TRAFFIC IMPACT STUDY

PONDEROSA RESIDENTIAL
HALL COUNTY, GA

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Prepared For
CKK Development Services

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Prepared For:

Duncan Corley
CKK Development Services
270 N Clayton Street
Lawrenceville, GA 30048

duncan@ckkdev.com

Prepared By:

James Slay, PE
Lumin8 Transportation Technologies
Bay Street NE
Fairburn, GA 30213
256.525.6611
jslay@lumin8.com

Additional investigation by:
Andrew Johnson, PE

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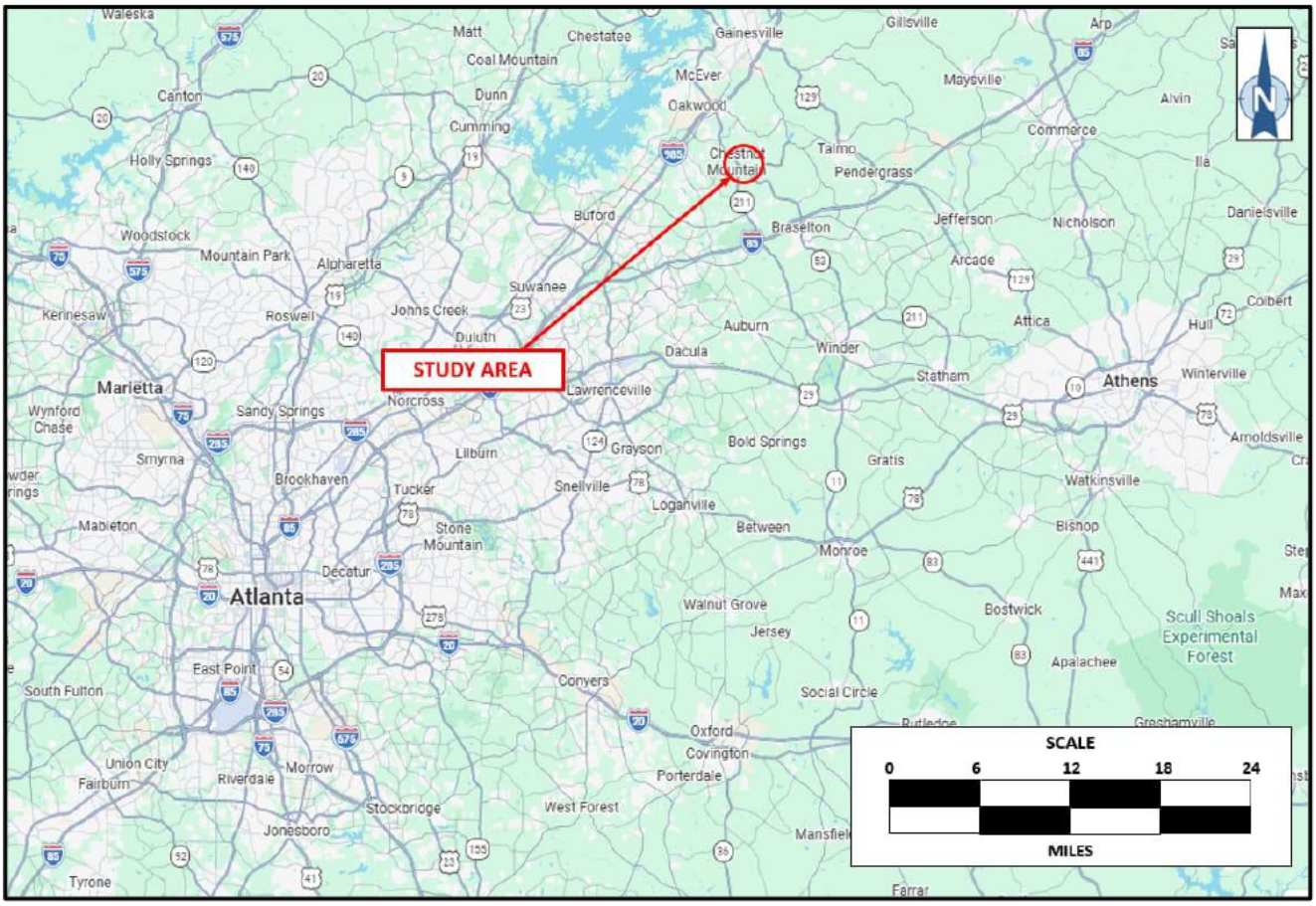
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INTRODUCTION

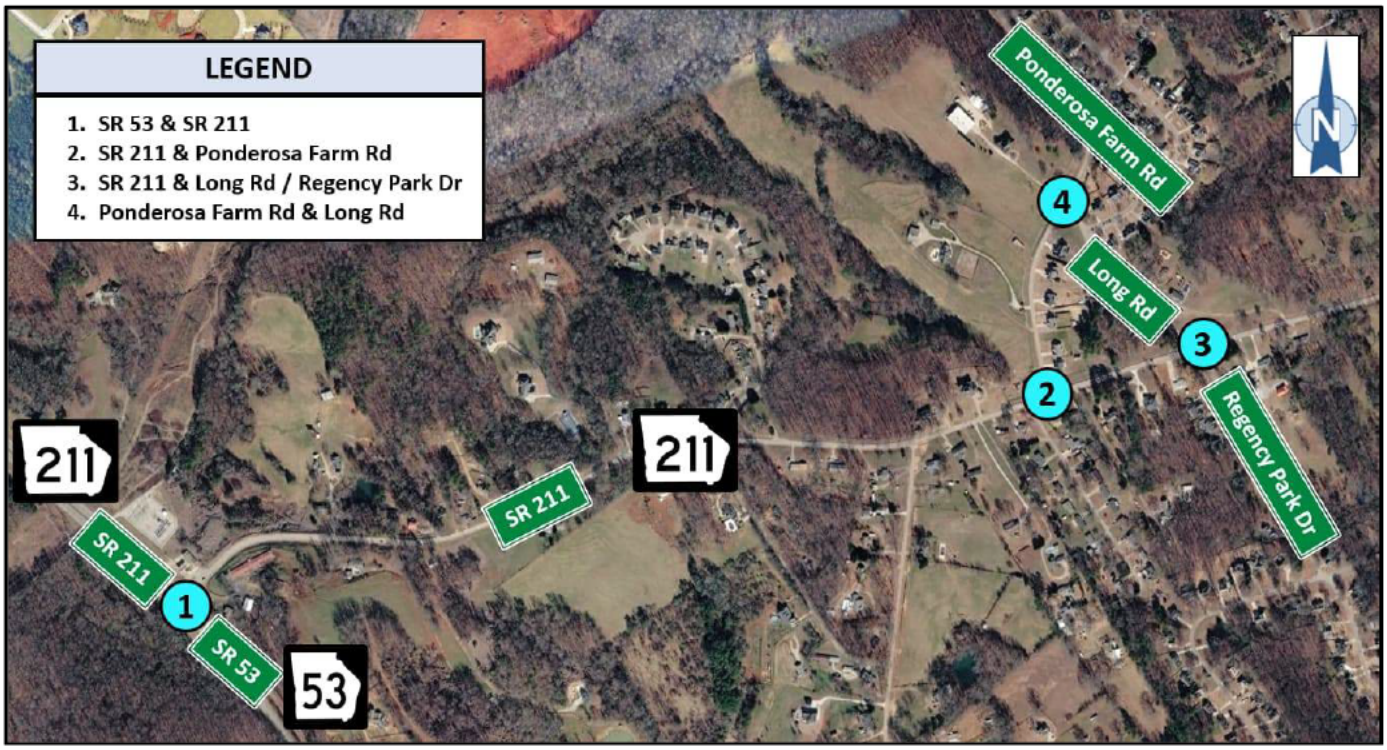
This study includes an analysis of the traffic related impacts of a residential development that is proposed to be constructed on Ponderosa Farm Road in Hall County, GA. The location for the development is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



The intersections included in the study are shown in Figure 2.

Figure 2: STUDY INTERSECTIONS MAP

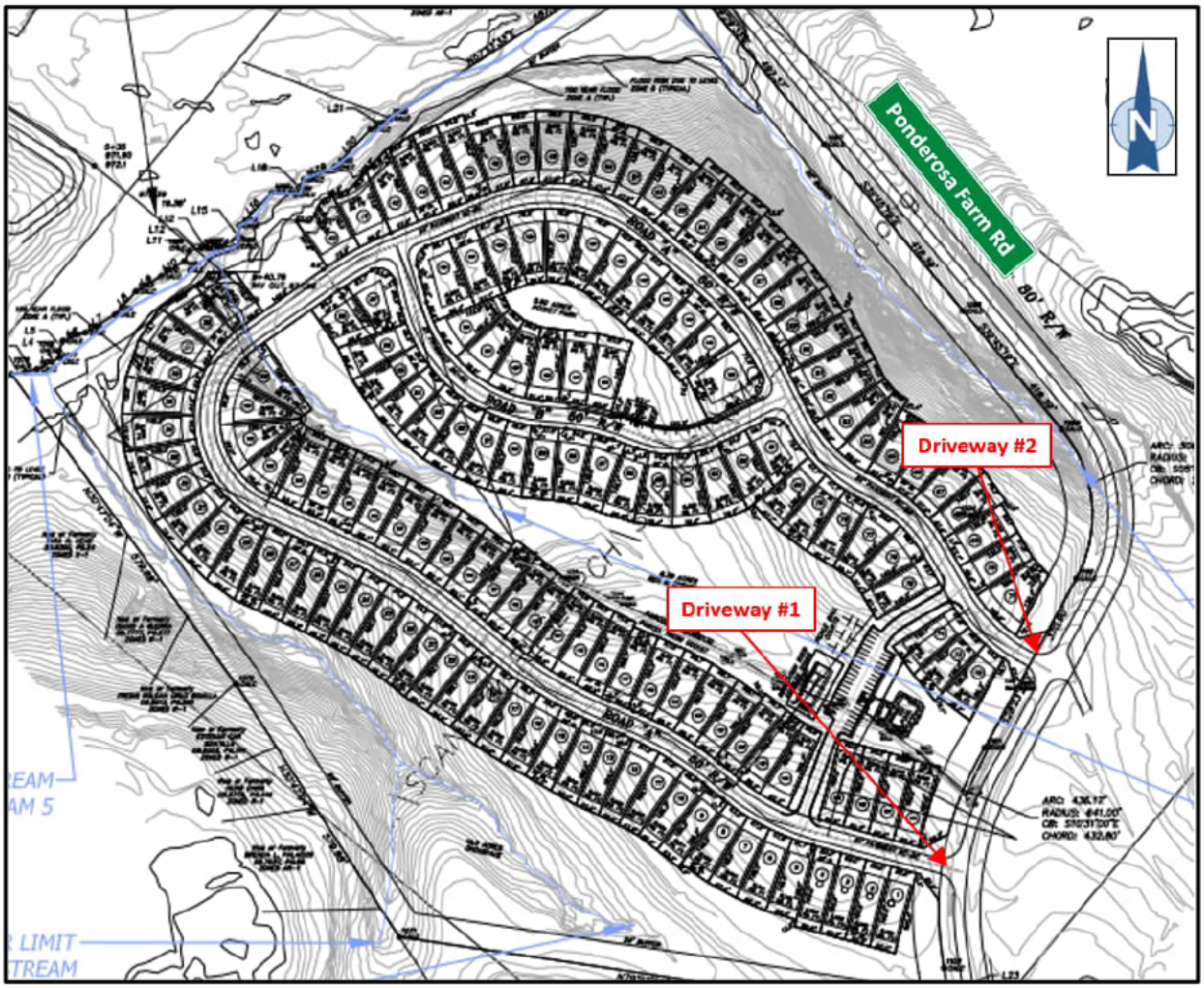


PROPOSED DEVELOPMENT

The proposed residential development consists of 146 single family homes. The site plan indicates that the development will have two full access driveways on Ponderosa Farm Road. The development is proposed to be fully built out by 2028.

Figure 3 below illustrates the access points for the development. A larger site plan with the entire golf course is also provided in Appendix A.

Figure 3: SITE PLAN



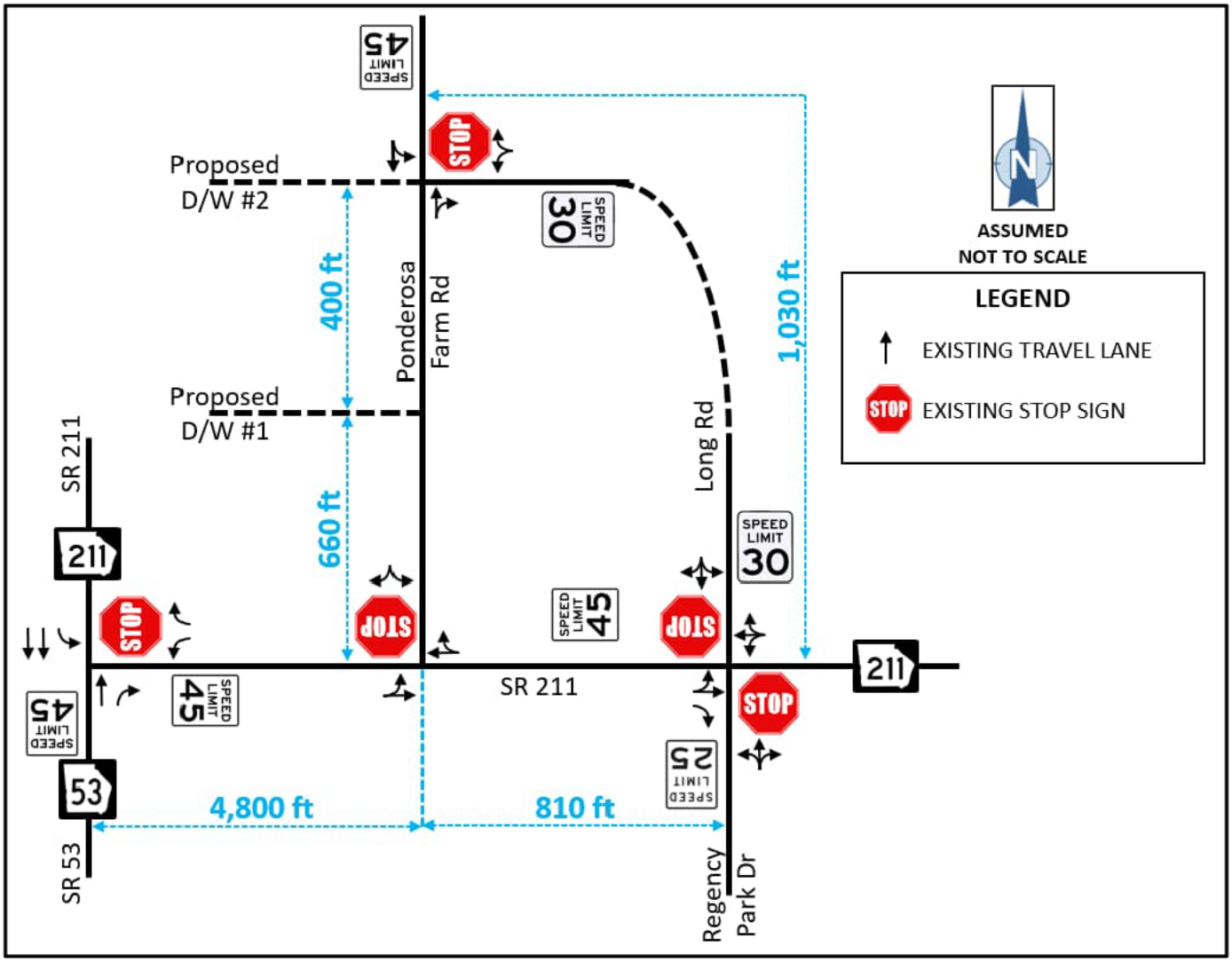
EXISTING CONDITIONS

An existing conditions inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes.

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 4 below.

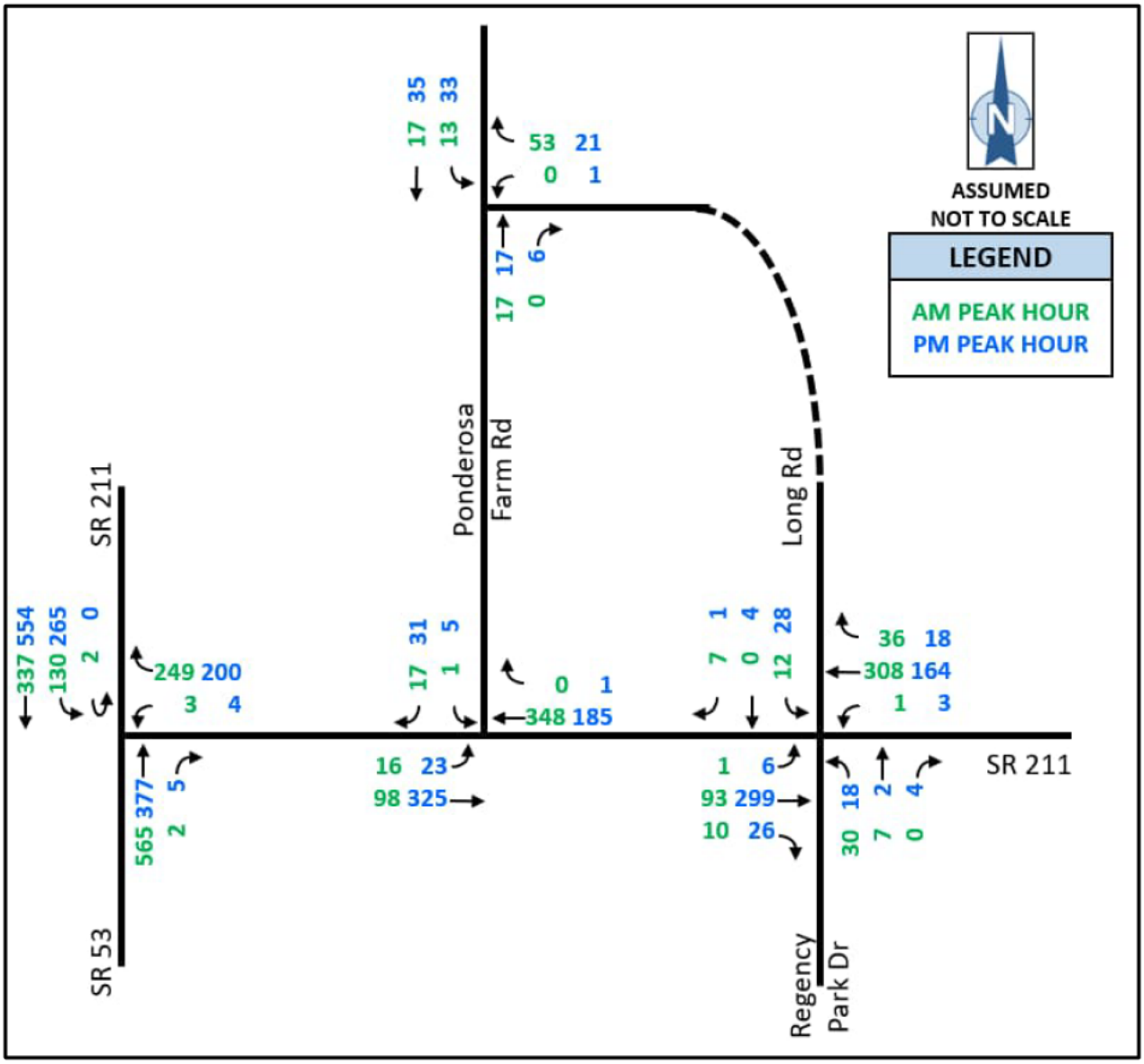
Figure 4: EXISTING CONDITIONS



EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, August 11, 2026 from 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. The observed peak hours are 7:00 to 8:00 AM and 4:30 to 5:30 PM. Existing peak hour turning movement volumes are shown in Figure 5 below. The turning movement data is provided in Appendix B.

Figure 5: EXISTING TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

An Automatic Traffic Recorder (ATR) was placed in the study area to collect bi-directional traffic data on August 11, 2026. The recorded daily volumes and truck percentages are shown in Figure 6 below. The ATR data is provided in Appendix C.

Figure 6: ATR DATA



CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersections. Data was obtained from the Georgia Electronic Accident Reporting System (GEARS) for the five most recent years of data. Detailed crash data is provided in Appendix D.

Tables 1 and 2 summarize the crash frequency and severity at the intersection of SR 53 and SR 211.

Table 1: CRASH DATA SUMMARY, SR 53 @ SR 211

YEAR	TOTAL CRASHES	INJURY CRASHES / INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2021	4	2/4	0	0	0	4	0	0
2022	1	0/0	0	1	0	0	0	0
2023	5	1/1	0	2	0	2	0	1
2024	3	1/1	0	1	0	0	0	2
2025	2	0/0	0	0	0	2	0	0
Total	**15**	**4/6**	**0**	**4**	**0**	**8**	**0**	**3**

Table 2: CRASH SEVERITY, SR 53 @ SR 211 (2021-25)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	1	1	2	4
Head-On	0	0	0	0	0	0
Rear End	0	0	1	1	6	8
Sideswipe – same	0	0	0	0	0	0
Sideswipe – opposite	0	0	0	0	0	0
Not a Collision w/ Motor Veh	0	0	0	0	3	3
Total	**0**	**0**	**2**	**2**	**11**	**15**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, rear end collisions were the most common type of crash, accounting for 8 of the 15 collisions (53%) in the past five years. No fatalities were reported during this time period.

Tables 3 and 4 summarize the crash frequency and severity at the intersection of SR 211 and Ponderosa Farm Rd.

Table 3: CRASH DATA SUMMARY, SR 211 @ PONDEROSA FARM RD

YEAR	TOTAL CRASHES	INJURY CRASHES / INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2021	1	0/0	0	0	0	0	0	1
2022	0	0/0	0	0	0	0	0	0
2023	0	0/0	0	0	0	0	0	0
2024	1	0/0	0	0	0	1	0	0
2025	0	0/0	0	0	0	0	0	0
Total	**2**	**0/0**	**0**	**0**	**0**	**1**	**0**	**1**

Table 4: CRASH SEVERITY, SR 211 @ PONDEROSA FARM RD (2021-25)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	0	0	0	0
Head-On	0	0	0	0	0	0
Rear End	0	0	0	0	1	1
Sideswipe – same	0	0	0	0	0	0
Sideswipe – opposite	0	0	0	0	0	0
Not a Collision w/ Motor Veh	0	0	0	0	1	1
Total	**0**	**0**	**0**	**0**	**2**	**2**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, there was a single rear end collision and a collision with an animal or structure in the past five years. No fatalities were reported during this time period.

Tables 5 and 6 summarize the crash frequency and severity at the intersection of SR 211 and Long Rd.

Table 5: CRASH DATA SUMMARY, SR 211 @ LONG RD

YEAR	TOTAL CRASHES	INJURY CRASHES / INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2021	0	0/0	0	0	0	0	0	0
2022	0	0/0	0	0	0	0	0	0
2023	0	0/0	0	0	0	0	0	0
2024	0	0/0	0	0	0	0	0	0
2025	1	0/0	0	1	0	0	0	0
Total	**1**	**0/0**	**0**	**1**	**0**	**0**	**0**	**0**

Table 6: CRASH SEVERITY, SR 211 @ LONG RD (2021-25)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	0	0	1	1
Head-On	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Sideswipe – same	0	0	0	0	0	0
Sideswipe – opposite	0	0	0	0	0	0
Not a Collision w/ Motor Veh	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**1**	**1**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, the was a single angle collision in the past five years. No fatalities were reported during this time period.

Tables 7 and 8 summarize the crash frequency and severity at the intersection of Ponderosa Farm Road and Long Road.

Table 7: CRASH DATA SUMMARY, PONDEROSA FARM RD @ LONG RD

YEAR	TOTAL CRASHES	INJURY CRASHES / INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2021	0	0/0	0	0	0	0	0	0
2022	0	0/0	0	0	0	0	0	0
2023	0	0/0	0	0	0	0	0	0
2024	0	0/0	0	0	0	0	0	0
2025	1	0/0	0	0	0	0	1	0
Total	**1**	**0/0**	**0**	**0**	**0**	**0**	**1**	**0**

Table 8: CRASH SEVERITY, PONDEROSA FARM RD @ LONG RD (2021-25)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	0	0	0	0
Head-On	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Sideswipe – same	0	0	0	0	0	0
Sideswipe – opposite	0	0	0	0	1	1
Not a Collision w/ Motor Veh	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**1**	**1**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, there was a single sideswipe collision in the past five years. No fatalities were reported during this time period.

TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Hall County census data and historic trends from the nearby GDOT count stations.

CENSUS DATA

The projected census data from the Atlanta Regional Commission (ARC) for Hall County in 2050 is shown in Table 9.

Table 9: CENSUS DATA: ARC HALL COUNTY 2050 POPULATION FORECAST

HALL COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2020	203,136	--	--
2050	270,132	33.0%	0.95%

Source: ARC population forecast Hall County 2050

The data shows an increase of the population in Hall County of 33.0%, or a yearly rate of 0.95%, between 2020-2050.

HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the study area. This data was used to establish historic growth rates in the area. Figure 7 below shows the count stations near the study area.

Figure 7: GDOT COUNT STATIONS



Table 10 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2009 through 2025.

Historic data reported by the GDOT for each of the count stations is provided in Appendix E.

Table 10: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 139-0292	GDOT Count Station 139-0547
2009	9785	-
2010	-	-
2011	10574	3664
2012	-	-
2013	12077	3901
2014	-	-
2015	12530	4125
2016	11800*	3890*
2017	11900*	3970*
2018	11800*	4030*
2019	15980	3763
2020	13300*	3630*
2021	15682	4818
2022	14700*	4540*
2023	14800*	4660*
2024	14900*	4690*
2025	18666	5528

Source: GDOT TADA Database System-
*Estimated counts not used in trend analysis.

TREND ANALYSIS

Figures 8 through 10, below and on the following pages, show graphs of the historic AADT as reported by the GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

Figure 8: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS

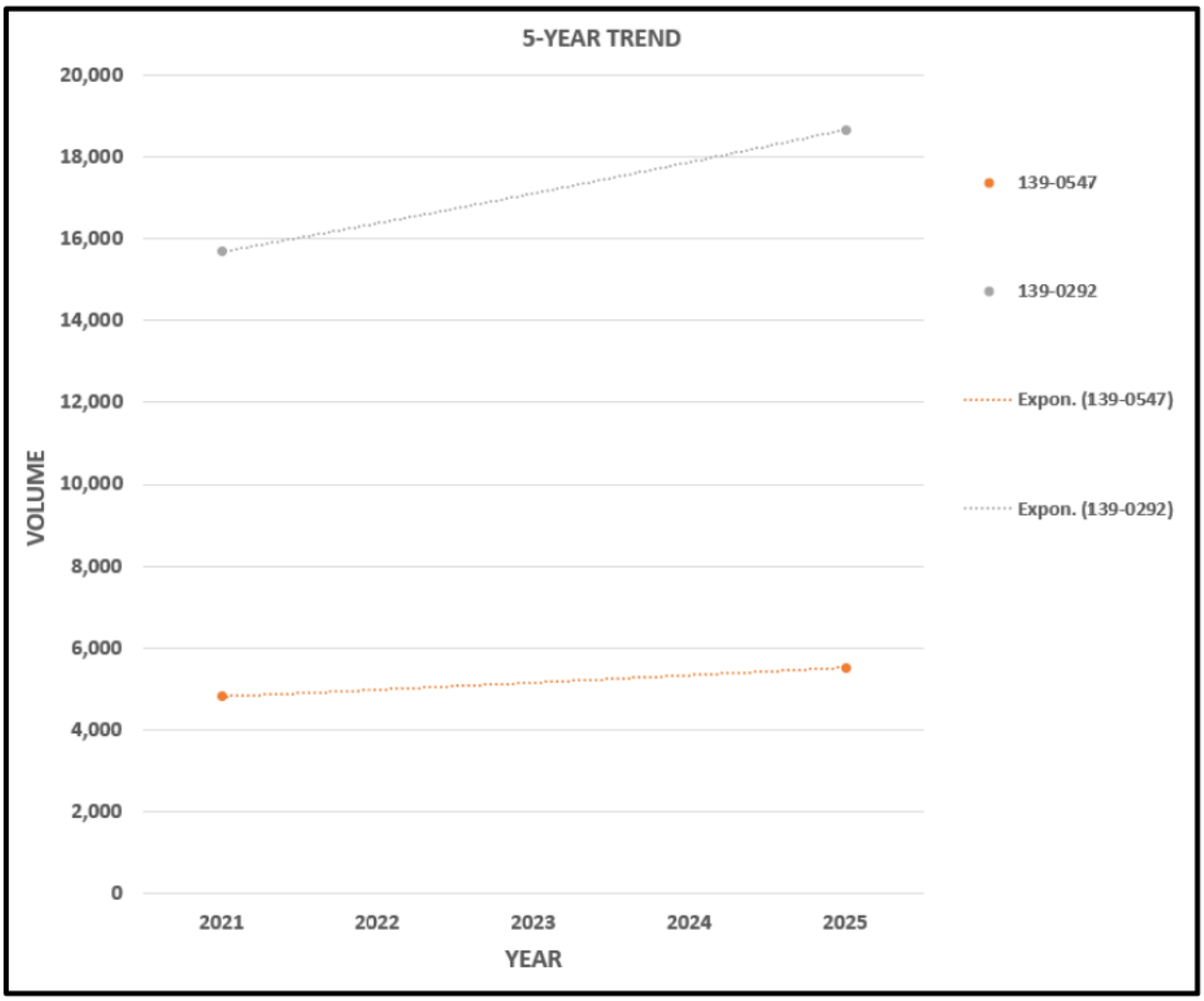


Figure 9: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS

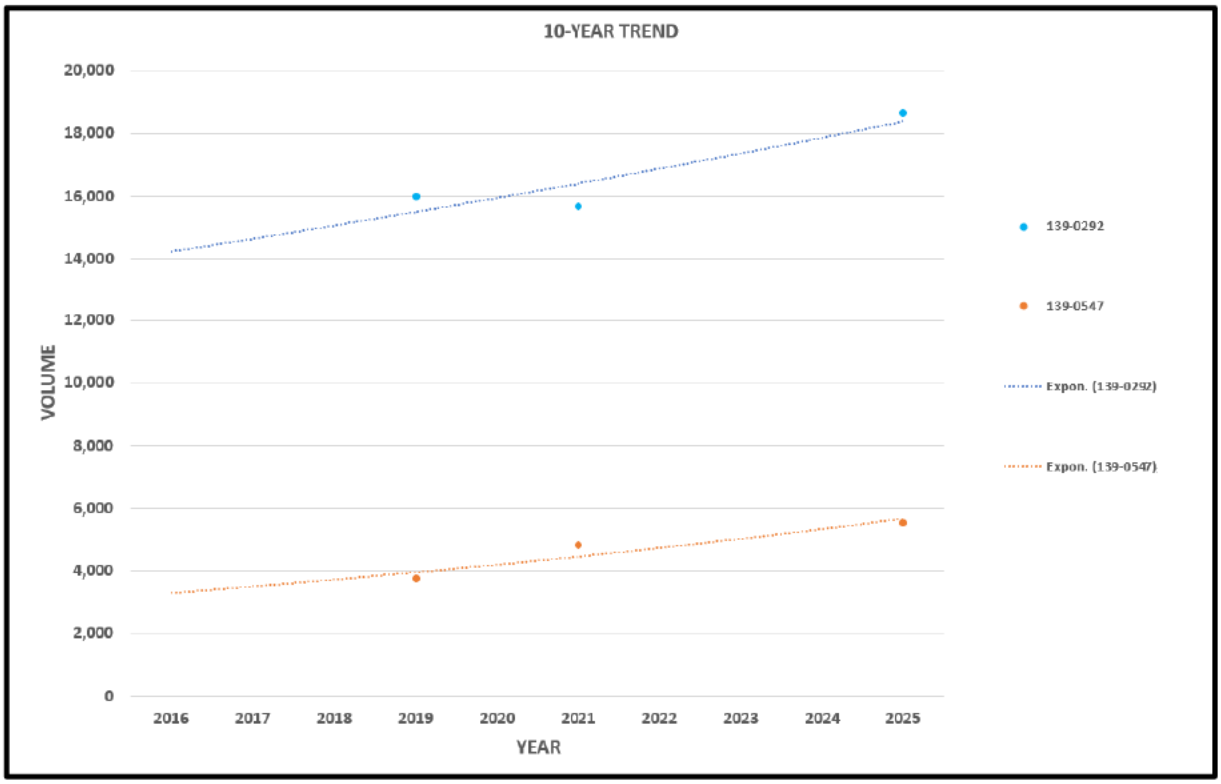
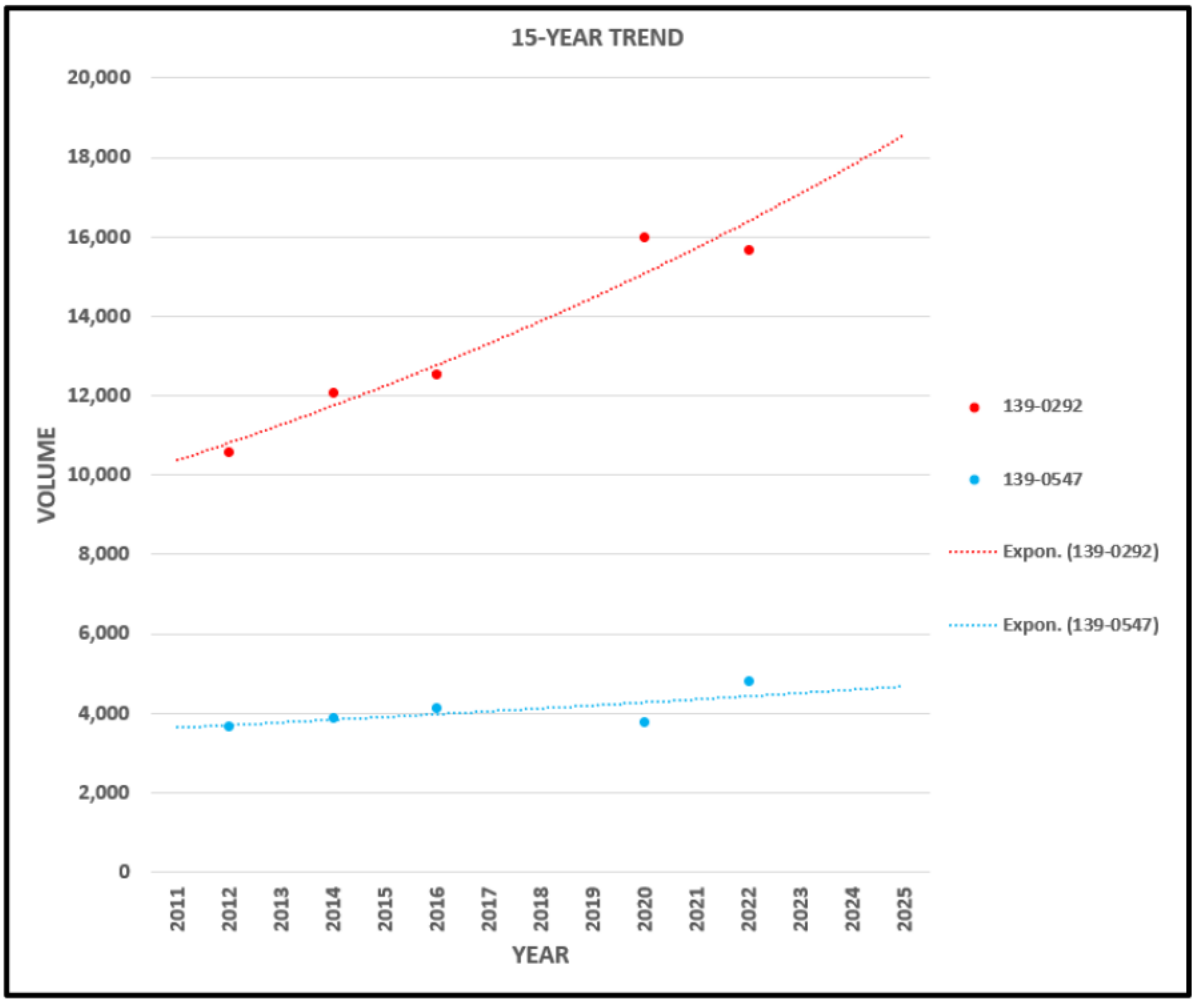


Figure 10: 15-YEAR TREND LINES FOR GDOT COUNT STATIONS



Growth rates were developed based on the 5-year, 10-year, and 15-year analyses of count station data shown above. Table 11 shows the resulting trend rates.

Table 11: TREND ANALYSIS FOR COUNT STATION DATA

GDOT Count Stations	5-year	10-year	15-year
139-0292	3.55%	1.57%	3.86%
139-0547	2.79%	3.92%	2.78%
Blended Trend Rates from Count Stations	3.36%	2.13%	3.60%

Note: Rates are calculated based on annual compounding.

GROWTH RATE

The ARC projects an annual population growth rate of 0.95% per year for Hall County through 2050. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 3.36% for the past five years, 2.13% for the past ten years, and 3.60% for the past fifteen years.

Based on these rates and the surrounding area, the growth rate was established to be **2.0%** for the purpose of the study.

GROWTH FACTOR

A growth factor was established by applying the growth rates to the following equation, shown below:

$$\boldsymbol{Growth\ Factor} = \boldsymbol{(1+r)^n}$$

Where:
r = *growth rate*
n = *number of years*

The volumes projections were calculated using the following values as 'n', taken as the time period between the 2026 Existing Year and each corresponding phase.

- Existing Year (2026) to Build Year (2028) – n=2
- Existing Year (2026) to Design Year (2048) – n=22

Growth factors are provided in Table 12.

Table 12: GROWTH FACTOR

PROJECTED YEAR	
Build Year (2028)	Design Year (2048)
1.04	1.55

Figure 11 and 12 on the following pages show the estimated background growth traffic volumes at the study intersections for the Build Year (2028) and Design Year (2048).

Figure 11: PROJECTED 2028 BACKGROUND GROWTH VOLUMES

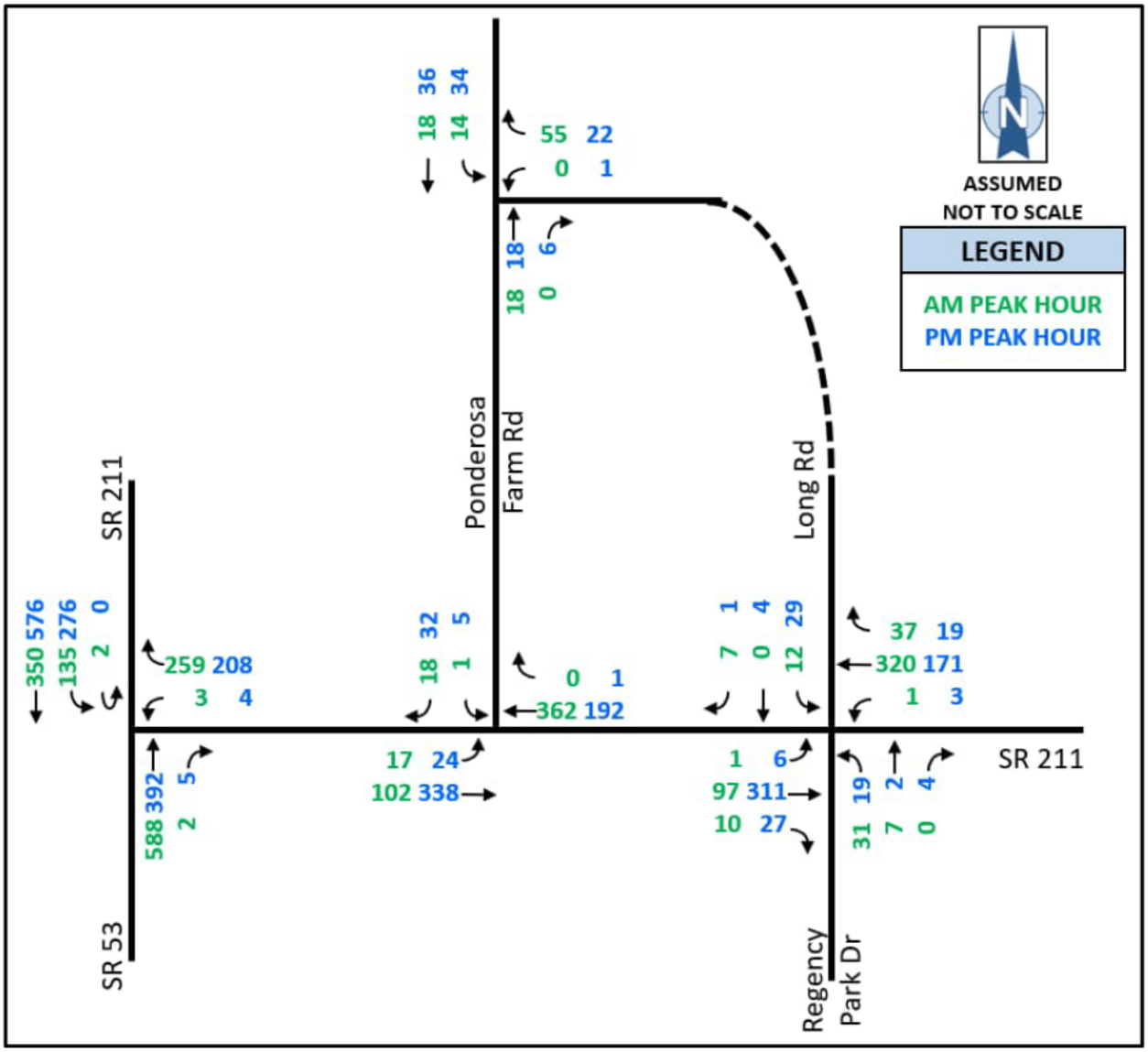
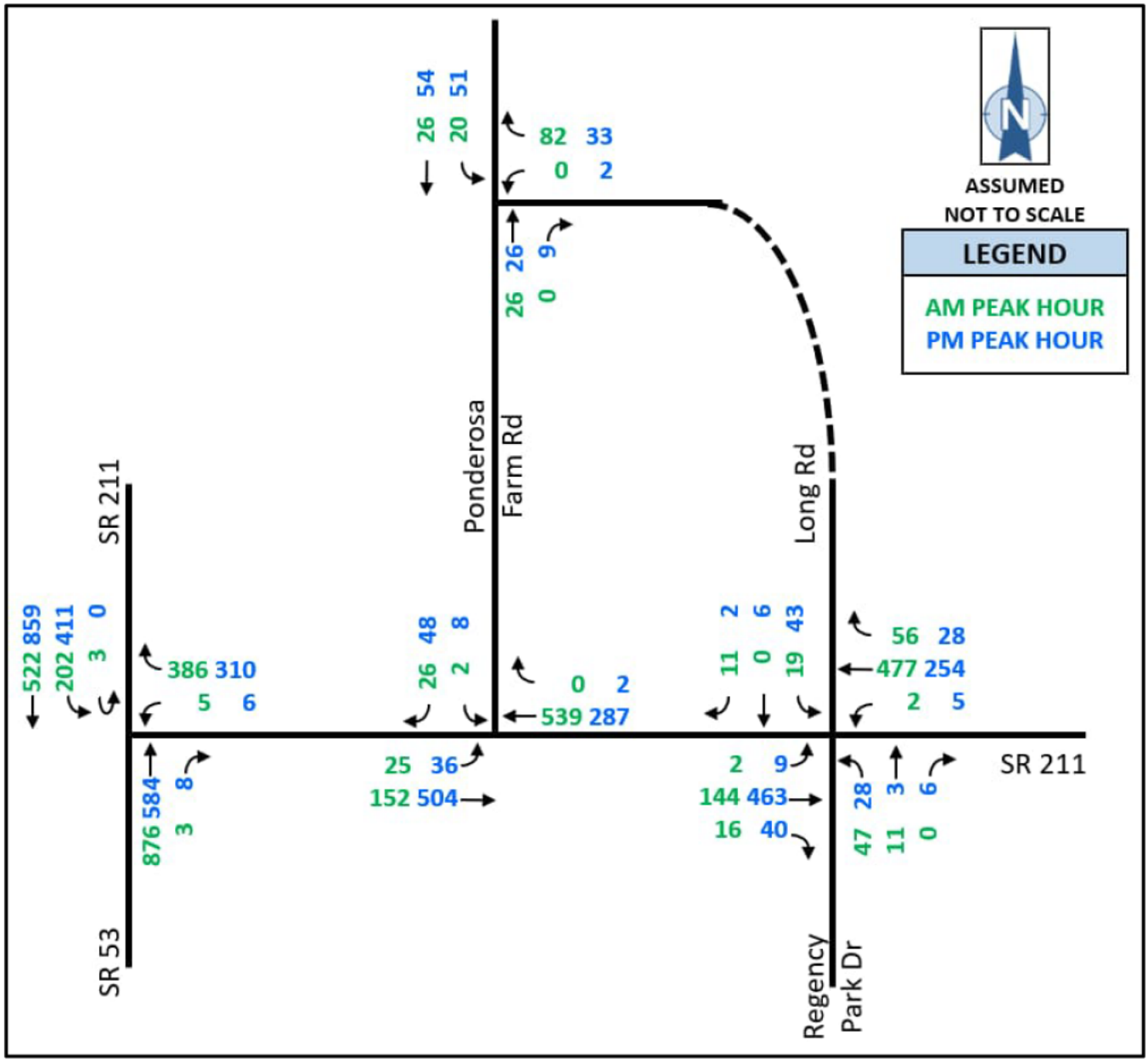


Figure 12: PROJECTED 2048 BACKGROUND GROWTH VOLUMES



PROJECTED CONDITIONS

TRIP GENERATION

The trips generated by the development were estimated using trip generation rates found in ITE's publication *Trip Generation*, 12th Edition. The trip generation publication contains multiple associated trip rates for the listed land use. The rate that resulted in the larger trip generation was used for this study. The trip generation can be seen in Table 13. Trip generation data is provided in Appendix F.

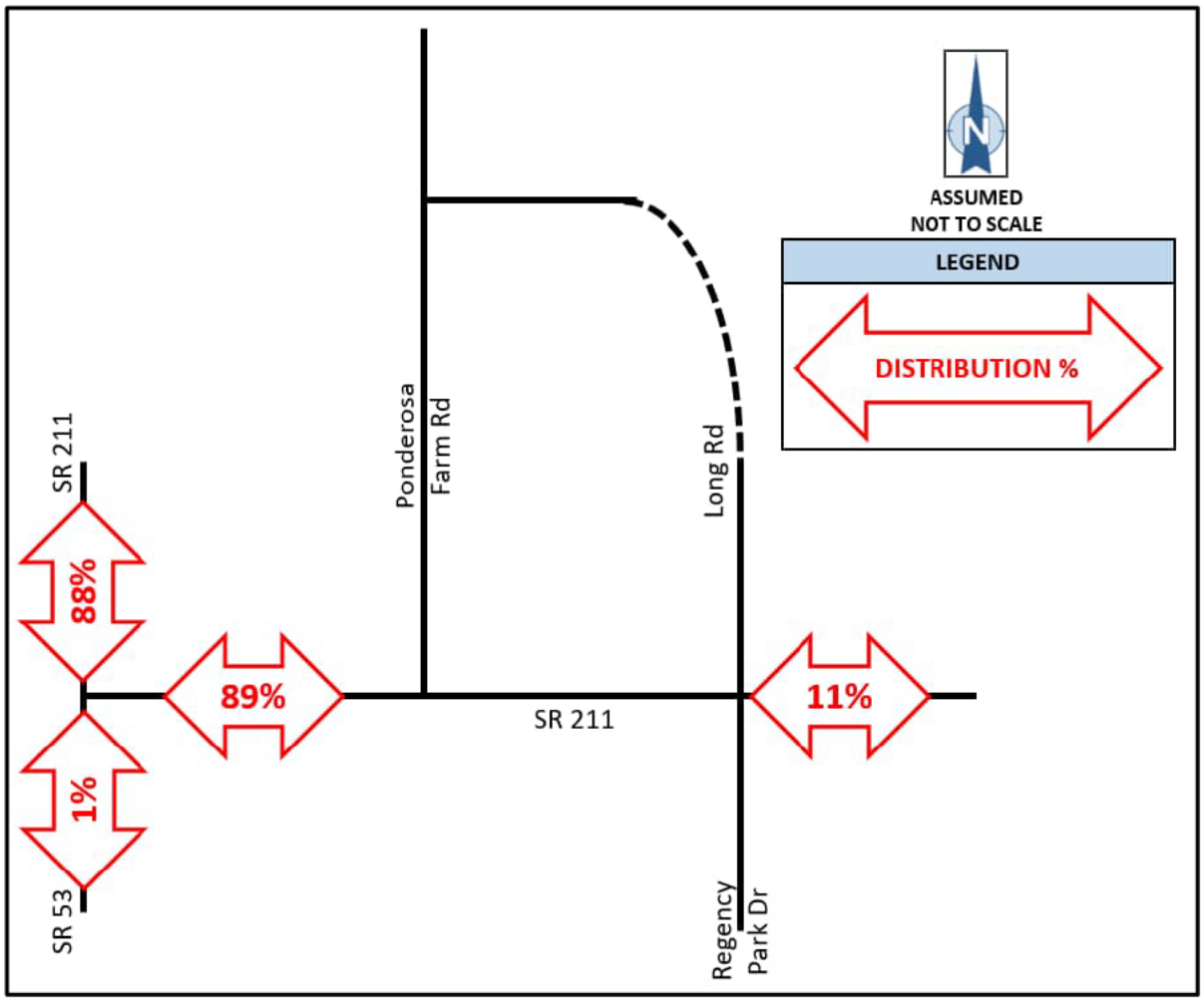
Table 13: TRIP GENERATION

ITE CODE	DESCRIPTION	SIZE	DAILY 2-WAY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family Detached Housing	146 Units	1444	28	75	103	85	51	136

TRIP DISTRIBUTION

In order to assign new trips to the street network, a trip distribution pattern was developed based on the existing patterns during the AM Peak Hour. Figure 13 shows the resulting trip distribution pattern that was used to assign the new generated traffic for the development.

Figure 13: TRIP DISTRIBUTION



TRAFFIC ASSIGNMENT

The generated traffic was assigned to the road network based on weighted movements analyzed at the study intersections during the AM and PM Peak Hours. Table 14 shows how the assigned trips are expected to reach the development, according to the direction traveled.

Table 14: NEW TRIPS ASSIGNMENT

To & From	%	AM		PM	
		IN	OUT	IN	OUT
North on SR 211	88%	25	66	75	45
South on SR 53	1%	0	1	1	0
East on SR 211	11%	3	8	9	6
Total Trips	**100%**	**28**	**75**	**85**	**51**

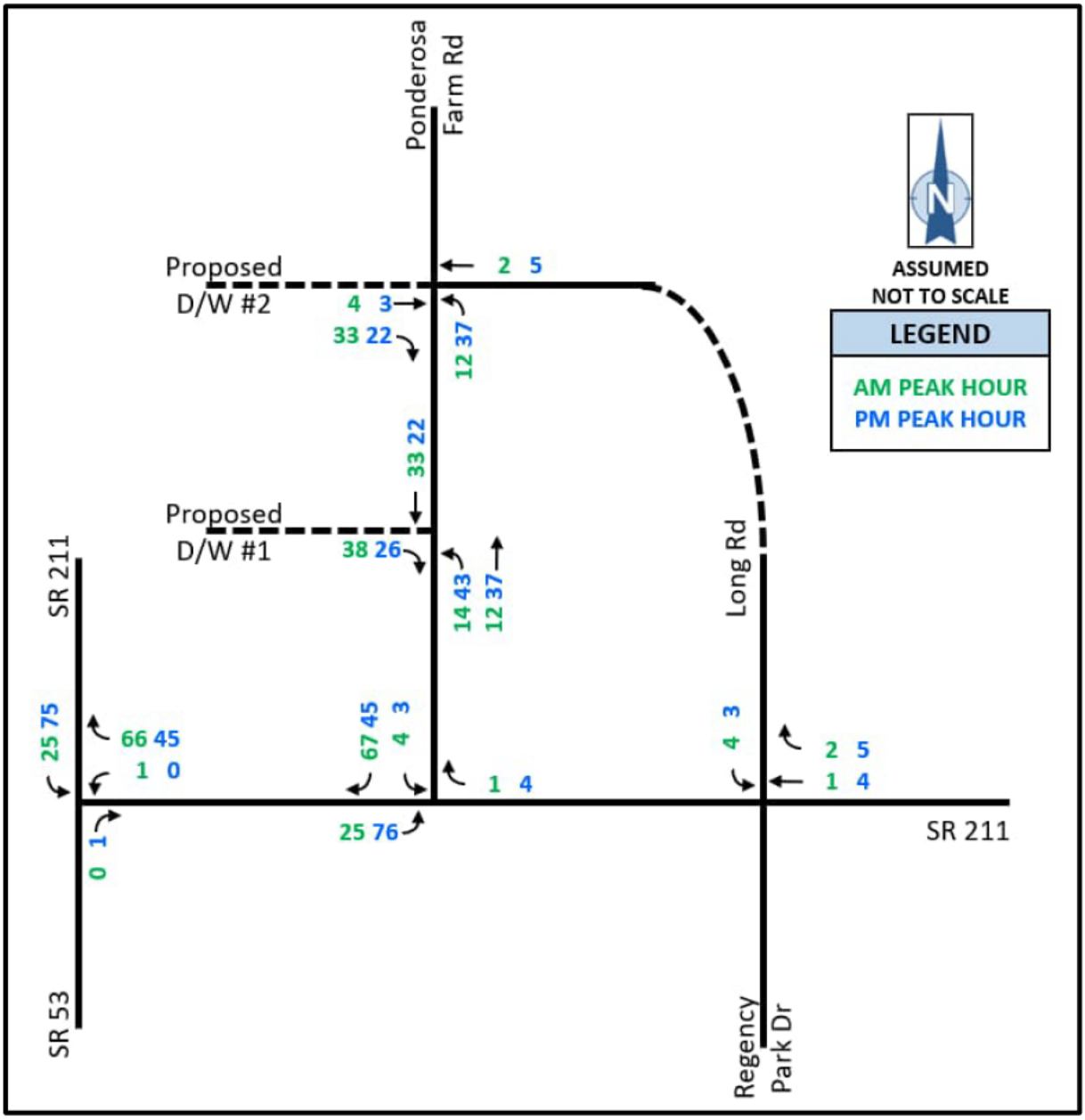
Based on the provided site plan, the following assumptions were made:

- The new trips will use Driveways #1 and #2 equally.
- All of the trips using Driveway #1 will access SR 211 from Ponderosa Farm Road.
- All of the trips using Driveway #2 travelling to/from the east on SR 211 will use Long Road. The remainder of the trips using Driveway #2 access SR 211 from Ponderosa Farm Road.

NEW TRIPS

The generated new trips are shown in Figure 14. These trips were assigned in accordance with the distribution and assumptions listed on the previous pages.

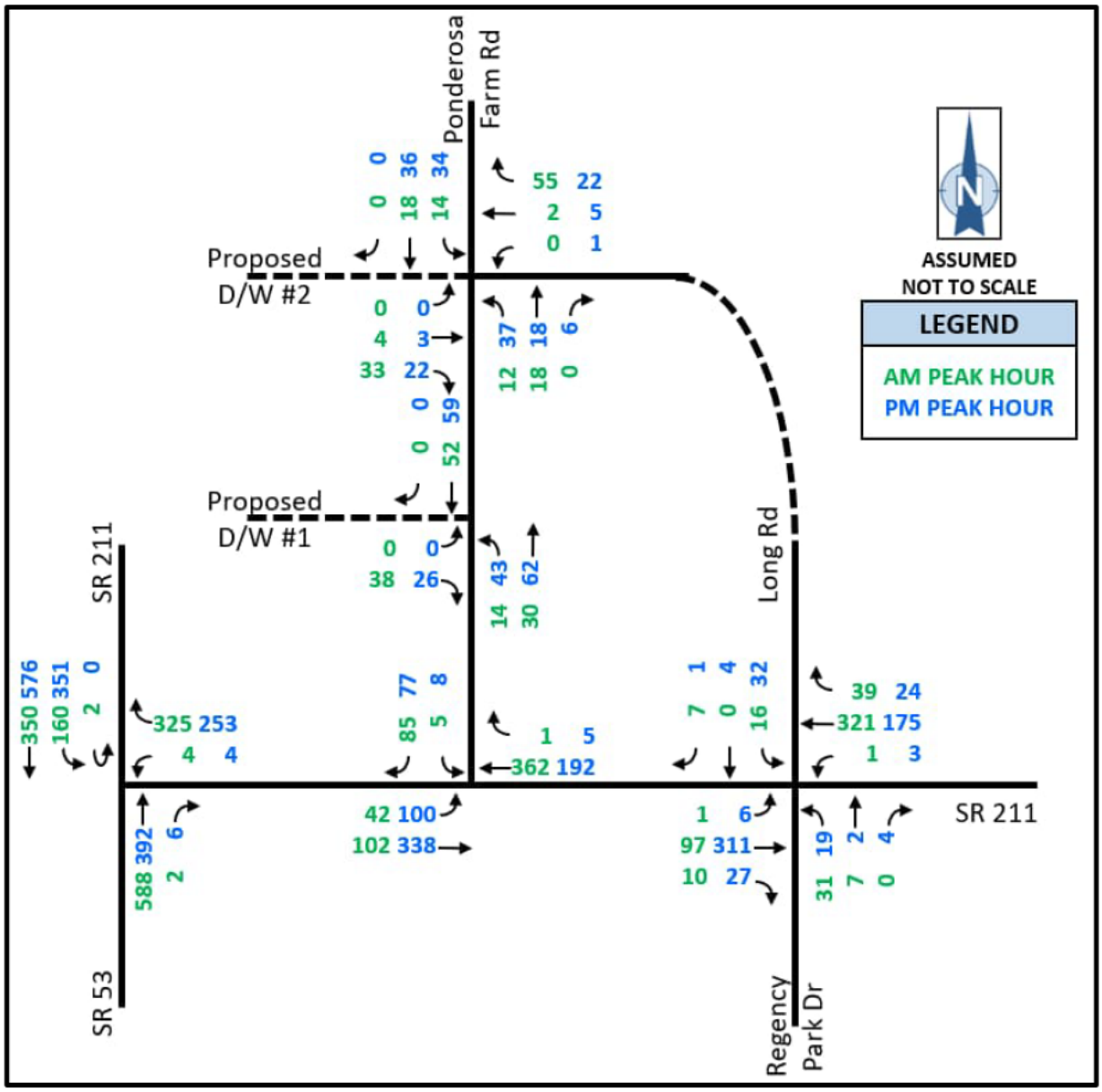
Figure 14: NEW TRIPS



PROJECTED BUILD VOLUMES

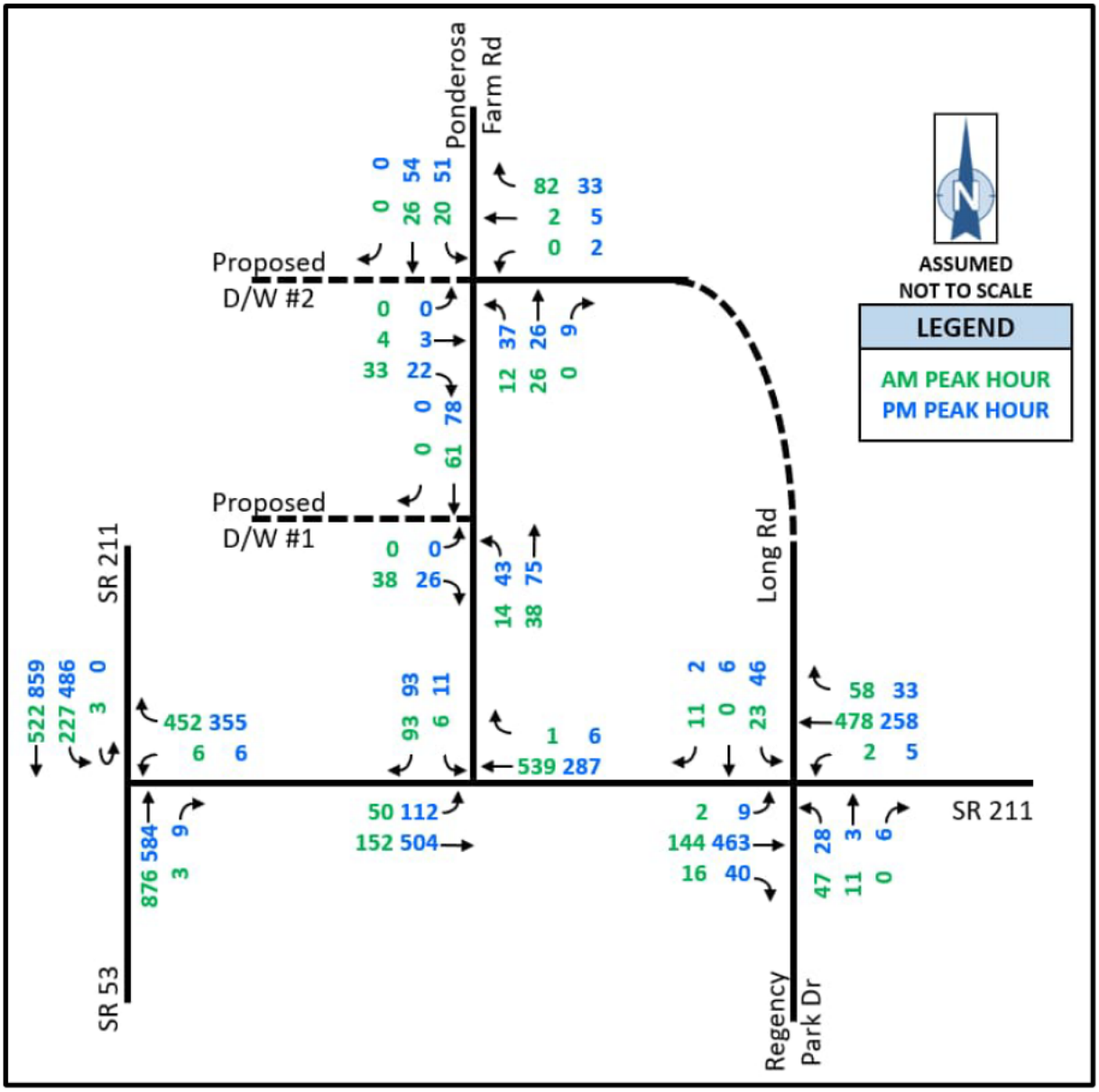
In order to represent the Projected 2028 Build Volume, the New Trips (Figure 14) were added to the Projected 2028 Background Growth Volumes (Figure 11). The Projected 2028 Build Volumes are shown in Figure 15.

Figure 15: PROJECTED 2028 BUILD VOLUMES



The Projected 2048 Build Volumes were developed by adding the New Trips (Figure 14) to the Projected 2048 Background Growth Volumes (Figure 12). The Projected 2048 Build Volumes are shown in Figure 16.

Figure 16: PROJECTED 2048 BUILD VOLUMES



CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 7th Edition, and with the use of *Synchro 12* from Trafficware. HCM Level of Service (LOS) definitions are shown in Table 15.

Table 15: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 7th Edition

EXISTING CONDITIONS

The intersections were first evaluated under existing conditions and geometry. The results of the capacity analysis are summarized in Table 16 below. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for Existing conditions can be found in Appendix G.

Table 16: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2026)	
		AM PEAK HOUR	PM PEAK HOUR
SR 53 @ SR 211	WBL	C (23.5)	E (45.9)
	WBR	-	-
	NBT	-	-
	NBR	-	-
	SBL	A (9.4)	A (9.7)
	SBT	-	-
SR 211 @ Ponderosa Farm Rd	EBL/T	A (1.1)	A (0.5)
	WBT/R	-	-
	SBL/R	B (10.5)	B (10.0)
SR 211 @ Long Rd	EBL/T	A (0.1)	A (0.1)
	EBR	-	-
	WBL/T/R	-	A (0.1)
	NBL/T/R	B (12.4)	B (12.7)
	SBL/T/R	B (11.8)	B (13.4)
Ponderosa Farm Rd @ Long Rd	WBL/R	A (8.6)	A (8.5)
	NBT/R	-	-
	SBL/T	A (3.2)	A (3.6)

-: A (0.0)

Capacity analysis results under Existing conditions indicate that the intersections operate at LOS 'B' or better during both peak hours except for the intersection of SR 53 at SR 211, which operates at LOS 'E' for the westbound left movement in the PM Peak Hour.

Table 17 below shows the 95th percentile queue length in feet for the study intersections under Existing conditions.

Table 17: 95TH PERCENTILE QUEUE LENGTH (FT), EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2026)	
		AM PEAK HOUR	PM PEAK HOUR
SR 53 @ SR 211	WBL	0	5
	WBR	0	0
	NBT	0	0
	NBR	0	0
	SBL	13	33
	SBT	0	0
SR 211 @ Ponderosa Farm Rd	EBL/T	0	3
	WBT/R	0	0
	SBL/R	3	5
SR 211 @ Long Rd	EBL/T	0	0
	EBR	0	0
	WBL/T/R	0	0
	NBL/T/R	5	5
	SBL/T/R	3	5
Ponderosa Farm Rd @ Long Rd	WBL/R	5	3
	NBT/R	0	0
	SBL/T	0	3

25 ft = 1 car

PROJECTED NO-BUILD CONDITIONS

The intersections were evaluated under projected No-Build conditions, with existing geometry and 2028/48 background growth volumes. The results of the capacity analysis are summarized in Table 18 below. Capacity analysis reports for projected No-Build conditions can be found in Appendix H.

Table 18: CAPACITY ANALYSIS RESULTS, NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	BUILD YEAR (2028)		EXISTING YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 53 @ SR 211	WBL	C (24.9)	**F (51.1)**	**F (62.4)**	**F (328.8)**
	WBR	-	-	-	-
	NBT	-	-	-	-
	NBR	-	-	-	-
	SBL	A (9.6)	A (9.8)	B (12.3)	B (14.4)
	SBT	-	-	-	-
SR 211 @ Ponderosa Farm Rd	EBL/T	A (1.2)	A (0.5)	A (1.2)	A (0.5)
	WBT/R	-	-	-	0
	SBL/R	B (10.6)	B (10.1)	B (12.5)	B (11.7)
SR 211 @ Long Rd	EBL/T	A (0.1)	A (0.1)	A (0.1)	A (0.1)
	EBR	-	-	-	-
	WBL/T/R	-	A (0.1)	-	A (0.2)
	NBL/T/R	B (12.6)	B (13.0)	C (16.8)	C (17.8)
	SBL/T/R	B (11.9)	B (13.7)	C (15.2)	C (19.8)
Ponderosa Farm Rd @ Long Rd	WBL/R	A (8.7)	A (8.6)	A (8.8)	A (8.7)
	NBT/R	-	-	-	-
	SBL/T	A (3.2)	A (3.6)	A (3.2)	A (3.6)

-: A (0.0)

Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS 'C' or better during both peak hours through 2048 except for SR 53 at SR 211, which is projected to operate at LOS 'F' for the westbound left movement in the PM Peak Hour in 2028 and both peak hours in 2048.

Table 19 below shows the 95th percentile queue length in feet for the study intersections under projected No-Build conditions.

Table 19: 95TH PERCENTILE QUEUE LENGTH (FT), NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	BUILD YEAR (2028)		EXISTING YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 53 @ SR 211	WBL	3	5	5	30
	WBR	0	0	0	0
	NBT	0	0	0	0
	NBR	0	0	0	0
	SBL	15	35	33	93
	SBT	0	0	0	0
SR 211 @ Ponderosa Farm Rd	EBL/T	0	3	3	3
	WBT/R	0	0	0	0
	SBL/R	3	5	5	8
SR 211 @ Long Rd	EBL/T	0	0	0	0
	EBR	0	0	0	0
	WBL/T/R	0	0	0	0
	NBL/T/R	5	5	15	10
	SBL/T/R	3	8	8	18
Ponderosa Farm Rd @ Long Rd	WBL/R	5	3	8	3
	NBT/R	0	0	0	0
	SBL/T	0	3	3	3

25 ft = 1 car

PROJECTED BUILD CONDITIONS

The intersections were evaluated under projected Build conditions, with projected geometry and projected 2028/48 Build volumes. The results of the capacity analysis are summarized in Table 20 below. Capacity analysis reports for projected build conditions can be found in Appendix I.

Table 20: CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS

INTERSECTION	MOVEMENT	BUILD YEAR (2028)		EXISTING YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 53 @ SR 211	WBL	D (27.5)	**F (76.3)**	**F (72.8)**	**F (683.5)**
	WBR	-	-	-	-
	NBT	-	-	-	-
	NBR	-	-	-	-
	SBL	A (9.7)	B (10.5)	B (12.7)	C (17.2)
	SBT	-	-	-	-
SR 211 @ Ponderosa Farm Rd	EBL/T	A (2.4)	A (1.8)	A (2.2)	A (1.5)
	WBT/R	-	-	-	-
	SBL/R	B (11.4)	B (10.7)	B (13.9)	B (12.8)
SR 211 @ Long Rd	EBL/T	A (0.1)	A (0.1)	A (0.1)	A (0.1)
	EBR	-	-	-	-
	WBL/T/R	-	A (0.1)	-	A (0.1)
	NBL/T/R	B (12.6)	B (13.0)	C (16.8)	C (17.9)
	SBL/T/R	B (12.2)	B (13.9)	C (15.6)	C (20.2)
Ponderosa Farm Rd @ Long Rd / Driveway #2	EBL/T/R	A (8.7)	A (8.9)	A (8.8)	A (9.1)
	WBL/T/R	A (8.7)	A (9.1)	A (8.9)	A (9.2)
	NBL/T/R	A (2.9)	A (4.5)	A (2.3)	A (3.8)
	SBL/T/R	A (3.2)	A (3.6)	A (3.2)	A (3.6)
Ponderosa Farm Rd @ Driveway #1	EBL/R	A (8.7)	A (8.7)	A (8.8)	A (8.8)
	NBL/T	A (2.3)	A (3.0)	A (2.0)	A (2.7)
	SBT/R	-	-	-	-

- = A (0.0)

Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS 'C' or better during both peak hours through 2048 except for SR 53 at SR 211, which is projected to operate at LOS 'F' for the westbound left movement in the PM Peak Hour in 2028 and both peak hours in 2048.

Table 21 below shows the 95th percentile queue length in feet for the study intersections under projected Build conditions.

Table 21: 95TH PERCENTILE QUEUE LENGTH (FT), BUILD CONDITIONS

INTERSECTION	MOVEMENT	BUILD YEAR (2028)		EXISTING YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 53 @ SR 211	WBL	3	8	8	38
	WBR	0	0	0	0
	NBT	0	0	0	0
	NBR	0	0	0	0
	SBL	18	50	38	138
	SBT	0	0	0	0
SR 211 @ Ponderosa Farm Rd	EBL/T	3	8	5	8
	WBT/R	0	0	0	0
	SBL/R	13	10	20	18
SR 211 @ Long Rd	EBL/T	0	0	0	0
	EBR	0	0	0	0
	WBL/T/R	0	0	0	0
	NBL/T/R	5	5	15	10
	SBL/T/R	3	8	8	18
Ponderosa Farm Rd @ Long Rd / Driveway #2	EBL/T/R	3	3	3	3
	WBL/T/R	5	3	8	5
	NBL/T/R	0	3	0	3
	SBL/T/R	0	3	3	3
Ponderosa Farm Rd @ Driveway #1	EBL/R	3	3	3	3
	NBL/T	0	3	0	3
	SBT/R	0	0	0	0

25 ft = 1 car

Although the westbound left turn movement at the intersection of SR 53 and SR 211 is projected to experience unacceptable operation in the No-Build and Build conditions, the peak hour volumes are projected to be 6 vehicles during both peak hours in the 2048 Build conditions and queue lengths are not projected to exceed two car lengths. Therefore, this intersection was not evaluated for intersection improvements.

TURN LANE ANALYSIS

Considerations were made for the study intersections to include additional turn lanes to improve the safety and operation at the intersection.

The *GDOT Regulations for Driveway and Encroachment Control* was examined to determine the criteria for additional turn lanes. Figures 17 and 18 show the minimum requirements for additional right and left turn lanes, respectively.

Figure 17: MINIMUM VOLUMES REQUIRING RIGHT TURN LANES

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

Figure 18: MINIMUM VOLUMES REQUIRING LEFT TURN LANES

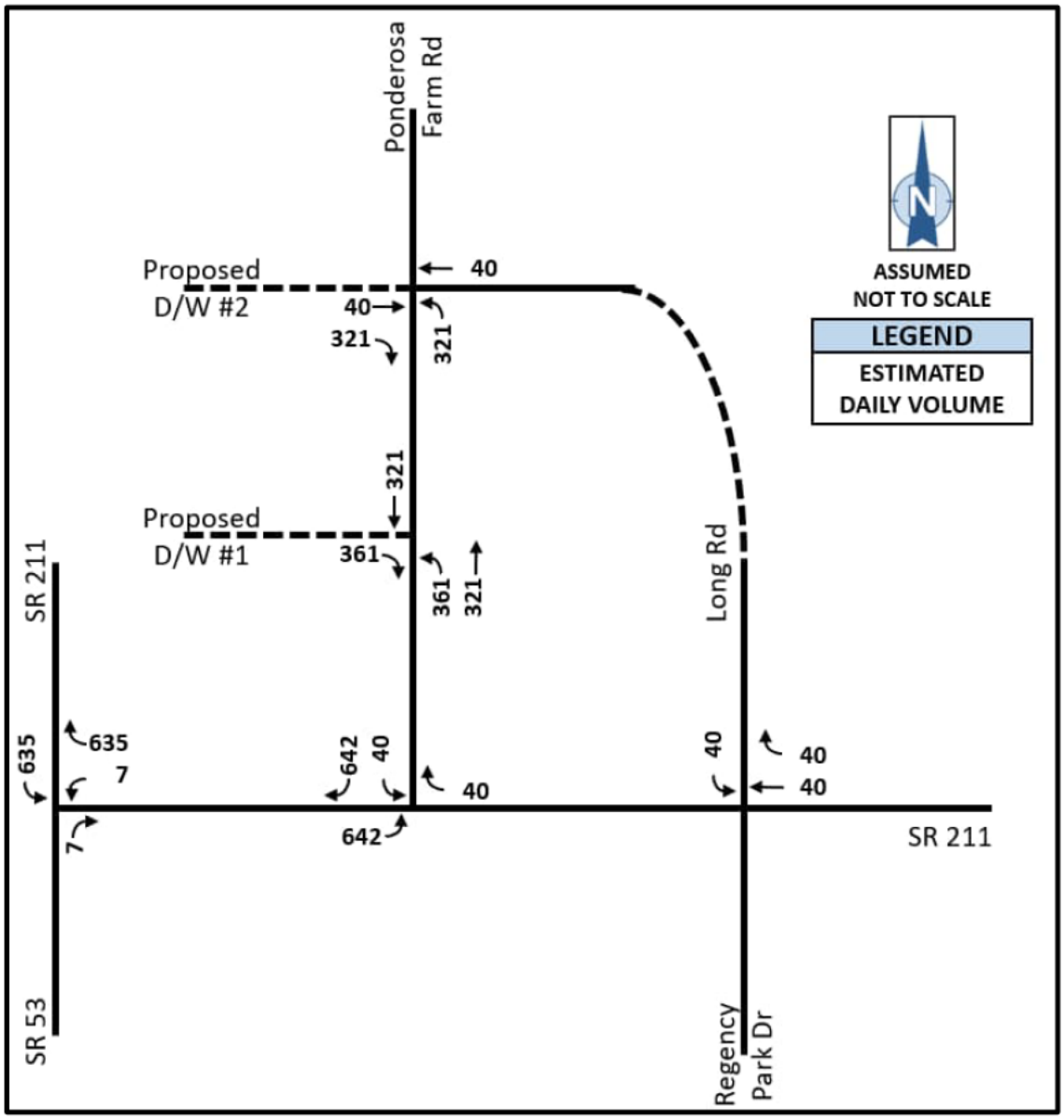
Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

The estimated daily volumes entering and exiting the site are shown in Figure 19 below. The estimated daily volumes are based on the trip generation and trip distribution earlier in the report.

Figure 19: PROJECTED DAILY VOLUMES ENTERING/EXITING SITE



Based on the projected turning movements, both driveways and the intersection of SR 211 at Ponderosa Farm Road meet the thresholds for a left turn lane. However, capacity analysis indicates that all the intersections are projected to operate at LOS 'B' or better under the Build conditions through 2048. Additionally, the intersection of SR 211 and Long Drive to the west of Ponderosa Road limits the available space to install a left turn lane unless one of the roads were realigned to form a four-legged intersection.

SUMMARY

- This study includes an analysis of the traffic related impacts for a residential development consisting of 146 single family homes. The site plan indicates that the development will have two full access driveways on Ponderosa Farm Road. The development is proposed to be fully built out by 2028.

- Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, August 11, 2026 from 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. The observed peak hours are 7:00 to 8:00 AM and 4:30 to 5:30 PM.

- An Automatic Traffic Recorder (ATR) was placed in the study area to collect bi-directional traffic data on Tuesday, August 11, 2026. Bi-directional ATR data was collected to record daily volumes and truck percentages.
    - SR 211
        - Eastbound: daily volume of 2,731 vehicles per day, and average truck percentage of 7.8%
        - Westbound: daily volume of 2,795 vehicles per day, and average truck percentage of 4.8%

- Crash data was analyzed to identify collision-prone movements at the study intersections. According to the crash history, rear end collisions were the most common type of crash at the four intersections, accounting for 9 of the 19 collisions (47%) in the past five years. No fatalities were reported during this time period.

- Based on census data, GDOT count station data, and the area, an annual growth rate of 2.0% was established for the study.

- The development is projected to generate 1,444 total daily trips (722 entering and exiting).
    - The AM peak hour produces 103 total trips (28 entering, 75 exiting).
    - The PM peak hour produces 136 total trips (85 entering, 51 exiting).

- Capacity analysis results under Existing conditions indicate that the intersections operate at LOS ‘B’ or better during both peak hours except for the intersection of SR 53 at SR 211, which operates at LOS ‘E’ for the westbound left movement in the PM Peak Hour.

- Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS ‘C’ or better during both peak hours through 2048 except for SR 53 at SR 211, which is projected to operate at LOS ‘F’ for the westbound left movement in the PM Peak Hour in 2028 and both peak hours in 2048.

- Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS ‘C’ or better during both peak hours through 2048 except for SR 53 at SR 211, which is projected to operate at LOS ‘F’ for the westbound left movement in the PM Peak Hour in 2028 and both peak hours in 2048.

- Although the westbound left turn movement at the intersection of SR 53 and SR 211 is projected to experience unacceptable operation in the No-Build and Build conditions, the peak hour volumes are projected to be 6 vehicles during both peak hours in the 2048 Build conditions and queue lengths are not projected to exceed two car lengths. Therefore, this intersection was not evaluated for intersection improvements.

- Based on the projected turning movements, both driveways and the intersection of SR 211 at Ponderosa Farm Road meet the thresholds for a left turn lane. However, capacity analysis indicates that all the intersections are projected to operate at LOS 'B' or better under the Build conditions through 2048. Additionally, the intersection of SR 211 and Long Drive is approximately 100 feet west of Ponderosa Road which severely limits the available space to provide a dedicated left turn lane.

CONCLUSIONS

Based on the findings of the study, the recommendations are as follows:

- Ponderosa Farm Road at Driveway #1:
  - Construct Driveway #1 as a full access driveway under minor street stop control.
- Ponderosa Farm Road at Driveway #2/Long Road:
  - Construct Driveway #2 as a full access driveway opposite Long Road under minor street stop control.

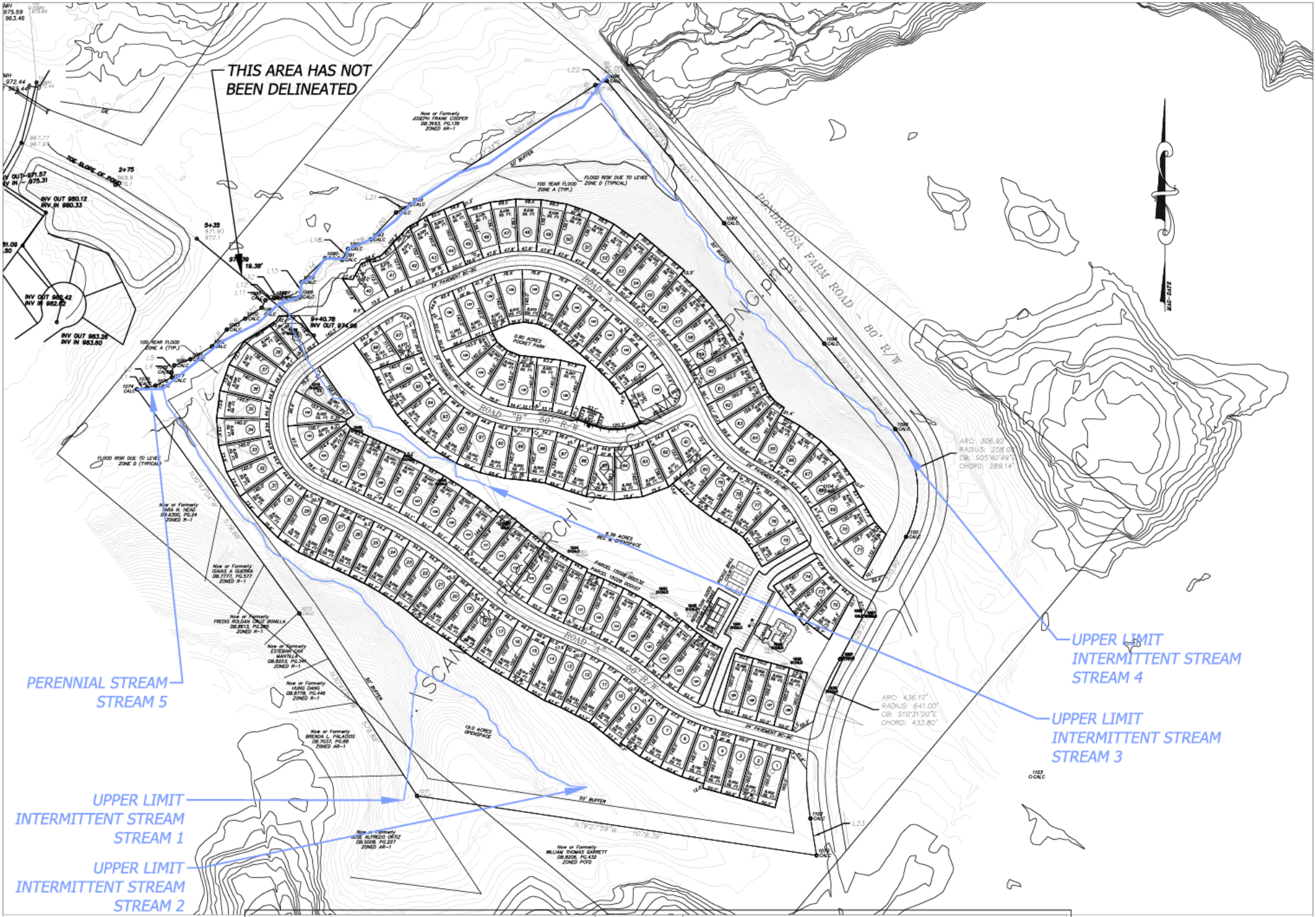
Although projected traffic volumes satisfy the threshold for a left-turn lane on SR 211 at Ponderosa Farm Road and the two site driveways, the 20-year Build analysis demonstrates that the intersection is expected to continue operating acceptably at LOS B or better through 2048 without a turn lane. Furthermore, the close spacing between Ponderosa Farm Road and Long Drive, located approximately 100 feet to the west, significantly limits the ability to provide a dedicated left-turn lane.

APPENDICES

SITE PLAN ..... A
TURNING MOVEMENT DATA ..... B
ATR DATA C
CRASH DATA ..... D
GDOT COUNT STATION DATA ..... E
TRIP GENERATION DATA ..... F
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS ..... G
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS ..... H
CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS I

APPENDIX A

SITE PLAN



Ponderosa

Proposed Impacts

DRAWN BY	AJT
CHECKED BY	AJT
8-29-2025	

Tallman Environmental, Inc.
2095 Highway 211 NW 2F #116
Braselton, Georgia 30517
(678) 468-2288
AJ@Tallmans.net

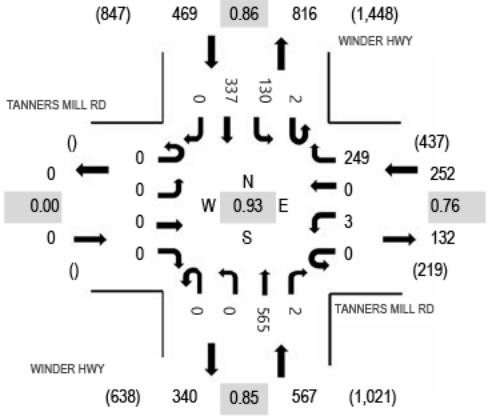
APPENDIX B

TURNING MOVEMENT DATA

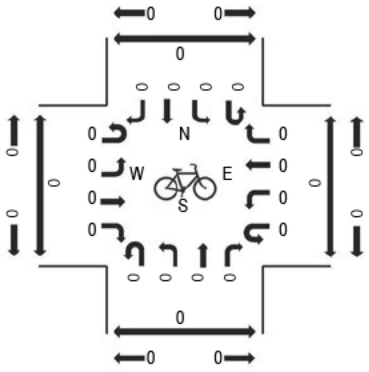
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINDER HWY & TANNERS MILL RD AM
Date: Tuesday, August 11, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

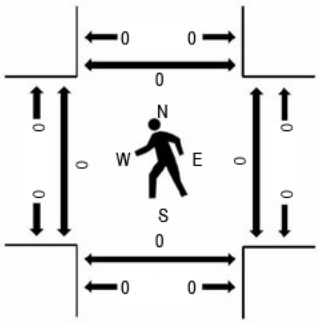
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TANNERS MILL RD Eastbound				TANNERS MILL RD Westbound				WINDER HWY Northbound				WINDER HWY 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
7:00 AM	0	0	0	0	0	1	0	82	0	0	145	1	0	32	84	0	345	1,288	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	65	0	0	137	0	1	35	100	0	339	1,235	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	40	0	0	167	1	1	36	77	0	322	1,149	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	62	0	0	116	0	0	27	76	0	282	1,061	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	41	0	0	151	1	1	23	75	0	292	1,017	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	50	0	0	104	0	1	19	77	0	253		0	0	0	0
8:30 AM	0	0	0	0	0	4	0	45	0	0	82	1	1	24	77	0	234		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	42	0	0	113	2	1	17	62	0	238		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	17	0	0	1	18	0	36
Lights	0	0	0	0	0	3	0	244	0	0	527	2	1	125	314	0	1,216
Mediums	0	0	0	0	0	0	0	5	0	0	21	0	1	4	5	0	36
Total	0	0	0	0	0	3	0	249	0	0	565	2	2	130	337	0	1,288

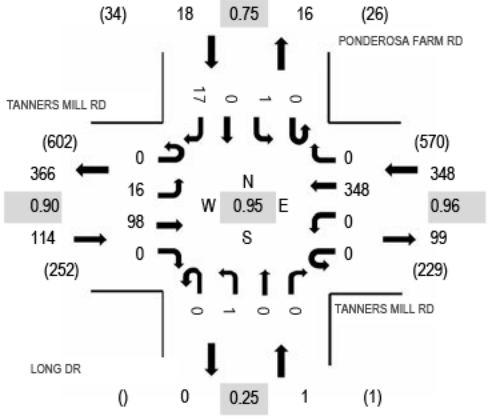
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		0.0%				2.0%				6.7%				6.2%			5.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	6.7%	0.0%	50.0%	3.8%	6.8%	0.0%	5.6%
Peak Hour Factor		0.00				0.76				0.85				0.86			0.93
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.76	0.00	0.00	0.85	0.50	1.00	0.90	0.84	0.00	0.93

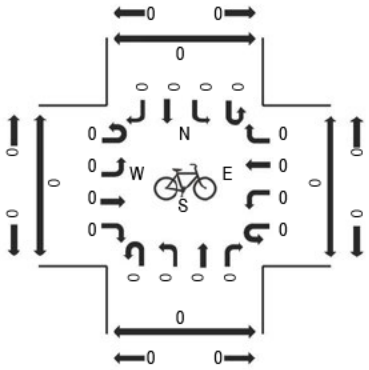
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LONG DR & TANNERS MILL RD AM
Date: Tuesday, August 11, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

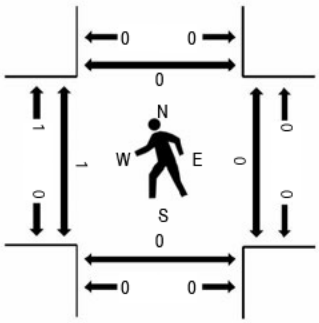
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TANNERS MILL RD Eastbound				TANNERS MILL RD Westbound				LONG DR Northbound				PONDEROSA FARM 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
7:00 AM	0	2	20	0	0	0	85	0	0	1	0	0	0	1	0	3	112	481	0	0	0	0
7:15 AM	0	2	25	0	0	0	90	0	0	0	0	0	0	0	0	4	121	479	0	0	0	0
7:30 AM	0	5	23	0	0	0	91	0	0	0	0	0	0	0	0	7	126	454	1	0	0	0
7:45 AM	0	7	30	0	0	0	82	0	0	0	0	0	0	0	0	3	122	407	0	0	0	0
8:00 AM	0	1	34	0	0	0	68	0	0	0	0	0	0	0	0	7	110	376	0	0	0	0
8:15 AM	0	3	36	0	0	0	54	0	0	0	0	0	0	0	0	3	96		0	0	0	0
8:30 AM	0	2	28	0	0	0	46	1	0	0	0	0	0	1	0	1	79		0	0	0	0
8:45 AM	0	3	31	0	0	0	53	0	0	0	0	0	0	0	0	4	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	0	0	0	0	0	0	0	0	0	0	0
Lights	0	15	92	0	0	0	343	0	0	1	0	0	0	1	0	17	469
Mediums	0	1	6	0	0	0	5	0	0	0	0	0	0	0	0	0	12
Total	0	16	98	0	0	0	348	0	0	1	0	0	0	1	0	17	481

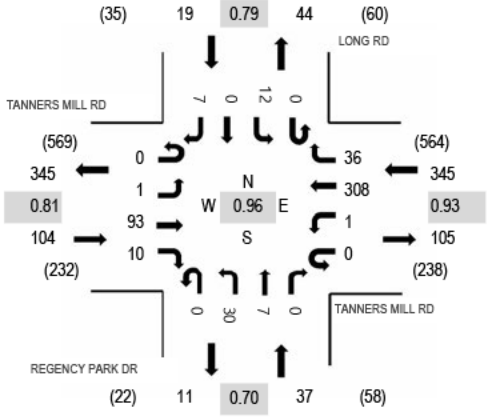
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		6.1%				1.4%				0.0%				0.0%			2.5%
Heavy Vehicle %	0.0%	6.3%	6.1%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%
Peak Hour Factor		0.90				0.96				0.25				0.75			0.95
Peak Hour Factor	0.00	0.57	0.90	0.00	0.00	0.00	0.96	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.75	0.95

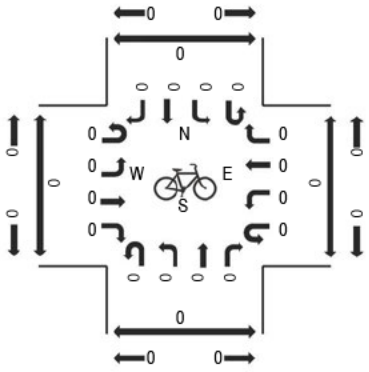
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 REGENCY PARK DR & TANNERS MILL RD AM
Date: Tuesday, August 11, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

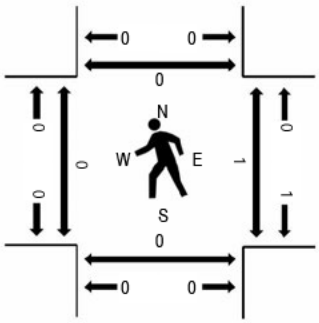
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TANNERS MILL RD Eastbound				TANNERS MILL RD Westbound				REGENCY PARK DR Northbound				LONG 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
7:00 AM	0	0	22	3	0	0	80	9	0	5	1	0	0	4	0	2	126	505	0	1	0	0
7:15 AM	0	0	24	3	0	1	81	11	0	7	1	0	0	2	0	2	132	489	0	0	0	0
7:30 AM	0	1	20	1	0	0	74	10	0	12	2	0	0	4	0	2	126	460	0	0	0	0
7:45 AM	0	0	27	3	0	0	73	6	0	6	3	0	0	2	0	1	121	412	0	0	0	0
8:00 AM	0	1	29	0	0	0	66	4	0	6	1	1	0	2	0	0	110	384	0	1	0	0
8:15 AM	0	1	34	5	0	0	52	3	0	3	0	0	0	4	0	1	103		0	0	0	0
8:30 AM	0	0	29	1	0	0	35	4	0	1	0	1	0	5	1	1	78		0	0	0	0
8:45 AM	0	0	24	4	0	0	53	2	0	6	0	2	0	2	0	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	1	90	6	0	1	303	36	0	30	6	0	0	10	0	7	490
Mediums	0	0	3	3	0	0	5	0	0	0	1	0	0	2	0	0	14
Total	0	1	93	10	0	1	308	36	0	30	7	0	0	12	0	7	505

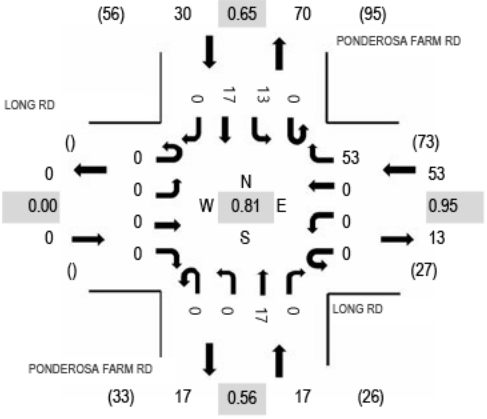
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		6.7%				1.4%				2.7%				10.5%			3.0%
Heavy Vehicle %	0.0%	0.0%	3.2%	40.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	16.7%	0.0%	0.0%	3.0%
Peak Hour Factor		0.81				0.93				0.70				0.79			0.96
Peak Hour Factor	0.00	0.75	0.88	0.50	0.00	0.25	0.95	0.82	0.00	0.65	0.58	0.50	0.00	0.65	0.25	0.88	0.96

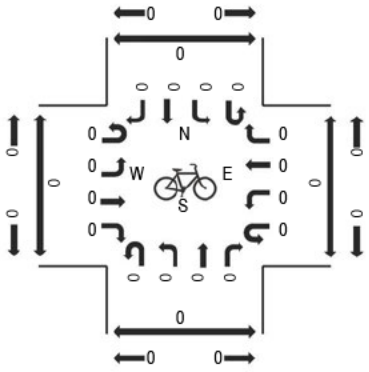
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 PONDEROSA FARM RD & LONG RD AM
Date: Tuesday, August 11, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

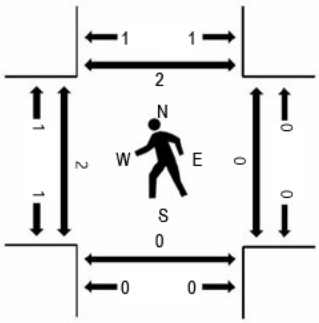
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONG RD Eastbound				LONG RD Westbound				PONDEROSA FARM RD Northbound				PONDEROSA FARM 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
7:00 AM	0	0	0	0	0	0	0	14	0	0	1	0	0	3	3	0	21	100	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	14	0	0	2	0	0	2	4	0	22	94	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	13	0	0	6	0	0	5	7	0	31	85	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	12	0	0	8	0	0	3	3	0	26	70	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	6	0	0	1	0	0	1	6	0	15	55	1	0	0	1
8:15 AM	0	0	0	0	0	1	0	3	0	0	3	0	0	4	2	0	13		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	6	0	0	1	2	0	5	2	0	16		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	3	0	0	2	0	0	2	4	0	11		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	0	0	0	0	0	52	0	0	16	0	0	11	17	0	96
Mediums	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	4
Total	0	0	0	0	0	0	0	53	0	0	17	0	0	13	17	0	100

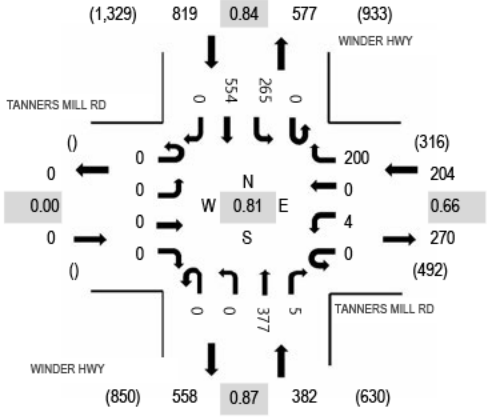
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		0.0%				1.9%				5.9%				6.7%			4.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	5.9%	0.0%	0.0%	15.4%	0.0%	0.0%	4.0%
Peak Hour Factor		0.00				0.95				0.56				0.65			0.81
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.95	0.00	0.00	0.56	0.25	0.00	0.65	0.71	0.00	0.81

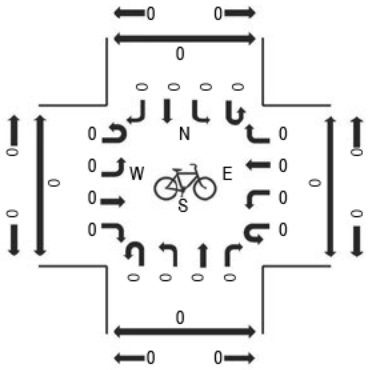
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINDER HWY & TANNERS MILL RD PM
Date: Tuesday, August 11, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

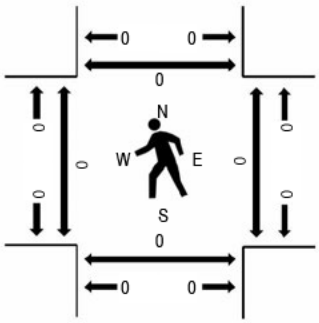
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TANNERS MILL RD Eastbound				TANNERS MILL RD Westbound				WINDER HWY Northbound				WINDER HWY 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
4:30 PM	0	0	0	0	0	1	0	76	0	0	109	1	0	79	166	0	432	1,405	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	53	0	0	89	2	0	70	156	0	371	1,209	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	35	0	0	99	2	0	60	116	0	313	1,068	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	36	0	0	80	0	0	56	116	0	289	981	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	30	0	0	72	2	0	48	84	0	236	870	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	29	0	0	61	1	0	55	83	0	230		0	0	0	0
6:00 PM	0	0	0	0	0	0	0	29	0	0	64	1	1	59	72	0	226		0	0	0	0
6:15 PM	0	0	0	0	0	0	0	23	0	0	47	0	0	56	52	0	178		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	1	0	0	9	0	0	0	12	0	22
Lights	0	0	0	0	0	4	0	198	0	0	365	5	0	263	531	0	1,366
Mediums	0	0	0	0	0	0	0	1	0	0	3	0	0	2	11	0	17
Total	0	0	0	0	0	4	0	200	0	0	377	5	0	265	554	0	1,405

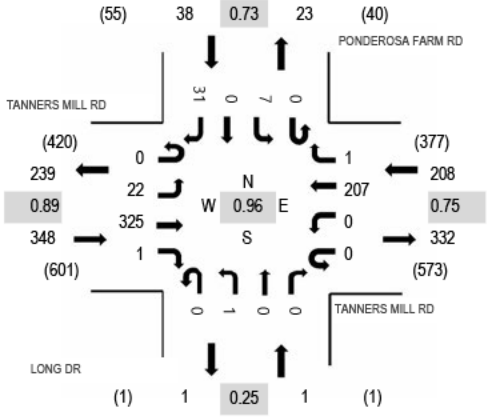
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		0.0%				1.0%				3.1%				3.1%			2.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.8%	4.2%	0.0%	2.8%
Peak Hour Factor		0.00				0.66				0.87				0.84			0.81
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.66	0.00	0.00	0.86	0.75	0.25	0.84	0.83	0.00	0.81

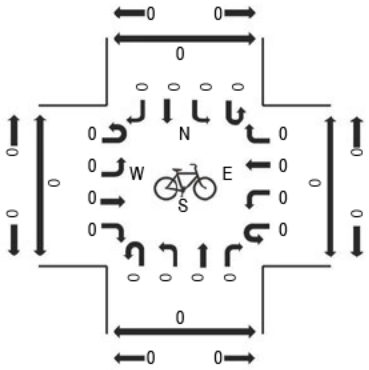
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LONG DR & TANNERS MILL RD PM
Date: Tuesday, August 11, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

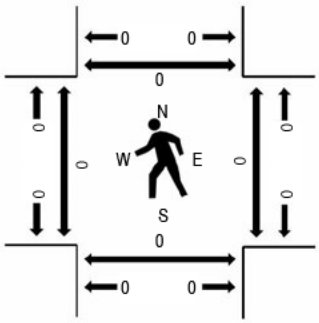
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TANNERS MILL RD Eastbound				TANNERS MILL RD Westbound				LONG DR Northbound				PONDEROSA FARM 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
4:30 PM	0	5	68	0	0	0	49	1	0	0	0	0	0	1	0	3	127	571	0	0	0	0
4:45 PM	0	7	91	0	0	0	44	0	0	0	0	0	0	3	0	10	155	595	0	0	0	0
5:00 PM	0	3	89	0	0	0	45	0	0	1	0	0	0	0	0	9	147	569	0	0	0	0
5:15 PM	0	8	77	0	0	0	47	0	0	0	0	0	0	1	0	9	142	525	0	0	0	0
5:30 PM	0	4	68	1	0	0	71	1	0	0	0	0	0	3	0	3	151	463	0	0	0	0
5:45 PM	0	5	68	0	0	0	51	1	0	0	0	0	0	0	0	4	129		0	0	0	0
6:00 PM	0	2	57	0	0	0	36	2	0	0	0	0	0	0	0	6	103		0	0	0	0
6:15 PM	0	1	47	0	0	0	29	0	0	0	0	0	0	0	0	3	80		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	22	317	1	0	0	202	1	0	1	0	0	0	7	0	31	582
Mediums	0	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	13
Total	0	22	325	1	0	0	207	1	0	1	0	0	0	7	0	31	595

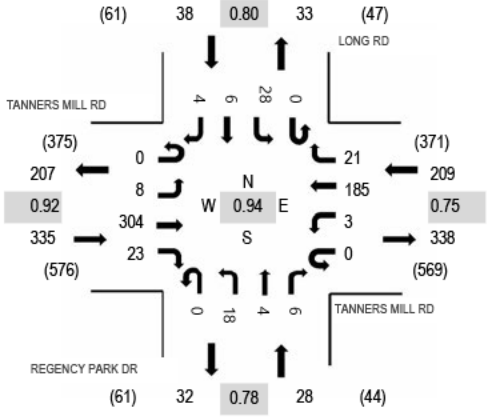
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		2.3%				2.4%				0.0%				0.0%			2.2%
Heavy Vehicle %	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
Peak Hour Factor		0.89				0.75				0.25				0.73			0.96
Peak Hour Factor	0.00	0.72	0.89	0.25	0.00	0.00	0.75	0.50	0.00	0.25	0.00	0.00	0.00	0.58	0.00	0.78	0.96

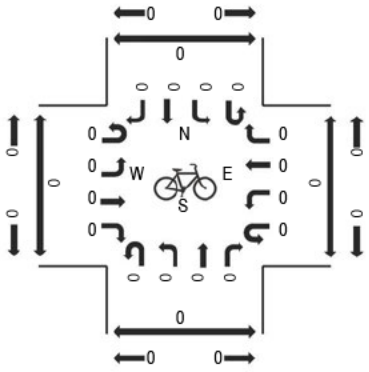
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 REGENCY PARK DR & TANNERS MILL RD PM
Date: Tuesday, August 11, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

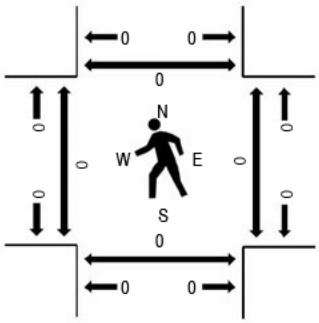
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TANNERS MILL RD Eastbound				TANNERS MILL RD Westbound				REGENCY PARK DR Northbound				LONG 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
4:30 PM	0	1	61	5	0	0	44	3	0	5	0	0	0	7	0	0	126	573	0	0	0	0
4:45 PM	0	2	75	12	0	1	40	3	0	4	0	4	0	3	2	0	146	610	0	0	0	0
5:00 PM	0	2	85	4	0	1	39	7	0	4	0	0	0	7	0	0	149	595	0	0	0	0
5:15 PM	0	1	78	5	0	1	41	5	0	5	2	0	0	11	2	1	152	551	0	0	0	0
5:30 PM	0	3	66	2	0	0	65	6	0	5	2	2	0	7	2	3	163	479	0	0	0	0
5:45 PM	0	1	61	7	0	0	46	2	0	2	0	0	0	8	1	3	131		0	0	0	0
6:00 PM	0	2	52	7	0	1	33	1	0	5	1	1	0	2	0	0	105		0	0	0	0
6:15 PM	0	0	39	5	0	1	28	3	0	2	0	0	0	0	2	0	80		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	8	296	23	0	3	180	21	0	18	4	6	0	28	6	4	597
Mediums	0	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	13
Total	0	8	304	23	0	3	185	21	0	18	4	6	0	28	6	4	610

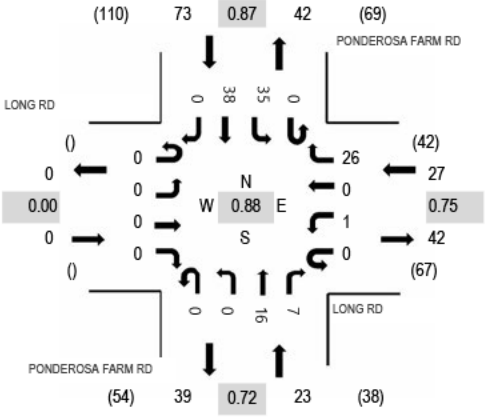
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		2.4%				2.4%				0.0%				0.0%			2.1%
Heavy Vehicle %	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%
Peak Hour Factor		0.92				0.75				0.78				0.80			0.94
Peak Hour Factor	0.00	0.67	0.89	0.54	0.00	0.75	0.73	0.75	0.00	0.90	0.63	0.38	0.00	0.75	0.75	0.58	0.94

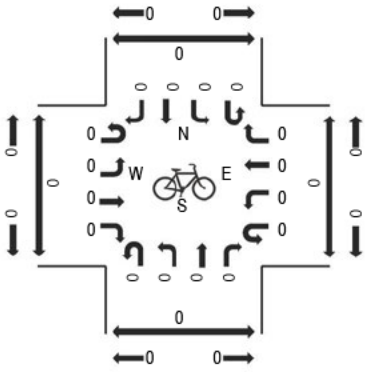
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 PONDEROSA FARM RD & LONG RD PM
Date: Tuesday, August 11, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

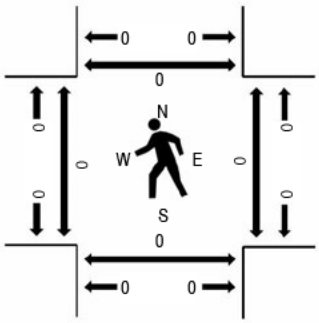
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONG RD Eastbound				LONG RD Westbound				PONDEROSA FARM RD Northbound				PONDEROSA FARM 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
4:30 PM	0	0	0	0	0	0	0	4	0	0	4	1	0	8	3	0	20	113	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	4	0	0	6	2	0	4	12	0	29	123	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	6	0	0	3	0	0	9	11	0	29	114	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	7	0	0	4	3	0	12	9	0	35	101	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	9	0	0	3	2	0	10	6	0	30	77	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	3	0	0	3	2	0	8	4	0	20		0	0	0	0
6:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	4	4	0	16		0	0	0	0
6:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	0	2	4	0	11		1	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	0	0	0	1	0	26	0	0	16	7	0	35	38	0	123
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	26	0	0	16	7	0	35	38	0	123

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 %			0.0%				0.0%				0.0%				0.0%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor			0.00				0.75				0.72				0.87		0.88
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.72	0.00	0.00	0.71	0.58	0.00	0.81	0.79	0.00	0.88

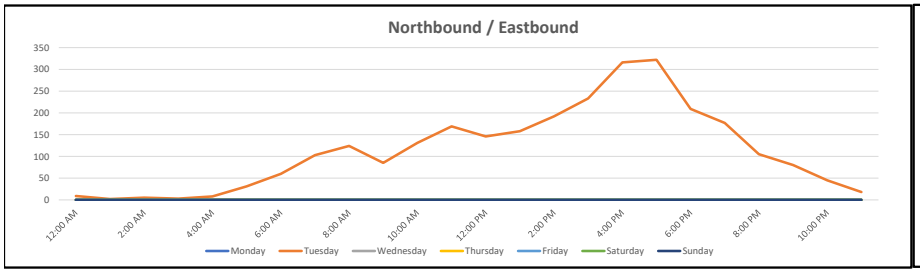
APPENDIX C

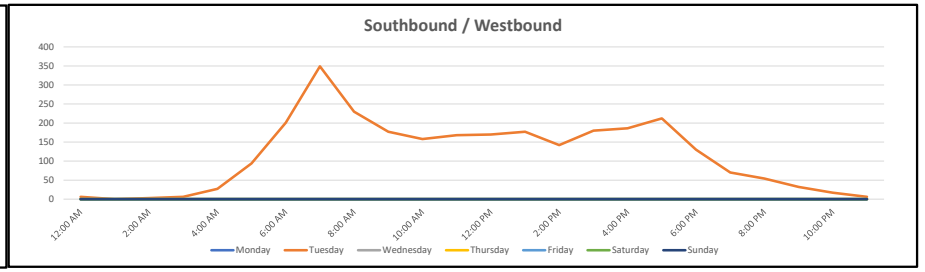
ATR DATA

Vehicle Volume Report - Hourly

Site Description: GA Hwy 211
Site Number: 1
Start Date: 08/11/2026
End Date: 08/11/2026

Time	Monday 8/17/26			Tuesday 8/11/26			Wednesday 8/12/26			Thursday 8/13/26			Friday 8/14/26			Saturday 8/15/26			Sunday 8/16/26			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	9	6	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	8	27	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	31	94	125	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	60	201	261	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	103	349	452	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	124	230	354	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	85	177	262	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	131	158	289	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	169	168	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	146	170	316	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	158	177	335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	192	142	334	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	233	180	413	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	316	186	502	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	322	212	534	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	209	130	339	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	177	70	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	105	54	159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	80	32	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	45	17	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	18	6	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	**287**	**780**	**1067**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	**871**	**578**	**1449**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	**2248**	**2480**	**4728**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	**2731**	**2795**	**5526**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	***49.4%***	***50.6%***	***100.0%***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		**7:00 AM**	**8:00 AM**		-	-		-	-		-	-		-	-		-	-							
PM Peak	-	-		**5:00 PM**	**6:00 PM**		-	-		-	-		-	-		-	-		-	-							





Vehicle Classification Report - Hourly

Site Description: GA Hwy 211
Site Number: 1
Start Date: 08/11/2026
End Date: 08/11/2026

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Eastbound	2731	9	2088	421	12	11	150	30	0	7	2	0	0	1
Percent	*100.0%*	*0.3%*	*76.5%*	*15.4%*	*0.4%*	*0.4%*	*5.5%*	*1.1%*	*0.0%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*
Westbound	2795	8	2134	516	16	23	88	1	1	8	0	0	0	0
Percent	*100.0%*	*0.3%*	*76.4%*	*18.5%*	*0.6%*	*0.8%*	*3.1%*	*0.0%*	*0.0%*	*0.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	5526	17	4222	937	28	34	238	31	1	15	2	0	0	1
Percent	*100.0%*	*0.3%*	*76.4%*	*17.0%*	*0.5%*	*0.6%*	*4.3%*	*0.6%*	*0.0%*	*0.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: GA Hwy 211
Site Number: 1
Start Date: 08/11/2026
End Date: 08/11/2026

Vehicle Classification Report (Eastbound - 08/11/2026)

Tuesday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
8/11/26														
12:00 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	8	0	6	1	0	0	1	0	0	0	0	0	0	0
5:00 AM	31	1	21	9	0	0	0	0	0	0	0	0	0	0
6:00 AM	60	1	44	13	1	0	0	1	0	0	0	0	0	0
7:00 AM	103	1	82	19	1	0	0	0	0	0	0	0	0	0
8:00 AM	124	0	90	27	0	2	4	0	0	1	0	0	0	0
9:00 AM	85	0	58	17	1	1	7	1	0	0	0	0	0	0
10:00 AM	131	1	96	17	0	1	9	4	0	2	1	0	0	0
11:00 AM	169	0	129	25	3	0	11	1	0	0	0	0	0	0
12:00 PM	146	0	114	16	0	0	13	2	0	1	0	0	0	0
1:00 PM	158	0	108	26	0	1	20	3	0	0	0	0	0	0
2:00 PM	192	0	148	30	0	1	7	5	0	1	0	0	0	0
3:00 PM	233	0	170	32	1	1	23	3	0	1	1	0	0	1
4:00 PM	316	2	245	44	4	0	18	3	0	0	0	0	0	0
5:00 PM	322	2	256	42	1	1	17	2	0	1	0	0	0	0
6:00 PM	209	1	169	32	0	0	6	1	0	0	0	0	0	0
7:00 PM	177	0	136	27	0	2	9	3	0	0	0	0	0	0
8:00 PM	105	0	85	18	0	0	2	0	0	0	0	0	0	0
9:00 PM	80	0	61	17	0	0	1	1	0	0	0	0	0	0
10:00 PM	45	0	34	8	0	1	2	0	0	0	0	0	0	0
11:00 PM	18	0	17	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	287	2	216	59	2	2	4	1	0	1	0	0	0	0
3:00 PM - 6:00 PM	871	4	671	118	6	2	58	8	0	2	1	0	0	1
6:00 AM - 7:00 PM	2248	8	1709	340	12	8	135	26	0	7	2	0	0	1
12:00 AM - 12:00 AM	2731	9	2088	421	12	11	150	30	0	7	2	0	0	1
Percent	*100%*	*0.3%*	*76.5%*	*15.4%*	*0.4%*	*0.4%*	*5.5%*	*1.1%*	*0.0%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*

Site Description: GA Hwy 211
Site Number: 1
Start Date: 08/11/2026
End Date: 08/11/2026

Vehicle Classification Report (Westbound - 08/11/2026)

Tuesday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
8/11/26														
12:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	27	0	17	9	0	1	0	0	0	0	0	0	0	0
5:00 AM	94	1	68	25	0	0	0	0	0	0	0	0	0	0
6:00 AM	201	3	160	29	4	3	1	0	0	1	0	0	0	0
7:00 AM	349	1	275	68	3	1	1	0	0	0	0	0	0	0
8:00 AM	230	1	183	40	1	2	3	0	0	0	0	0	0	0
9:00 AM	177	1	135	29	0	0	11	0	0	1	0	0	0	0
10:00 AM	158	0	115	29	1	3	8	0	0	2	0	0	0	0
11:00 AM	168	0	118	36	0	2	10	0	1	1	0	0	0	0
12:00 PM	170	0	126	30	0	2	11	0	0	1	0	0	0	0
1:00 PM	177	0	139	26	2	0	10	0	0	0	0	0	0	0
2:00 PM	142	0	103	22	1	1	15	0	0	0	0	0	0	0
3:00 PM	180	0	134	31	2	2	10	0	0	1	0	0	0	0
4:00 PM	186	0	142	31	2	2	8	0	0	1	0	0	0	0
5:00 PM	212	0	172	38	0	1	0	1	0	0	0	0	0	0
6:00 PM	130	0	100	28	0	2	0	0	0	0	0	0	0	0
7:00 PM	70	1	44	25	0	0	0	0	0	0	0	0	0	0
8:00 PM	54	0	43	10	0	1	0	0	0	0	0	0	0	0
9:00 PM	32	0	26	6	0	0	0	0	0	0	0	0	0	0
10:00 PM	17	0	16	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	780	5	618	137	8	6	5	0	0	1	0	0	0	0
3:00 PM - 6:00 PM	578	0	448	100	4	5	18	1	0	2	0	0	0	0
6:00 AM - 7:00 PM	2480	6	1902	437	16	21	88	1	1	8	0	0	0	0
12:00 AM - 12:00 AM	2795	8	2134	516	16	23	88	1	1	8	0	0	0	0
Percent	*100%*	*0.3%*	*76.4%*	*18.5%*	*0.6%*	*0.8%*	*3.1%*	*0.0%*	*0.0%*	*0.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

APPENDIX D

CRASH DATA

9780456 Hall County Sheriff's Office 2/10/2025 17:20:00 HALL PONDEROSA FARM RD LONG RD Sideswipe-Opposite Direction Daylight Dry 65 64 Lap and Shoulder Belt Used Lap and Shoulder Belt Used Y N Pickup Truck Passenger Car East South Turning Left Stopped Motor Vehicle In Motion Motor Vehicle In Motion

AccidentNo	AgencyName	Date	Time	County	Route	IntersectingRoute	CrashSeverity	Injuries	Fatalities	MannerOfCollision	VehType1	VehType2	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	ReportedLat	ReportedLong	SeriousInjuries	VisibleInjuries	ComplaintInjuries	U1Factors
7915866	Gsp Post 00	1/8/2021	18:55:00	HALL	TANNERS MILL ROAD	WINDER HIGHWAY	O	0	0	Rear End	Sports Utility Vehicle (SUV)	Passenger Car	West	West	Turning Right	Stopped	2	34.164463	-83.828765	0	0	0	Other - Details in Narrative
7954585	Gsp Post 00	2/12/2021	19:51:00	HALL	SR 53	TANNERS MILL ROAD	O	0	0	Rear End	Passenger Car	Passenger Car	East	East	Straight	Stopped	2	34.164493	-83.82887	0	0	0	Following too Close
7960129	Gsp Post 00	2/17/2021	15:22:00	HALL	WINDER HIGHWAY	TANNERS MILL ROAD	B	2	0	Rear End	Truck Tractor (Bobtail)	Van	East	East	Straight	Turning Right	2	34.16479	-83.82932	0	2	0	Following too Close
8157414	Gsp Post 00	7/28/2021	8:00:00	HALL	GA 211	WINDER HIGHWAY	C	2	0	Rear End	Sports Utility Vehicle (SUV)	Passenger Car	South	South	Straight	Turning Right	2	34.164574	-83.828721	0	0	2	Following too Close
8601314	Gsp Post 00	6/29/2022	15:29:00	HALL	WINDER HIGHWAY	TANNERS MILL ROAD	O	0	0	Angle	Passenger Car	Passenger Car	East	East	Changing Lanes	Straight	2	34.16443	-83.82879	0	0	0	Changed Lanes Improperly
8890024	Gsp Post 00	2/4/2023	9:18:00	HALL	SR 211	SR 53	O	0	0	Rear End	Pickup Truck	Sports Utility Vehicle (SUV)	West	West	Turning Right	Stopped	2	34.164447	-83.82875	0	0	0	Following too Close
8931124	Hall County Sheriff's Office	3/13/2023	17:07:00	HALL	WINDER HWY	TANNERS MILL RD	O	0	0	Angle	Pickup Truck	Sports Utility Vehicle (SUV)	North	West	Turning Left	Straight	2	34.1643	-83.82847	0	0	0	Failed to Yield
9033726	Hall County Sheriff's Office	6/5/2023	17:03:00	HALL	WINDER HWY	OLD WINDER HWY	B	1	0	Angle	Sports Utility Vehicle (SUV)	Pickup Truck	South	East	Turning Left	Straight	2	34.1644	-83.82879	0	1	0	Failed to Yield
9089942	Hall County Sheriff's Office	7/23/2023	0:40:00	HALL	TANNERS MILL RD	WINDER HWY	O	0	0	Not A Collision with Motor Vehicle	Pickup Truck		South		Negotiating A Curve		1	34.1644	-83.82879	0	0	0	0
9254816	Gsp Post 00	12/1/2023	10:54:00	HALL	SR 211 TANNERS MILL ROAD	SR 53 (WINDER HWY)	O	0	0	Rear End	Passenger Car	Pickup Truck	East	East	Straight	Stopped	2	34.164676	-83.82885	0	0	0	Following too Close
9322128	Gsp Post 00	1/31/2024	15:39:00	HALL	SR 323 TANNERS MILL RD	SR 53 (WINDER HWY)	O	0	0	Not A Collision with Motor Vehicle	Sports Utility Vehicle (SUV)		West		Straight		1	34.16443	-83.82879	0	0	0	Disregard Other Traffic Contro
9568560	Gsp Post 00	8/22/2024	0:00:00	HALL	SR 53 WINDER HWY	SR 211 (TANNERS MILL RD)	O	0	0	Not A Collision with Motor Vehicle	Passenger Car		West		Turning Left		1	34.16448	-83.828865	0	0	0	Disregard Other Traffic Contro
9631516	Gsp Post 00	10/11/2024	12:17:00	HALL	SR 211 TANNERS MILL RD	SR 53 (WINDER HWY)	C	1	0	Angle	Sports Utility Vehicle (SUV)	Passenger Car	East	East	Turning Left	Straight	2	34.16443	-83.82879	0	0	1	Failed to Yield
9868145	Hall County Sheriff's Office	4/25/2025	8:00:00	HALL	TANNERS MILL RD	WINDER HWY	O	0	0	Rear End	Sports Utility Vehicle (SUV)	Pickup Truck	South	South	Turning Right	Turning Right	2	34.16462	-83.82862	0	0	0	Following too Close
10063735	Gsp Post 00	9/30/2025	17:25:00	HALL	SR 53 WINDER HIGHWAY	SR 211 (TANNERS MILL ROAD)	O	0	0	Rear End	Passenger Car	Sports Utility Vehicle (SUV)	West	West	Straight	Straight	2	34.164615	-83.82909	0	0	0	Following too Close

10138815	Gsp Post 00	11/20/2025	8:05:00	HALL	SR 211 TANNERS MILL RD	REGENCY PARK DR	Angle	On Roadway - Roadway Intersection	Daylight	Dry	18	71	Y	N	Pickup Truck	Pickup Truck	East	South	Straight	Stopped	2	0	0

AccidentNo	AgencyName	Date	Time	County	Route	IntersectingRoute	CrashSeverity	Injuries	Fatalities	MannerOfCollision	Light	Surface	DriverAge1	DriverAge2	VehType1	VehType2	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarmfulEvent	U2FirstHarmfulEvent	NumberOfVehicles	NumOfBikes	NumOfPedestrians	SeriousInjuries	VisibleInjuries	ComplaintInjuries
8185975	Hall County Sheriff's Office	8/23/2021	0:56:00	HALL	TANNERS MILL RD	PONDEROSA FARM RD	O	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Wet	24		Pickup Truck		East		Straight		Animal		1	0	0	0	0	0
9429108	Gsp Post 00	5/1/2024	18:13:00	HALL	TANNERS MILL RD	PONDEROSA FARM RD	O	0	0	Rear End	Daylight	Dry	70	19	Pickup Truck	Passenger Car	South	South	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	0

APPENDIX E

GDOT COUNT STATION DATA

0000139_0292 - 139-0292 - SRT 021100 R

County: HALL
Route number: 00005300
LRS section: 1391005300
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 34.1665067600397, -83.8314889194222

Latest data is from April 2025

Site Data

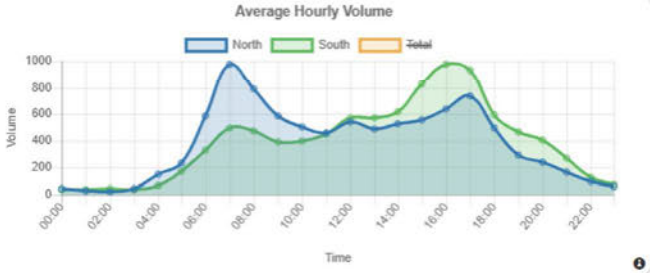


Count History

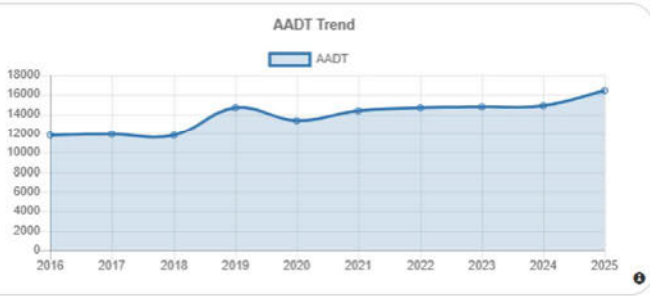
Year	Month	Count type	Duration	ADT	Count
2025	April	Class	48 hours	18,666	37,333
2021	June	Class	48 hours	15,682	31,364
2019	August	Class	48 hours	15,980	31,959
2015	June	Class	48 hours	12,530	25,060
2013	June	Volume	48 hours	12,077	24,154
2011	September	Class	48 hours	10,574	21,149
2009	February	Class	48 hours	9,785	19,570

Annual Statistics

Data Item	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	11,800	11,900	11,800	14,700	13,300	14,400	14,700	14,800	14,900	**16,500**
SU AADT	552	-	-	849	767	922	942	949	957	**1,271**
CU AADT	573	-	-	617	558	648	662	667	672	**648**
K-Factor	0.112	-	-	0.110	0.110	0.114	0.114	0.114	0.114	**0.102**
D-Factor	0.600	-	-	0.620	0.620	0.590	0.590	0.590	0.590	**0.570**
Future AADT	13,700	15,300	20,000	23,200	23,200	23,700	23,500	24,200	23,800	**25,400**







Vehicle Classification 2026

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.36%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**62.76%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**25.25%**
4. Buses 2- or 3-axle, full length.	**0.78%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**5.84%**
6. Single-unit trucks 3-axle, single-unit trucks.	**1.01%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.06%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**1.21%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**2.52%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.09%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.02%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.07%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.02%**

0000139_0547 - 139-0547

County: HALL
Route number: 00021100
LRS section: 1391021100
Functional class: 5U - Major Collector (Urban)
Coordinates: 34.1654215187946, -83.8238776854805

Latest data is from July 2025

Site Data

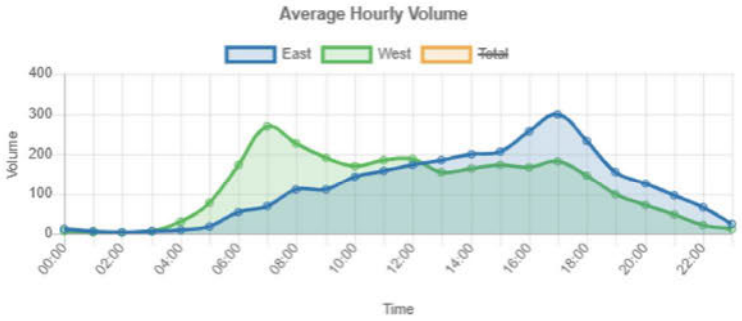


Count History

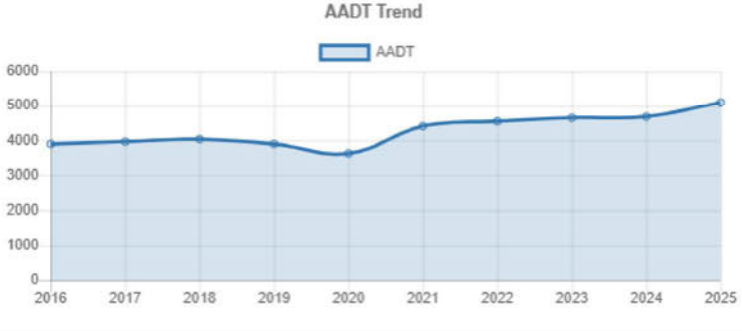
Year	Month	Count type	Duration	ADT	Count
2025	July	Volume	48 hours	5,528	11,055
2021	June	Class	48 hours	4,818	9,636
2019	January	Class	48 hours	3,763	7,526
2015	June	Class	36 hours	4,125	5,559
2013	June	Volume	48 hours	3,901	7,802
2011	September	Class	48 hours	3,664	7,328

Annual Statistics

Data Item	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	3,890	3,970	4,030	3,910	3,630	4,430	4,540	4,660	4,690	5,090
SU AADT	130	-	-	171	159	251	257	264	265	288
CU AADT	30	-	-	20	19	48	49	51	51	55
K-Factor	0.100	-	-	0.115	0.115	0.114	0.114	0.114	0.114	0.097
D-Factor	-	-	-	0.670	0.670	0.630	0.630	0.630	0.630	0.610
Future AADT	5,860	6,270	6,810	6,250	6,250	5,750	6,210	6,710	6,810	7,310







APPENDIX F

TRIP GENERATION DATA

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

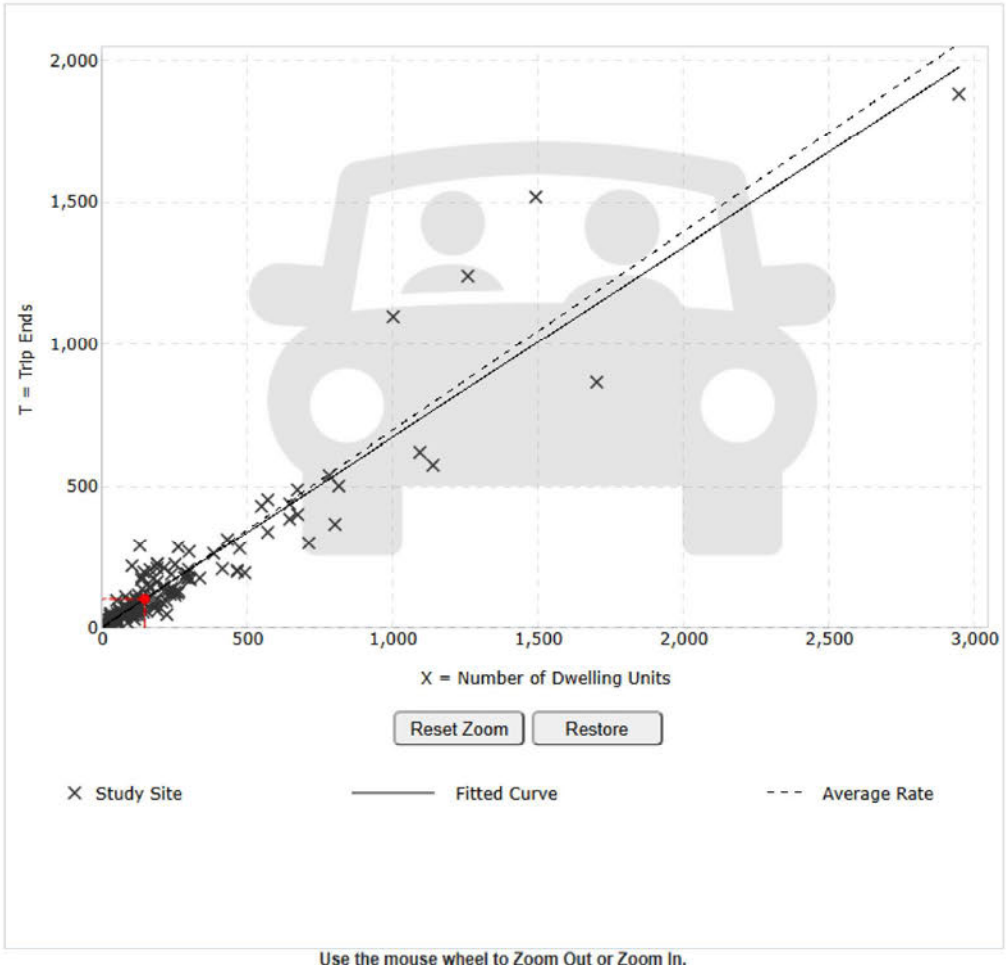
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
146 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
153

Avg. Num. of Dwelling Units:
239

Average Rate:
0.70

Range of Rates:
0.22 - 2.27

Standard Deviation:
0.26

Fitted Curve Equation:
T = 0.67(X) + 5.59

R^2:
0.89

Directional Distribution:
27% entering, 73% exiting

Calculated Trip Ends:
Average Rate: 102 (Total), 28 (Entry), 74 (Exit)
Fitted Curve: 103 (Total), 28 (Entry), 75 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

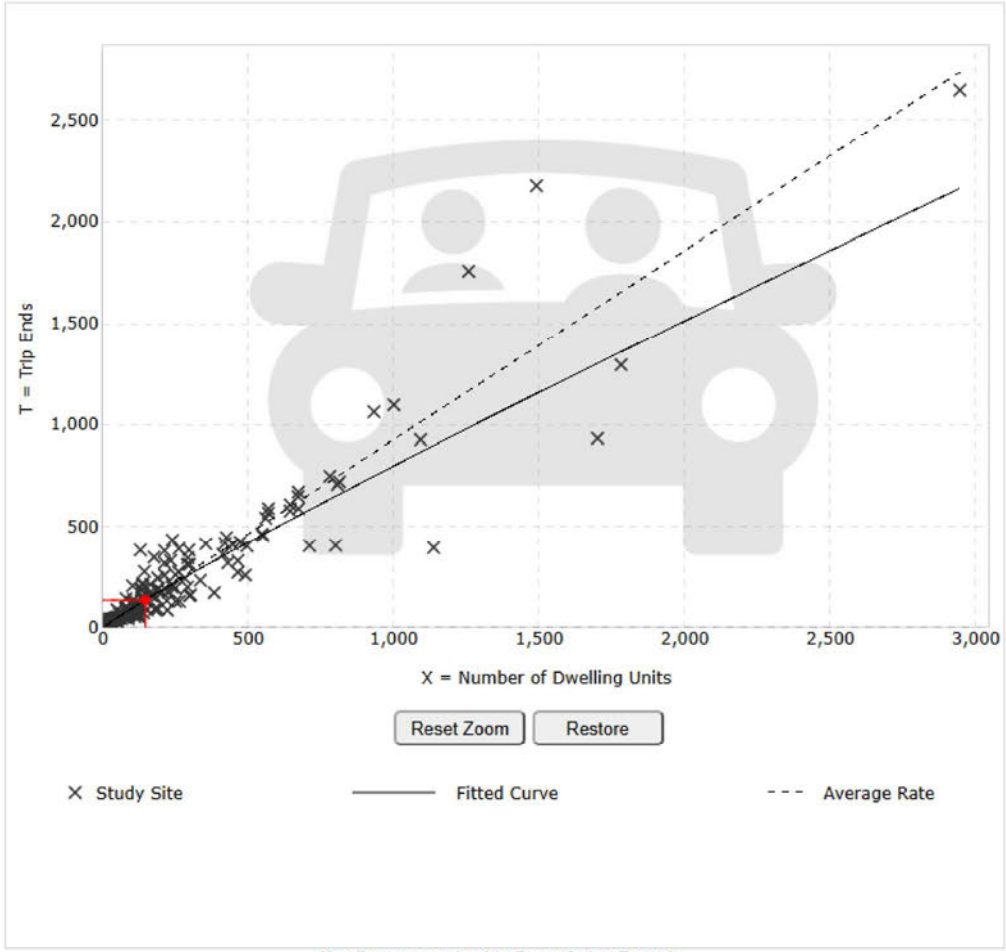
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
146
Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
166

Avg. Num. of Dwelling Units:
266

Average Rate:
0.93

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.33

Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 0.33

R^2:
0.90

Directional Distribution:
62% entering, 38% exiting

Calculated Trip Ends:
Average Rate: 136 (Total), 84 (Entry), 52 (Exit)
Fitted Curve: 136 (Total), 85 (Entry), 51 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

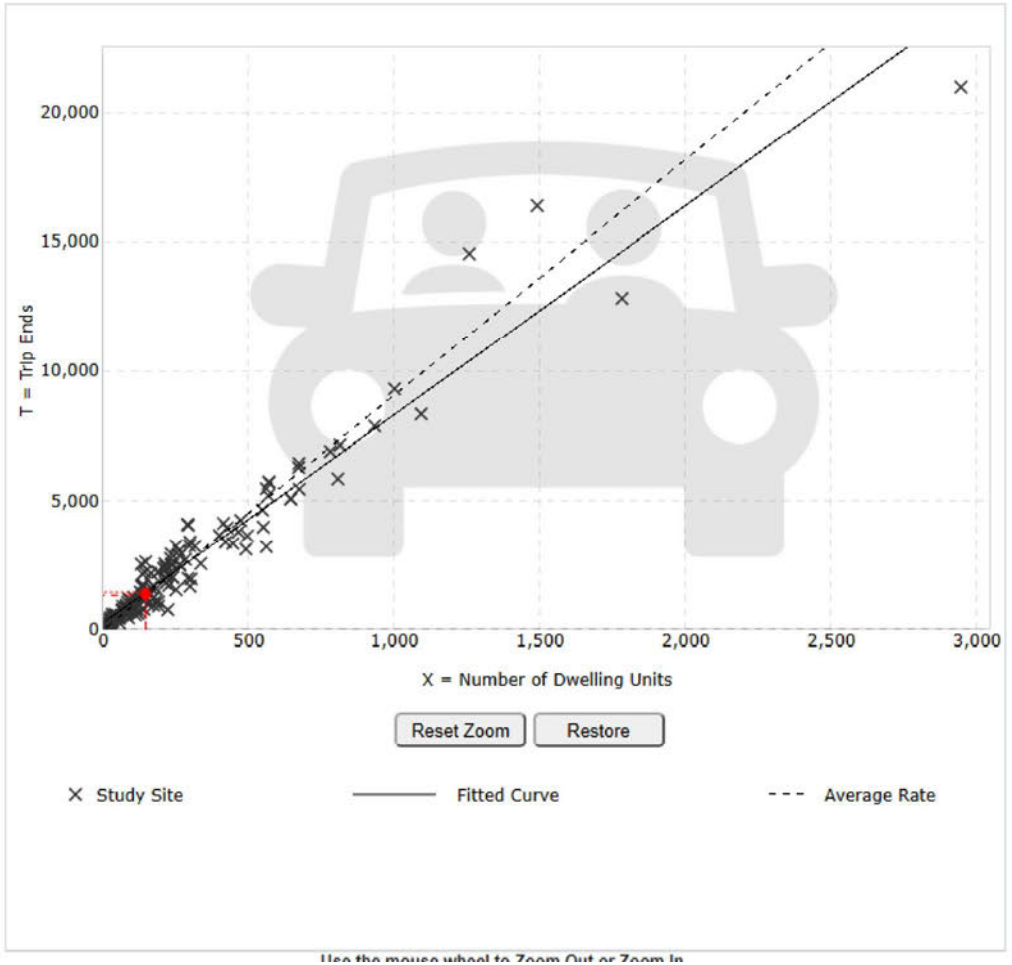
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
146 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
155

Avg. Num. of Dwelling Units:
261

Average Rate:
9.09

Range of Rates:
3.47 - 23.80

Standard Deviation:
2.29

Fitted Curve Equation:
T = 8.07(X) + 265.45

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 1327 (Total), 664 (Entry), 663 (Exit)
Fitted Curve: 1444 (Total), 722 (Entry), 722 (Exit)

APPENDIX G

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	249	565	2	132	337
Future Vol, veh/h	3	249	565	2	132	337
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	7	0	4	7
Mvmt Flow	3	268	608	2	142	362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1073	-	0	0	608	0
Stage 1	608	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.238	-
Pot Cap-1 Maneuver	232	0	-	-	957	-
Stage 1	548	0	-	-	-	-
Stage 2	604	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	197	-	-	-	957	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.53	0	2.65
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	197	-	957	-
HCM Lane V/C Ratio	-	-	0.016	-	0.148	-
HCM Ctrl Dly (s/v)	-	-	23.5	0	9.4	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.5	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	98	348	0	1	17
Future Vol, veh/h	16	98	348	0	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	1	0	0	0
Mvmt Flow	17	103	366	0	1	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	366	0	-	0	503	366
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1170	-	-	-	532	683
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1170	-	-	-	524	683
Mov Cap-2 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.14	0	10.51
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	253	-	-	-	672
HCM Lane V/C Ratio	0.014	-	-	-	0.028
HCM Ctrl Dly (s/v)	8.1	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	93	10	1	308	36	30	7	0	12	0	7
Future Vol, veh/h	1	93	10	1	308	36	30	7	0	12	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
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	3	40	0	2	0	0	14	0	17	0	0
Mvmt Flow	1	97	10	1	321	38	31	7	0	13	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	107	0	0	422	459	97	444	451	340
Stage 1	-	-	-	-	-	-	99	99	-	342	342	-
Stage 2	-	-	-	-	-	-	323	360	-	103	109	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.64	6.2	7.27	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.126	3.3	3.653	4	3.3
Pot Cap-1 Maneuver	1212	-	-	1496	-	-	546	481	965	499	507	707
Stage 1	-	-	-	-	-	-	912	790	-	643	642	-
Stage 2	-	-	-	-	-	-	693	606	-	868	809	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1212	-	-	1496	-	-	539	480	965	491	506	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	539	480	-	491	506	-
Stage 1	-	-	-	-	-	-	911	790	-	643	641	-
Stage 2	-	-	-	-	-	-	686	605	-	859	808	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.02	12.37	11.75
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	527	19	-	-	5	-	-	553
HCM Lane V/C Ratio	0.073	0.001	-	-	0.001	-	-	0.036
HCM Ctrl Dly (s/v)	12.4	8	0	-	7.4	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	53	17	0	13	17
Future Vol, veh/h	0	53	17	0	13	17
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	81	81	81	81	81	81
Heavy Vehicles, %	0	2	6	0	15	0
Mvmt Flow	0	65	21	0	16	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	74	21	0	0	21	0
Stage 1	21	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.25	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.335	-
Pot Cap-1 Maneuver	935	1057	-	-	1514	-
Stage 1	1007	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	924	1057	-	-	1514	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.63	0	3.21
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1057	780	-
HCM Lane V/C Ratio	-	-	0.062	0.011	-
HCM Ctrl Dly (s/v)	-	-	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	200	377	5	265	554
Future Vol, veh/h	4	200	377	5	265	554
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	1	3	0	1	4
Mvmt Flow	5	247	465	6	327	684

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1462	-	0	0	465	0
Stage 1	465	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.115	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2095	-
Pot Cap-1 Maneuver	132	0	-	-	1100	-
Stage 1	636	0	-	-	-	-
Stage 2	323	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	93	-	-	-	1100	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	227	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	45.94	0	3.12
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	93	-	1100	-
HCM Lane V/C Ratio	-	-	0.053	-	0.297	-
HCM Ctrl Dly (s/v)	-	-	45.9	0	9.7	-
HCM Lane LOS	-	-	E	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	-	1.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	325	185	1	5	31
Future Vol, veh/h	23	325	185	1	5	31
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	3	5	0	0	0
Mvmt Flow	25	353	201	1	5	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	202	0	-	0	605	202
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1382	-	-	-	464	844
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1382	-	-	-	454	844
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.51	0	10.03
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	119	-	-	-	754
HCM Lane V/C Ratio	0.018	-	-	-	0.052
HCM Ctrl Dly (s/v)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	299	26	3	164	18	18	2	4	28	4	1
Future Vol, veh/h	6	299	26	3	164	18	18	2	4	28	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	6	318	28	3	174	19	19	2	4	30	4	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	346	0	0	514	531	318	522	549	184
Stage 1	-	-	-	-	-	-	331	331	-	190	190	-
Stage 2	-	-	-	-	-	-	183	200	-	332	359	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1392	-	-	1224	-	-	474	457	727	468	446	863
Stage 1	-	-	-	-	-	-	687	649	-	816	746	-
Stage 2	-	-	-	-	-	-	823	739	-	686	631	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1224	-	-	465	453	727	459	442	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	465	453	-	459	442	-
Stage 1	-	-	-	-	-	-	683	645	-	814	744	-
Stage 2	-	-	-	-	-	-	815	737	-	676	627	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.13	12.69	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	494	35	-	-	29	-	-	464
HCM Lane V/C Ratio	0.052	0.005	-	-	0.003	-	-	0.076
HCM Ctrl Dly (s/v)	12.7	7.6	0	-	7.9	0	-	13.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	21	17	6	33	35
Future Vol, veh/h	1	21	17	6	33	35
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	26	21	7	41	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	25	0	0	28	0
Stage 1	25	-	-	-	-	-
Stage 2	125	-	-	-	-	-
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	847	1057	-	-	1598	-
Stage 1	1003	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	1057	-	-	1598	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.54	0	3.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1044	874	-
HCM Lane V/C Ratio	-	-	0.026	0.025	-
HCM Ctrl Dly (s/v)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

APPENDIX H

CAPACITY ANALYSIS RESULTS - NO-BUILD CONDITIONS

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	259	588	2	137	350
Future Vol, veh/h	3	259	588	2	137	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	7	0	4	7
Mvmt Flow	3	278	632	2	147	376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1115	-	0	0	632	0
Stage 1	632	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.238	-
Pot Cap-1 Maneuver	218	0	-	-	937	-
Stage 1	533	0	-	-	-	-
Stage 2	592	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	-	-	-	937	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	24.93	0	2.69
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	184	-	937	-
HCM Lane V/C Ratio	-	-	0.018	-	0.157	-
HCM Ctrl Dly (s/v)	-	-	24.9	0	9.6	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	102	362	0	1	18
Future Vol, veh/h	17	102	362	0	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	1	0	0	0
Mvmt Flow	18	107	381	0	1	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	381	0	-	0	524	381
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1156	-	-	-	517	671
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1156	-	-	-	508	671
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.17	0	10.63
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	257	-	-	-	659
HCM Lane V/C Ratio	0.015	-	-	-	0.03
HCM Ctrl Dly (s/v)	8.2	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	97	10	1	320	37	31	7	0	12	0	7
Future Vol, veh/h	1	97	10	1	320	37	31	7	0	12	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
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	3	40	0	2	0	0	14	0	17	0	0
Mvmt Flow	1	101	10	1	333	39	32	7	0	13	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	372	0	0	111	0	0	439	477	101	461	468	353
Stage 1	-	-	-	-	-	-	103	103	-	355	355	-
Stage 2	-	-	-	-	-	-	335	374	-	107	114	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.64	6.2	7.27	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.126	3.3	3.653	4	3.3
Pot Cap-1 Maneuver	1198	-	-	1491	-	-	532	470	960	486	496	696
Stage 1	-	-	-	-	-	-	908	787	-	633	633	-
Stage 2	-	-	-	-	-	-	683	597	-	863	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1198	-	-	1491	-	-	525	469	960	478	495	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	525	469	-	478	495	-
Stage 1	-	-	-	-	-	-	907	786	-	632	633	-
Stage 2	-	-	-	-	-	-	675	597	-	855	805	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.02	12.59	11.92
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	514	18	-	-	5	-	-	540
HCM Lane V/C Ratio	0.077	0.001	-	-	0.001	-	-	0.037
HCM Ctrl Dly (s/v)	12.6	8	0	-	7.4	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	18	0	14	18
Future Vol, veh/h	0	55	18	0	14	18
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	81	81	81	81	81	81
Heavy Vehicles, %	0	2	6	0	15	0
Mvmt Flow	0	68	22	0	17	22

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	79	22	0	0	22	0
Stage 1	22	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.25	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.335	-
Pot Cap-1 Maneuver	929	1055	-	-	1513	-
Stage 1	1006	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1055	-	-	1513	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.65	0	3.24
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1055	788	-
HCM Lane V/C Ratio	-	-	0.064	0.011	-
HCM Ctrl Dly (s/v)	-	-	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	208	392	5	276	576
Future Vol, veh/h	4	208	392	5	276	576
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	1	3	0	1	4
Mvmt Flow	5	257	484	6	341	711

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1521	-	0	0	484	0
Stage 1	484	-	-	-	-	-
Stage 2	1037	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.115	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2095	-
Pot Cap-1 Maneuver	121	0	-	-	1083	-
Stage 1	624	0	-	-	-	-
Stage 2	307	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	83	-	-	-	1083	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	211	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	51.06	0	3.19
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	83	-	1083	-
HCM Lane V/C Ratio	-	-	0.059	-	0.315	-
HCM Ctrl Dly (s/v)	-	-	51.1	0	9.8	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	-	1.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	338	192	1	5	32
Future Vol, veh/h	24	338	192	1	5	32
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	3	5	0	0	0
Mvmt Flow	26	367	209	1	5	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	210	0	-	0	629	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1373	-	-	-	450	836
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1373	-	-	-	439	836
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.51	0	10.11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	119	-	-	-	745
HCM Lane V/C Ratio	0.019	-	-	-	0.054
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	311	27	3	171	19	19	2	4	29	4	1
Future Vol, veh/h	6	311	27	3	171	19	19	2	4	29	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	6	331	29	3	182	20	20	2	4	31	4	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	360	0	0	534	552	331	543	571	192
Stage 1	-	-	-	-	-	-	344	344	-	198	198	-
Stage 2	-	-	-	-	-	-	190	209	-	345	372	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1382	-	-	1210	-	-	460	444	715	454	434	855
Stage 1	-	-	-	-	-	-	676	641	-	808	741	-
Stage 2	-	-	-	-	-	-	816	733	-	675	622	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1382	-	-	1210	-	-	451	440	715	445	430	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	451	440	-	445	430	-
Stage 1	-	-	-	-	-	-	672	637	-	806	738	-
Stage 2	-	-	-	-	-	-	808	731	-	665	619	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.12	12.97	13.71
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	478	34	-	-	27	-	-	449
HCM Lane V/C Ratio	0.056	0.005	-	-	0.003	-	-	0.08
HCM Ctrl Dly (s/v)	13	7.6	0	-	8	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	22	18	6	34	36
Future Vol, veh/h	1	22	18	6	34	36
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	27	22	7	42	44

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	154	26	0	0	30	0
Stage 1	26	-	-	-	-	-
Stage 2	128	-	-	-	-	-
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	842	1056	-	-	1596	-
Stage 1	1002	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	819	1056	-	-	1596	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.55	0	3.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1043	874	-
HCM Lane V/C Ratio	-	-	0.027	0.026	-
HCM Ctrl Dly (s/v)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	386	876	3	205	522
Future Vol, veh/h	5	386	876	3	205	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	7	0	4	7
Mvmt Flow	5	415	942	3	220	561

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1663	-	0	0	942	0
Stage 1	942	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.238	-
Pot Cap-1 Maneuver	98	0	-	-	716	-
Stage 1	382	0	-	-	-	-
Stage 2	448	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	68	-	-	-	716	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	310	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	62.41	0	3.46
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	68	-	716	-
HCM Lane V/C Ratio	-	-	0.079	-	0.308	-
HCM Ctrl Dly (s/v)	-	-	62.4	0	12.3	-
HCM Lane LOS	-	-	F	A	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-	1.3	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	152	539	0	2	26
Future Vol, veh/h	25	152	539	0	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	1	0	0	0
Mvmt Flow	26	160	567	0	2	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	567	0	-	0	780	567
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	985	-	-	-	367	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	985	-	-	-	356	527
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.24	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	254	-	-	-	509
HCM Lane V/C Ratio	0.027	-	-	-	0.058
HCM Ctrl Dly (s/v)	8.8	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	144	16	2	477	56	47	11	0	19	0	11
Future Vol, veh/h	2	144	16	2	477	56	47	11	0	19	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
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	3	40	0	2	0	0	14	0	17	0	0
Mvmt Flow	2	150	17	2	497	58	49	11	0	20	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	555	0	0	167	0	0	655	714	150	690	701	526
Stage 1	-	-	-	-	-	-	154	154	-	530	530	-
Stage 2	-	-	-	-	-	-	501	559	-	160	171	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.64	6.2	7.27	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.126	3.3	3.653	4	3.3
Pot Cap-1 Maneuver	1025	-	-	1424	-	-	382	343	902	340	365	556
Stage 1	-	-	-	-	-	-	853	748	-	506	530	-
Stage 2	-	-	-	-	-	-	556	492	-	808	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1025	-	-	1424	-	-	372	341	902	327	364	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	341	-	327	364	-
Stage 1	-	-	-	-	-	-	851	746	-	505	529	-
Stage 2	-	-	-	-	-	-	543	491	-	794	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0.03	16.77	15.16
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	25	-	-	7	-	-	385
HCM Lane V/C Ratio	0.165	0.002	-	-	0.001	-	-	0.081
HCM Ctrl Dly (s/v)	16.8	8.5	0	-	7.5	0	-	15.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	82	26	0	20	26
Future Vol, veh/h	0	82	26	0	20	26
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	81	81	81	81	81	81
Heavy Vehicles, %	0	2	6	0	15	0
Mvmt Flow	0	101	32	0	25	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	114	32	0	0	32	0
Stage 1	32	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.25	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.335	-
Pot Cap-1 Maneuver	888	1042	-	-	1500	-
Stage 1	996	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	873	1042	-	-	1500	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	931	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.83	0	3.23
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1042	783	-
HCM Lane V/C Ratio	-	-	0.097	0.016	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	310	584	8	411	859
Future Vol, veh/h	6	310	584	8	411	859
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	1	3	0	1	4
Mvmt Flow	7	383	721	10	507	1060

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2266	-	0	0	721	0
Stage 1	721	-	-	-	-	-
Stage 2	1545	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.115	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2095	-
Pot Cap-1 Maneuver	40	0	-	-	884	-
Stage 1	485	0	-	-	-	-
Stage 2	165	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	17	-	-	-	884	-
Mov Cap-2 Maneuver	17	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	70	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 328.81	0	4.66
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	17	-	884	-
HCM Lane V/C Ratio	-	-	0.435	-	0.574	-
HCM Ctrl Dly (s/v)	-	-	$ 328.8	0	14.4	-
HCM Lane LOS	-	-	F	A	B	-
HCM 95th %tile Q(veh)	-	-	1.2	-	3.7	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	504	287	2	8	48
Future Vol, veh/h	36	504	287	2	8	48
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	3	5	0	0	0
Mvmt Flow	39	548	312	2	9	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	314	0	-	0	939	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	626	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1258	-	-	-	295	732
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1258	-	-	-	282	732
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.53	0	11.72
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	120	-	-	-	596
HCM Lane V/C Ratio	0.031	-	-	-	0.102
HCM Ctrl Dly (s/v)	8	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

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	9	463	40	5	254	28	28	3	6	43	6	2
Future Vol, veh/h	9	463	40	5	254	28	28	3	6	43	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	10	493	43	5	270	30	30	3	6	46	6	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	300	0	0	535	0	0	796	822	493	809	850	285
Stage 1	-	-	-	-	-	-	512	512	-	296	296	-
Stage 2	-	-	-	-	-	-	284	311	-	513	554	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1273	-	-	1043	-	-	308	311	580	301	300	759
Stage 1	-	-	-	-	-	-	549	540	-	717	672	-
Stage 2	-	-	-	-	-	-	727	662	-	547	517	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	1043	-	-	295	306	580	290	295	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	306	-	290	295	-
Stage 1	-	-	-	-	-	-	543	534	-	713	668	-
Stage 2	-	-	-	-	-	-	714	658	-	532	511	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.15	17.75	19.77
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	322	34	-	-	31	-	-	298
HCM Lane V/C Ratio	0.122	0.008	-	-	0.005	-	-	0.182
HCM Ctrl Dly (s/v)	17.7	7.9	0	-	8.5	0	-	19.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	33	26	9	51	54
Future Vol, veh/h	2	33	26	9	51	54
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	41	32	11	63	67

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	38	0	0	43	0
Stage 1	38	-	-	-	-	-
Stage 2	193	-	-	-	-	-
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	762	1040	-	-	1578	-
Stage 1	990	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	1040	-	-	1578	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.7	0	3.58
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1016	874	-
HCM Lane V/C Ratio	-	-	0.043	0.04	-
HCM Ctrl Dly (s/v)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

APPENDIX I

CAPACITY ANALYSIS RESULTS - BUILD CONDITIONS

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	325	588	2	162	350
Future Vol, veh/h	4	325	588	2	162	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	7	0	4	7
Mvmt Flow	4	349	632	2	174	376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1169	-	0	0	632	0
Stage 1	632	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.238	-
Pot Cap-1 Maneuver	202	0	-	-	937	-
Stage 1	533	0	-	-	-	-
Stage 2	556	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	164	-	-	-	937	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	27.48	0	3.07
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	164	-	937	-
HCM Lane V/C Ratio	-	-	0.026	-	0.186	-
HCM Ctrl Dly (s/v)	-	-	27.5	0	9.7	-
HCM Lane LOS	-	-	D	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-	0.7	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	102	362	1	5	85
Future Vol, veh/h	42	102	362	1	5	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	1	0	0	0
Mvmt Flow	44	107	381	1	5	89

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	382	0	-	0	577	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1155	-	-	-	482	670
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1155	-	-	-	462	670
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.4	0	11.44
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	525	-	-	-	654
HCM Lane V/C Ratio	0.038	-	-	-	0.145
HCM Ctrl Dly (s/v)	8.2	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	97	10	1	321	39	31	7	0	16	0	7
Future Vol, veh/h	1	97	10	1	321	39	31	7	0	16	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
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	3	40	0	2	0	0	14	0	17	0	0
Mvmt Flow	1	101	10	1	334	41	32	7	0	17	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	375	0	0	111	0	0	440	480	101	464	470	355
Stage 1	-	-	-	-	-	-	103	103	-	357	357	-
Stage 2	-	-	-	-	-	-	336	377	-	107	114	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.64	6.2	7.27	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.126	3.3	3.653	4	3.3
Pot Cap-1 Maneuver	1195	-	-	1491	-	-	531	468	960	484	494	694
Stage 1	-	-	-	-	-	-	908	787	-	631	632	-
Stage 2	-	-	-	-	-	-	682	595	-	863	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1195	-	-	1491	-	-	525	467	960	476	493	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	525	467	-	476	493	-
Stage 1	-	-	-	-	-	-	907	786	-	630	632	-
Stage 2	-	-	-	-	-	-	674	595	-	855	805	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.02	12.6	12.17
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	18	-	-	5	-	-	526
HCM Lane V/C Ratio	0.077	0.001	-	-	0.001	-	-	0.046
HCM Ctrl Dly (s/v)	12.6	8	0	-	7.4	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	4	33	0	2	55	12	18	0	14	18	0
Future Vol, veh/h	0	4	33	0	2	55	12	18	0	14	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	0	2	2	2	6	0	15	0	2
Mvmt Flow	0	5	41	0	2	68	15	22	0	17	22	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	110	109	22	111	109	22	22	0	0	22	0	0
Stage 1	57	57	-	52	52	-	-	-	-	-	-	-
Stage 2	53	52	-	59	57	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.22	4.12	-	-	4.25	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.318	2.218	-	-	2.335	-	-
Pot Cap-1 Maneuver	868	781	1055	872	781	1055	1593	-	-	1513	-	-
Stage 1	955	848	-	966	852	-	-	-	-	-	-	-
Stage 2	959	852	-	957	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	793	765	1055	815	765	1055	1593	-	-	1513	-	-
Mov Cap-2 Maneuver	793	765	-	815	765	-	-	-	-	-	-	-
Stage 1	944	838	-	957	844	-	-	-	-	-	-	-
Stage 2	887	844	-	904	838	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.72	8.71	2.91	3.24
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	1013	1041	788	-	-
HCM Lane V/C Ratio	0.009	-	-	0.045	0.068	0.011	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.7	8.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	14	30	52	0
Future Vol, veh/h	0	38	14	30	52	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	15	33	57	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	120	57	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	876	1010	1548	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	867	1010	1548	-	-	-
Mov Cap-2 Maneuver	867	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.72	2.34	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	573	-	1010	-	-
HCM Lane V/C Ratio	0.01	-	0.041	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	253	392	6	351	576
Future Vol, veh/h	4	253	392	6	351	576
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	1	3	0	1	4
Mvmt Flow	5	312	484	7	433	711

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1706	-	0	0	484	0
Stage 1	484	-	-	-	-	-
Stage 2	1222	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.115	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2095	-
Pot Cap-1 Maneuver	92	0	-	-	1083	-
Stage 1	624	0	-	-	-	-
Stage 2	245	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	55	-	-	-	1083	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	245	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	76.27	0	3.98
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	55	-	1083	-
HCM Lane V/C Ratio	-	-	0.089	-	0.4	-
HCM Ctrl Dly (s/v)	-	-	76.3	0	10.5	-
HCM Lane LOS	-	-	F	A	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-	2	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	338	192	5	8	77
Future Vol, veh/h	100	338	192	5	8	77
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	3	5	0	0	0
Mvmt Flow	109	367	209	5	9	84

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	214	0	-	0	796	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1368	-	-	-	359	834
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1368	-	-	-	323	834
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.79	0	10.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	411	-	-	-	726
HCM Lane V/C Ratio	0.079	-	-	-	0.127
HCM Ctrl Dly (s/v)	7.9	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	311	27	3	175	24	19	2	4	32	4	1
Future Vol, veh/h	6	311	27	3	175	24	19	2	4	32	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	6	331	29	3	186	26	20	2	4	34	4	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	360	0	0	538	562	331	550	578	199
Stage 1	-	-	-	-	-	-	344	344	-	205	205	-
Stage 2	-	-	-	-	-	-	195	218	-	345	372	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1371	-	-	1210	-	-	457	439	715	449	430	847
Stage 1	-	-	-	-	-	-	676	641	-	801	736	-
Stage 2	-	-	-	-	-	-	812	726	-	675	622	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1210	-	-	448	435	715	440	426	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	448	435	-	440	426	-
Stage 1	-	-	-	-	-	-	672	637	-	799	733	-
Stage 2	-	-	-	-	-	-	804	724	-	665	619	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.12	13.03	13.89
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	475	34	-	-	26	-	-	444
HCM Lane V/C Ratio	0.056	0.005	-	-	0.003	-	-	0.089
HCM Ctrl Dly (s/v)	13	7.6	0	-	8	0	-	13.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	22	1	5	22	37	18	6	34	36	0
Future Vol, veh/h	0	3	22	1	5	22	37	18	6	34	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	0	4	27	1	6	27	46	22	7	42	44	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	245	249	44	248	246	26	44	0	0	30	0	0
Stage 1	128	128	-	117	117	-	-	-	-	-	-	-
Stage 2	117	121	-	130	128	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	709	653	1026	710	657	1056	1564	-	-	1596	-	-
Stage 1	875	790	-	892	799	-	-	-	-	-	-	-
Stage 2	888	796	-	878	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	646	617	1026	649	620	1056	1564	-	-	1596	-	-
Mov Cap-2 Maneuver	646	617	-	649	620	-	-	-	-	-	-	-
Stage 1	852	769	-	866	775	-	-	-	-	-	-	-
Stage 2	833	772	-	828	769	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.92	9.07	4.47	3.55
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1040	-	-	950	920	874	-	-
HCM Lane V/C Ratio	0.029	-	-	0.032	0.038	0.026	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.9	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	43	62	59	0
Future Vol, veh/h	0	26	43	62	59	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	47	67	64	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	225	64	64	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	763	1000	1538	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	739	1000	1538	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.7	3.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	737	-	1000	-	-
HCM Lane V/C Ratio	0.03	-	0.028	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	452	876	3	230	522
Future Vol, veh/h	6	452	876	3	230	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	7	0	4	7
Mvmt Flow	6	486	942	3	247	561

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1717	-	0	0	942	0
Stage 1	942	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.238	-
Pot Cap-1 Maneuver	91	0	-	-	716	-
Stage 1	382	0	-	-	-	-
Stage 2	420	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	59	-	-	-	716	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	420	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	72.81	0	3.87
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	59	-	716	-
HCM Lane V/C Ratio	-	-	0.109	-	0.346	-
HCM Ctrl Dly (s/v)	-	-	72.8	0	12.7	-
HCM Lane LOS	-	-	F	A	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-	1.5	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	152	539	1	6	93
Future Vol, veh/h	50	152	539	1	6	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	1	0	0	0
Mvmt Flow	53	160	567	1	6	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	568	0	-	0	833	568
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	984	-	-	-	341	526
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	984	-	-	-	321	526
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	784	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.19	0	13.94
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	446	-	-	-	507
HCM Lane V/C Ratio	0.053	-	-	-	0.206
HCM Ctrl Dly (s/v)	8.9	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	144	16	2	478	58	47	11	0	23	0	11
Future Vol, veh/h	2	144	16	2	478	58	47	11	0	23	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
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	3	40	0	2	0	0	14	0	17	0	0
Mvmt Flow	2	150	17	2	498	60	49	11	0	24	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	167	0	0	656	717	150	692	703	528
Stage 1	-	-	-	-	-	-	154	154	-	532	532	-
Stage 2	-	-	-	-	-	-	502	563	-	160	171	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.64	6.2	7.27	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.64	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.126	3.3	3.653	4	3.3
Pot Cap-1 Maneuver	1023	-	-	1424	-	-	381	341	902	339	364	554
Stage 1	-	-	-	-	-	-	853	748	-	505	529	-
Stage 2	-	-	-	-	-	-	555	490	-	808	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1424	-	-	372	340	902	326	363	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	340	-	326	363	-
Stage 1	-	-	-	-	-	-	851	746	-	504	528	-
Stage 2	-	-	-	-	-	-	543	489	-	794	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0.03	16.8	15.56
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	25	-	-	7	-	-	376
HCM Lane V/C Ratio	0.165	0.002	-	-	0.001	-	-	0.094
HCM Ctrl Dly (s/v)	16.8	8.5	0	-	7.5	0	-	15.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	4	33	0	2	82	12	26	0	20	26	0
Future Vol, veh/h	0	4	33	0	2	82	12	26	0	20	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	0	2	2	2	6	0	15	0	2
Mvmt Flow	0	5	41	0	2	101	15	32	0	25	32	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	144	143	32	146	143	32	32	0	0	32	0	0
Stage 1	81	81	-	62	62	-	-	-	-	-	-	-
Stage 2	63	62	-	84	81	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.22	4.12	-	-	4.25	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.318	2.218	-	-	2.335	-	-
Pot Cap-1 Maneuver	825	748	1042	828	748	1042	1580	-	-	1500	-	-
Stage 1	927	827	-	954	843	-	-	-	-	-	-	-
Stage 2	948	843	-	929	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	723	728	1042	769	728	1042	1580	-	-	1500	-	-
Mov Cap-2 Maneuver	723	728	-	769	728	-	-	-	-	-	-	-
Stage 1	911	813	-	945	835	-	-	-	-	-	-	-
Stage 2	845	835	-	872	813	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.79	8.88	2.31	3.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	568	-	-	995	1031	783	-	-
HCM Lane V/C Ratio	0.009	-	-	0.046	0.101	0.016	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	8.9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	14	38	61	0
Future Vol, veh/h	0	38	14	38	61	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	15	41	66	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	138	66	66	0	-	0
Stage 1	66	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	855	997	1535	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	847	997	1535	-	-	-
Mov Cap-2 Maneuver	847	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.77	1.98	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	485	-	997	-	-
HCM Lane V/C Ratio	0.01	-	0.041	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	355	584	9	486	859
Future Vol, veh/h	6	355	584	9	486	859
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	95	-	225	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	1	3	0	1	4
Mvmt Flow	7	438	721	11	600	1060

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2451	-	0	0	721	0
Stage 1	721	-	-	-	-	-
Stage 2	1730	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.115	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2095	-
Pot Cap-1 Maneuver	30	0	-	-	884	-
Stage 1	485	0	-	-	-	-
Stage 2	131	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	10	-	-	-	884	-
Mov Cap-2 Maneuver	10	-	-	-	-	-
Stage 1	156	-	-	-	-	-
Stage 2	131	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 683.54	0	6.22
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	10	-	884	-
HCM Lane V/C Ratio	-	-	0.763	-	0.678	-
HCM Ctrl Dly (s/v)	-	-	$ 683.5	0	17.2	-
HCM Lane LOS	-	-	F	A	C	-
HCM 95th %tile Q(veh)	-	-	1.5	-	5.5	-

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	504	287	6	11	93
Future Vol, veh/h	112	504	287	6	11	93
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	3	5	0	0	0
Mvmt Flow	122	548	312	7	12	101

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	318	0	-	0	1107	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	791	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1253	-	-	-	235	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1253	-	-	-	202	730
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.49	0	12.84
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	327	-	-	-	572
HCM Lane V/C Ratio	0.097	-	-	-	0.198
HCM Ctrl Dly (s/v)	8.2	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	463	40	5	258	33	28	3	6	46	6	2
Future Vol, veh/h	9	463	40	5	258	33	28	3	6	46	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	10	493	43	5	274	35	30	3	6	49	6	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	310	0	0	535	0	0	800	832	493	816	857	292
Stage 1	-	-	-	-	-	-	512	512	-	303	303	-
Stage 2	-	-	-	-	-	-	288	320	-	513	554	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1262	-	-	1043	-	-	306	307	580	298	297	752
Stage 1	-	-	-	-	-	-	549	540	-	711	667	-
Stage 2	-	-	-	-	-	-	724	656	-	547	517	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1262	-	-	1043	-	-	293	302	580	287	292	752
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	302	-	287	292	-
Stage 1	-	-	-	-	-	-	543	534	-	707	663	-
Stage 2	-	-	-	-	-	-	710	652	-	532	511	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.14	17.85	20.19
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	319	34	-	-	30	-	-	294
HCM Lane V/C Ratio	0.123	0.008	-	-	0.005	-	-	0.195
HCM Ctrl Dly (s/v)	17.8	7.9	0	-	8.5	0	-	20.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	3	22	2	5	33	37	26	9	51	54	0
Future Vol, veh/h	0	3	22	2	5	33	37	26	9	51	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	0	4	27	2	6	41	46	32	11	63	67	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	319	327	67	323	322	38	67	0	0	43	0	0
Stage 1	193	193	-	129	129	-	-	-	-	-	-	-
Stage 2	127	135	-	194	193	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	634	591	997	633	596	1040	1535	-	-	1578	-	-
Stage 1	809	741	-	880	789	-	-	-	-	-	-	-
Stage 2	877	785	-	812	741	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	560	550	997	569	553	1040	1535	-	-	1578	-	-
Mov Cap-2 Maneuver	560	550	-	569	553	-	-	-	-	-	-	-
Stage 1	776	710	-	853	765	-	-	-	-	-	-	-
Stage 2	811	761	-	753	710	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.1	9.21	3.81	3.58
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	880	-	-	908	903	874	-	-
HCM Lane V/C Ratio	0.03	-	-	0.034	0.055	0.04	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.1	9.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	43	75	78	0
Future Vol, veh/h	0	26	43	75	78	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	47	82	85	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	260	85	85	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	729	974	1512	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	705	974	1512	-	-	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.81	2.72	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	656	-	974	-	-
HCM Lane V/C Ratio	0.031	-	0.029	-	-
HCM Ctrl Dly (s/v)	7.5	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-