46	2
Lane Flow Rate	111	151	153	166
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.2	0.197	0.227
Departure Headway (Hd)	4.729	4.768	4.615	4.915
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	754	750	773	727
Service Time	2.786	2.819	2.666	2.967
HCM Lane V/C Ratio	0.147	0.201	0.198	0.228
HCM Control Delay, s/veh	8.6	9	8.8	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.7	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	137	200	0
Future Vol, veh/h	0	0	0	137	200	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	0	0	156	227	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	383	227	227	0	-	0
Stage 1	227	-	-	-	-	-
Stage 2	156	-	-	-	-	-
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	624	817	1353	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	624	817	1353	-	-	-
Mov Cap-2 Maneuver	624	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	38	45	62	108	92
Future Vol, veh/h	75	38	45	62	108	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	85	43	51	70	123	105

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	348	175	227	0	-	0
Stage 1	175	-	-	-	-	-
Stage 2	173	-	-	-	-	-
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	653	874	1353	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	874	1353	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.37	3.27	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	757	-	693	-	-
HCM Lane V/C Ratio	0.038	-	0.185	-	-
HCM Control Delay (s/veh)	7.8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	4	0	8	3
Future Vol, veh/h	0	6	4	0	8	3
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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	7	5	0	10	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	27	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	23	-	-	-	-	-
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	993	1084	-	-	1630	-
Stage 1	1024	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	987	1084	-	-	1630	-
Mov Cap-2 Maneuver	987	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.34	0	5.25
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1084	1309	-
HCM Lane V/C Ratio	-	-	0.007	0.006	-
HCM Control Delay (s/veh)	-	-	8.3	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	4	8	0	3
Future Vol, veh/h	6	0	4	8	0	3
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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	7	0	5	10	0	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	13	10	0	0	14	0
Stage 1	10	-	-	-	-	-
Stage 2	4	-	-	-	-	-
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	1011	1078	-	-	1617	-
Stage 1	1019	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1011	1078	-	-	1617	-
Mov Cap-2 Maneuver	1011	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1025	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.59	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1011	1617	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s/veh)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	435	100	70	519	0	131	0	113	1	0	4
Future Vol, veh/h	0	435	100	70	519	0	131	0	113	1	0	4
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	150	-	250	200	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	8	3	11	5	0	5	0	18	2	0	2
Mvmt Flow	0	453	104	73	541	0	136	0	118	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	453	0	0	870	1141	228	915	1141	272
Stage 1	-	-	-	-	-	-	453	453	-	687	687	-
Stage 2	-	-	-	-	-	-	417	687	-	228	453	-
Critical Hdwy	4.1	-	-	4.32	-	-	7.6	6.5	7.26	7.54	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.54	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.54	5.5	-
Follow-up Hdwy	2.2	-	-	2.31	-	-	3.55	4	3.48	3.52	4	3.32
Pot Cap-1 Maneuver	1037	-	-	1043	-	-	241	202	728	228	202	725
Stage 1	-	-	-	-	-	-	548	573	-	403	450	-
Stage 2	-	-	-	-	-	-	576	450	-	754	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1036	-	-	1043	-	-	222	188	728	177	188	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	188	-	177	188	-
Stage 1	-	-	-	-	-	-	548	573	-	374	418	-
Stage 2	-	-	-	-	-	-	532	418	-	632	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.04	45.41	13.14
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	328	1036	-	-	1043	-	-	448
HCM Lane V/C Ratio	0.776	-	-	-	0.07	-	-	0.012
HCM Control Delay (s/veh)	45.4	0	-	-	8.7	-	-	13.1
HCM Lane LOS	E	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	6.2	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	13	15	6	12	21	11	233	3	7	176	24
Future Vol, veh/h	36	13	15	6	12	21	11	233	3	7	176	24
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	15	8	7	2	27	10	2	2	2	14	3	26
Mvmt Flow	40	14	17	7	13	23	12	259	3	8	196	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	515	511	209	503	523	262	222	0	0	262	0	0
Stage 1	224	224	-	285	285	-	-	-	-	-	-	-
Stage 2	291	287	-	218	238	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.58	6.27	7.12	6.77	6.3	4.12	-	-	4.24	-	-
Critical Hdwy Stg 1	6.25	5.58	-	6.12	5.77	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.58	-	6.12	5.77	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4.072	3.363	3.518	4.243	3.39	2.218	-	-	2.326	-	-
Pot Cap-1 Maneuver	450	457	819	479	425	758	1347	-	-	1235	-	-
Stage 1	750	707	-	722	633	-	-	-	-	-	-	-
Stage 2	690	664	-	784	665	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	414	449	819	446	418	757	1347	-	-	1235	-	-
Mov Cap-2 Maneuver	414	449	-	446	418	-	-	-	-	-	-	-
Stage 1	744	702	-	715	626	-	-	-	-	-	-	-
Stage 2	647	657	-	747	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.86	12	0.34	0.27
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	477	558	59	-	-
HCM Lane V/C Ratio	0.009	-	-	0.149	0.078	0.006	-	-
HCM Control Delay (s/veh)	7.7	0	-	13.9	12	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	0	8	56	2	10
Future Vol, veh/h	46	0	8	56	2	10
Conflicting Peds, #/hr	0	2	2	0	5	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	74	74	74	74	74	74
Heavy Vehicles, %	14	0	2	21	2	2
Mvmt Flow	62	0	11	76	3	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	166	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	824	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1535	-	813	998
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.92	8.81
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	962	-	-	225	-
HCM Lane V/C Ratio	0.017	-	-	0.007	-
HCM Control Delay (s/veh)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	134	239	2	2	8
Future Vol, veh/h	4	134	239	2	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	2	0
Mvmt Flow	4	146	260	2	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	262	0	-	0	415	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1314	-	-	-	594	783
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1314	-	-	-	592	783
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.22	0	9.97
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	52	-	-	-	735
HCM Lane V/C Ratio	0.003	-	-	-	0.015
HCM Control Delay (s/veh)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	129	16	19	144	74	7	43	23	104	58	15
Future Vol, veh/h	5	129	16	19	144	74	7	43	23	104	58	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	143	18	21	160	82	8	48	26	116	64	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.4	10.2	8.8	10.2
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	3%	8%	59%
Vol Thru, %	59%	86%	61%	33%
Vol Right, %	32%	11%	31%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	150	237	177
LT Vol	7	5	19	104
Through Vol	43	129	144	58
RT Vol	23	16	74	15
Lane Flow Rate	81	167	263	197
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.227	0.342	0.279
Departure Headway (Hd)	5.054	4.903	4.678	5.116
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	701	725	764	696
Service Time	3.146	2.979	2.745	3.195
HCM Lane V/C Ratio	0.116	0.23	0.344	0.283
HCM Control Delay, s/veh	8.8	9.4	10.2	10.2
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.4	0.9	1.5	1.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	200	169	0
Future Vol, veh/h	0	0	0	200	169	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	0	0	222	188	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	410	188	188	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	222	-	-	-	-	-
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	602	859	1399	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	602	859	1399	-	-	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1399	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	50	20	102	126	43
Future Vol, veh/h	98	50	20	102	126	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	109	56	22	113	140	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	322	164	188	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	158	-	-	-	-	-
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	676	886	1399	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	665	886	1399	-	-	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.41	1.25	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	295	-	726	-	-
HCM Lane V/C Ratio	0.016	-	0.227	-	-
HCM Control Delay (s/veh)	7.6	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	2	0	4	2
Future Vol, veh/h	0	8	2	0	4	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	2	0	0	2
Mvmt Flow	0	9	2	0	4	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	13	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	11	-	-	-	-	-
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	1011	1088	-	-	1633	-
Stage 1	1026	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	1088	-	-	1633	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.34	0	4.81
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1088	1200	-
HCM Lane V/C Ratio	-	-	0.008	0.003	-
HCM Control Delay (s/veh)	-	-	8.3	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

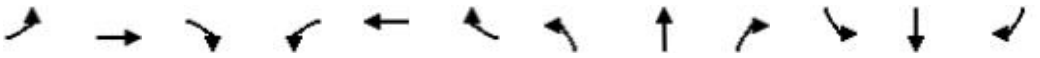
Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	0	2	4	0	2
Future Vol, veh/h	8	0	2	4	0	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	2	0	0	2
Mvmt Flow	9	0	2	4	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	7	4	0	0	7	0
Stage 1	4	-	-	-	-	-
Stage 2	2	-	-	-	-	-
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	1020	1085	-	-	1627	-
Stage 1	1024	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1020	1085	-	-	1627	-
Mov Cap-2 Maneuver	1020	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	1026	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.56	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1020	1627	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s/veh)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-



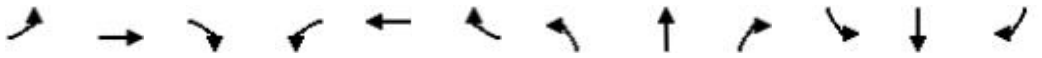
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	653	172	98	382	5	70	0	78	11	0	1
Future Volume (veh/h)	3	653	172	98	382	5	70	0	78	11	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1826	1737	1722	1604	1618	1900	1544	1307	1900	1870
Adj Flow Rate, veh/h	3	734	193	110	429	6	79	0	88	12	0	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	6	5	11	12	20	19	0	24	40	0	2
Cap, veh/h	497	1187	534	417	1437	597	215	19	130	375	6	19
Arrive On Green	0.00	0.34	0.34	0.10	0.44	0.44	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1781	3441	1547	1654	3272	1359	616	120	819	1402	40	120
Grp Volume(v), veh/h	3	734	193	110	429	6	167	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1781	1721	1547	1654	1636	1359	1555	0	0	1563	0	0
Q Serve(g_s), s	0.0	8.0	4.2	1.8	3.8	0.1	3.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.0	4.2	1.8	3.8	0.1	4.5	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.47		0.53	0.92		0.08
Lane Grp Cap(c), veh/h	497	1187	534	417	1437	597	363	0	0	400	0	0
V/C Ratio(X)	0.01	0.62	0.36	0.26	0.30	0.01	0.46	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	803	3723	1674	764	3974	1651	1435	0	0	1348	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	12.4	11.1	8.3	8.2	7.1	17.9	0.0	0.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.4	0.3	0.1	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	1.0	0.4	0.8	0.0	1.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	12.9	11.5	8.6	8.3	7.2	18.8	0.0	0.0	16.2	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	B			B		
Approach Vol, veh/h		930			545			167			13	
Approach Delay, s/veh		12.6			8.4			18.8			16.2	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	21.6		13.2	6.2	25.9		13.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	49.0		39.0	8.0	55.0		39.0				
Max Q Clear Time (g_c+I1), s	3.8	10.0		2.3	2.0	5.8		6.5				
Green Ext Time (p_c), s	0.2	5.6		0.0	0.0	2.6		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.8									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	3	734	193	110	429	6	167	13
v/c Ratio	0.01	0.56	0.27	0.26	0.25	0.01	0.54	0.05
Control Delay (s/veh)	6.0	16.8	3.8	7.3	8.4	0.0	19.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.0	16.8	3.8	7.3	8.4	0.0	19.7	0.3
Queue Length 50th (ft)	0	100	0	13	28	0	24	0
Queue Length 95th (ft)	3	184	36	39	95	0	86	0
Internal Link Dist (ft)		929			632		214	214
Turn Bay Length (ft)	150		250	200		150		
Base Capacity (vph)	588	2967	1365	571	2983	1252	920	823
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.25	0.14	0.19	0.14	0.00	0.18	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	435	100	70	519	0	131	0	113	1	0	4
Future Volume (veh/h)	0	435	100	70	519	0	131	0	113	1	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1781	1856	1737	1826	1900	1826	1900	1633	1870	1900	1870
Adj Flow Rate, veh/h	0	453	104	73	541	0	136	0	118	1	0	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	8	3	11	5	0	5	0	18	2	0	2
Cap, veh/h	413	941	436	429	1720	798	292	24	164	133	41	302
Arrive On Green	0.00	0.28	0.28	0.08	0.50	0.00	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1810	3385	1570	1654	3469	1610	720	102	713	151	178	1314
Grp Volume(v), veh/h	0	453	104	73	541	0	254	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1810	1692	1570	1654	1735	1610	1536	0	0	1642	0	0
Q Serve(g_s), s	0.0	4.9	2.2	1.2	4.1	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.9	2.2	1.2	4.1	0.0	6.6	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.46	0.20		0.80
Lane Grp Cap(c), veh/h	413	941	436	429	1720	798	480	0	0	477	0	0
V/C Ratio(X)	0.00	0.48	0.24	0.17	0.31	0.00	0.53	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	698	3170	1470	712	3566	1655	1856	0	0	1875	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.2	12.2	8.7	6.6	0.0	15.4	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.3	0.2	0.1	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.6	0.3	0.7	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	13.6	12.5	8.9	6.7	0.0	16.4	0.0	0.0	13.0	0.0	0.0
LnGrp LOS		B	B	A	A		B			B		
Approach Vol, veh/h		557			614			254			5	
Approach Delay, s/veh		13.4			7.0			16.4			13.0	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	18.2		16.1	0.0	27.7		16.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	41.0		50.0	7.0	45.0		50.0				
Max Q Clear Time (g_c+I1), s	3.2	6.9		2.1	0.0	6.1		8.6				
Green Ext Time (p_c), s	0.1	3.0		0.0	0.0	3.3		1.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		11.1
HCM 7th LOS		B

Lane Group	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	453	104	73	541	254	5
v/c Ratio	0.44	0.19	0.17	0.35	0.59	0.01
Control Delay (s/veh)	17.6	5.6	8.9	9.4	17.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	5.6	8.9	9.4	17.9	0.0
Queue Length 50th (ft)	61	0	10	44	43	0
Queue Length 95th (ft)	123	32	34	95	122	0
Internal Link Dist (ft)	929			632	214	214
Turn Bay Length (ft)		250	200			
Base Capacity (vph)	2757	1311	521	2978	1220	1413
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	0.16	0.08	0.14	0.18	0.21	0.00

Intersection Summary