PUTNAM COUNTY TECHNICAL REVIEW COMMITTEE

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024
Tel: 706-485-2776 ◊ 706-485-0552 fax ◊ www.putnamcountyga.us

Agenda
Thursday, May 19, 2022 ◊ 11:00 AM
Putnam County Administration Building – Room 203

Opening

1. Welcome
2. Attendance

Requests

3. Request by **Rick McAllister, agent for Kingston Ranch, LLC**, for a preliminary plat approval for Kingston on Lake Oconee located on Marshall Road. The proposed development consists of 270.4 acres with a plan to develop multiple Single-family and Multi-family parcels **[Map 071, Parcels 001and 020 currently zoned RM-3].**

Red Line Comments
Adjournment

The Technical Review Committee meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.

File Attachments for Item:

3. Request by **Rick McAllister, agent for Kingston Ranch, LLC**, for a preliminary plat approval for Kingston on Lake Oconee located on Marshall Road. The proposed development consists of 270.4 acres with a plan to develop multiple Single-family and Multi-family parcels **[Map 071, Parcels 001and 020 currently zoned RM-3].**

PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024
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Application for Preliminary Plat Review and Approval

INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED

Date: 4-11-22

PLAN2022-00798

Jurisdiction:
x ______ Putnam County
______ City of Eatonton

Person requesting review:

Name: Rick McAllister **Title:** Applicant

Physical Address: ______ **City:** ______ **State:** ______ **Zip:** ______

Mailing Address: 1341 Beverly Drive **City:** Athens **State:** GA **Zip:** 30606

Daytime Phone: 706-206-5030 **E-mail:** rmcallister.msc@gmail.com

x

Project Information:

Project Name: Kingston on Lake Oconee

Project Address: Marshall Road

Nearest Address or Cross Street: Harmony Road

Tax Map: 071 **Parcel:** 001 and 020 **Zoning District** RM 3

Total Acreage: 270.4 **Total Acreage Disturbed:** TBD

Proposed project to be constructed:

______ Commercial Development
______ Industrial Development
xxx ______ Residential Development
______ Recreational Development
______ Farm Pond
______ Recreational Pond
______ Residential Lot
______ Agricultural
______ Other

Explain Other: ______

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Project Information, cont.

Are there any existing structures on the property? ______Yes X______No

If yes, type of existing structures on property: ______________________

Is the property in a ground water recharge area? ______Yes X______No

Does the property contain wetland areas? X______Yes ______No

Is the property in a water supply water shed? ______Yes X______No

Water Shed: ______________________

Is there a flood plain on the property? ______Yes X______No

FIRM Map Panel: 0075C

Are there state waters within 200 feet of the property? X______Yes ______No

Type Water Source: (Check all that apply)

______River ______Lake ______Pond X______Creek ______Stream X______Spring ______Branch

Owners Information:

Name: Kingston Ranch, LLC

Physical Address: 235 Corporate Center Dr Suite 100 **City:** Stockbridge **State:** GA **Zip:** 30281

Mailing Address: ______ **City:** ______ **State:** ______ **Zip:** ______

Daytime Phone: ______ **Cell Phone:** 770-507-0013

24 Hour Contact and Phone Number: Doug Adams

Fax: ______ **E-mail:** doug@havenwoodholdings.com

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Design Professional Information:

Company Name: Falcon Dessign Consultants, LLC

Physical Address: 235 Corporate Center Dr Suite 200 **City:** Stockbridge **State:** GA **Zip:** 30281

Mailing Address: ______ **City:** ______ **State:** ______ **Zip:** ______

Daytime Phone: 770-389-8666 **24 Hour Phone:** ______

Fax: ______ **E-mail:** jpalmer@fdc-llc.com

Contact Name: John Palmer

Daytime Phone: ______ **Fax:** ______

E-mail: jpalmer@fdc-llc.com **Certification Number:** ______

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THE APPLICANT HEREBY AFFIRMS THAT THEY ARE THE PROPERTY OWNER OR HAS THE LEGAL AUTHORITY TO SIGN THIS FORM ON THE OWNER'S BEHALF, AND APPLICANT AGREES TO INDEMNIFY AND HOLD PUTNAM COUNTY HARMLESS IN THE EVENT IT IS DETERMINED APPLICANT DOES NOT HAVE SUCH LEGAL AUTHORITY.

Signature: Rick McAllister **Date:** 4-11-22

Print Name: Rick McAllister

Office Use Only

Date Filed: 4/19/2022 Fee: $330.00 Check Number: ____________

Cash: ____________ Credit Card: ✓ Receipt Number: ____________

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Sec. 28-53. - Proposed improvements for subdivisions and site developments.

The following proposed improvements shall be indicated on preliminary plats and site plans: (Site developments need not comply with the items denoted by an asterisk (*) unless the Director deems it appropriate to require them.)

X______ * Location and pavement width of all proposed streets, easements, and other public and private ways, including rights-of-way.

X______ Require minimum building setback lines. Site developments shall show setbacks for all property lines.

X______ Locations, dimensions and areas in square feet of all proposed and existing lots. Site development plans shall be drawn to an engineering scale of one inch equals 200 feet (or as otherwise may be approved by the director) and showing all proposed improvements to the property, including but not limited to: buildings, parking, landscaping, lighting, stormwater detention, vehicular ingress and egress, total floor area and/or number of dwelling units, total land area, building coverage, and building height (in feet and floors). Development in the village zoning district may be required by the director to show more details related to the utilization of exterior spaces proposed adjacent to and among the proposed improvements.

X______ Total area of the subdivision/site development expressed in acres and decimals of an acre. If less than one acre, the area shall be described in square feet.

X______ Location and dimensions of all property proposed to be set aside for park or playground use, or other public dedication or private reservation, or landscaping with designation of purpose thereof. This is generally not required of a site development; however, it is required of developments within the village zoning district.

X______ Indications of all uses proposed by the applicant. If the site development is in the village zoning district, the floor area relationship between commercial and residential uses must be indicated.

X______ * Proposed names of all streets. The developer shall submit a list of alternate street names.

X______ * Blocks shall be consecutively numbered and lettered. The blocks in numbered additions to existing subdivisions bearing the same name shall be numbered and lettered consecutively throughout the various additions.

X______ * All lots in each block shall be numbered consecutively.

X______ If the subdivision or site development is to be developed in phases coincidental with ensuing development permits, the phases shall be shown and numbered consecutively.

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Proposed Street Names

1. Abbey Glen Drive
2. Bay Shore Road
3. Carleton Street
4. Dunham Court
5. Edwin Place
6. Faircrest Boulevard
7. Glen Castle Road
8. Hillside Lane
9. Irving Court
10. Jenson Road
11. Kingsgate Place
12. Limeridge Drive
13. Melrose Street
14. Natureshore Lane
15. Oakridge Avenue
16. Plainview Court
17. Rylande Drive
18. Sinclair Street
19. Tanglewood Drive
20. Vista Court
21. Welborne Avenue
22. Worthington Way
23. Italia Lane
24. Fern Path

KINGSTON ON LAKE OCONEE
PRELIMINARY PLAT
LETTER OF INTENT
PARCELS 071-001 and 071-020, PUTNAM COUNTY, GA

The site was originally entitled by GIM Senergy Venture, LLC in 2007 which included a zoning designation as RM-3. Kingston Ranch, LLC has purchased the property with the intent to develop as "residential" within the development guidelines per Putnam County RM-3 zoning. Total project is in Putnam and Morgan counties with 270 +/- acres within Putnam County

The proposed preliminary plat development standards are based on (2) single family lot designs and a multi-family lot design. Single family lots include a minimum 60' and 100' wide lot at building setback. Townhome lots to be minimum 120'.

The proposed development will meet the originally entitled residential density of 620 units. Of the 620 units, a minimum of 62 units will be attached units.

The proposed single family unit floor areas are 1000 sf minimum single-family homes. Minimum single family lots size will be 60' width @ 7,200 sf and 100'width at 12,000 sf.

Proposed land uses include Single Family Residential, Multi-Family Residential, Open Space and Community Amenities.

Piedmont Water Company will provide water and sewer services for the project. Water system will be designed and completed for required fire protection. All residential units will be served by gravity and / or low-pressure sewer system.

Community access include (2) connections to Marshall Road and connection to Kingston Road via road connection to Morgan County portion of project.

Please refer to the attached Development Exhibit for more detailed information.

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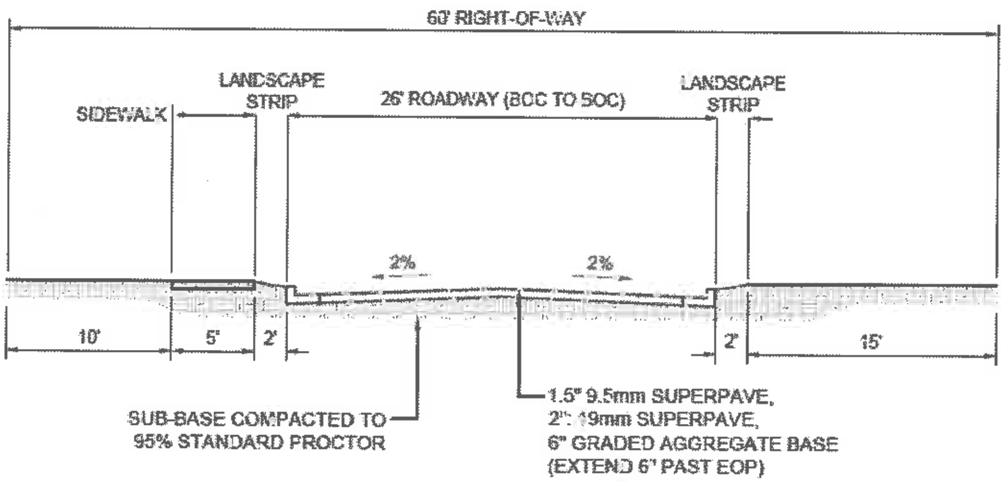
Development Exhibit:

LAND USE SUMMARY

PUTNAM COUNTY

TOTAL ACREAGE: 270.4 ACRES
TOTAL UNITS : 620 UNITS
TOTAL 60' WIDE LOTS: 547 LOTS
TOTAL 100' WIDE LOTS: 11 LOTS
TOTAL TOWNHOME UNITS: 62
GROSS DENSITY: 2.29 DUA
TOTAL AC OF LOTS: 115.47 ACRES
TOTAL AC OF ROW: 45 ACRES
TOTAL AC OF OPEN SPACE/AMENITIES: 111.18 ACRES



TYPICAL ROADWAY SECTION
(ALL ROADS WILL BE PRIVATE)

MINIMUM DESIGN STANDARDS

MIN. LOT WIDTH	MIN. LOT SIZE	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	TOTAL # OF LOTS
24' TH	2,400 SQ. FT.	20'	6' (15' BETWEEN BLDGS)	20'	62
60' SF	7,200 SQ. FT.	20'	7.5'	20'	547
100' SF	12,000 SQ. FT.	30'	10'	20'	11
				TOTAL	620

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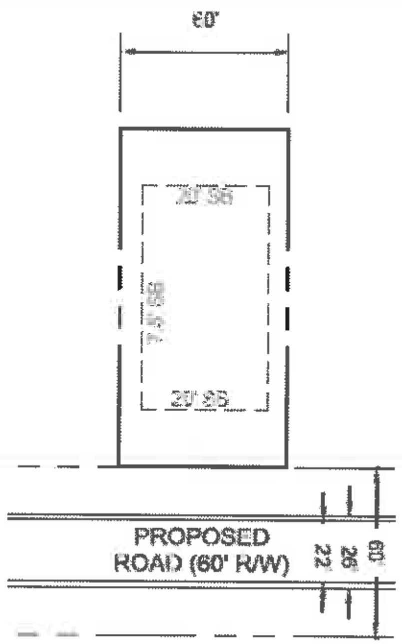
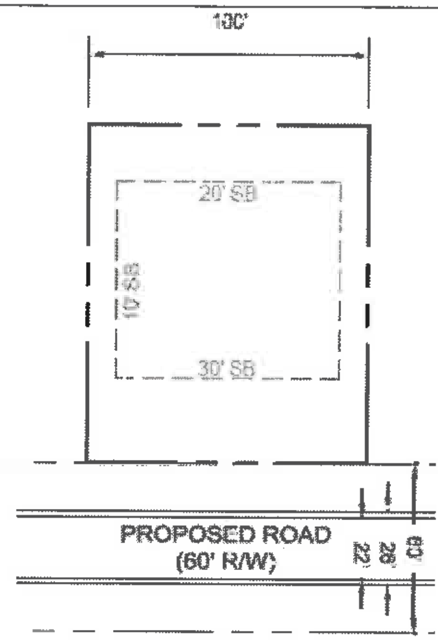
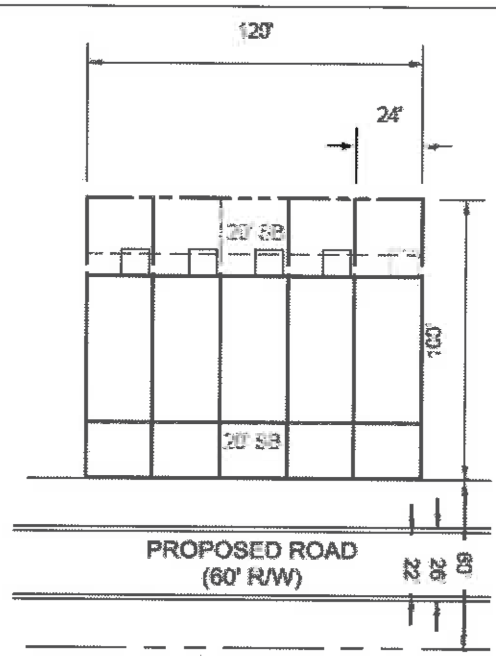


60' WIDE LOTS
NOT TO SCALE



100' WIDE LOTS
NOT TO SCALE



TOWNHOME LOTS
NOT TO SCALE

Community Amenities:

Approximately 110 acres of open space with proposed trails.

(2) Community Parks – approximately 2 acres each

Community Pool / Playground and Pavilion – approximately 1.50 acres

Community green – approximately 1.5 acres

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The preliminary plat and site development shall be prepared and sealed by a licensed land surveyor or professional engineer licensed in the State of Georgia, at a convenient scale of not more than one inch equals 200 feet, shall be prepared in ink, and the sheets shall be numbered in sequence and referenced to an index sheet if more than one is used. Such sheets as the preliminary plat is drawn upon shall be consistent with current engineering practices. Subdivision plat details shall conform to the requirements of the state board of professional registration and the Plat Act.

Sec. 28-52. - Features.

The preliminary plat or site development shall show the following:

X______ Name of the development. The applicant shall submit a proposed name for the subdivision or site.

X______ A notarized affidavit which includes the name, address and telephone number of the current legal owner or authorized agent of the property, and a citation of the last instrument conveying the title of each parcel of property involved in the proposed subdivision. This may not be applicable to a site development.

X______Citation of any existing right-of-way or easements whether legal or in use by someone other than the property owner affecting the property.

______ Provide existing covenants on the property, if any, and submit proposed covenants if so intended.

X______ Name and address, including the telephone number of the professional persons or firms responsible for the design, for design of public improvements and for surveys.

X______ Location of property by map and parcel numbers.

X______ Location of property lines, existing easements, burial grounds, historical sites, natural areas of aesthetic beauty or interest, railroad right-of-way, watercourses, wetlands, and floodplains.

X______ Location, width, type and name of all existing or platted streets or other public or private ways within or adjacent to the tract.

______ Approximate location of future roads and their classification as may be shown on the Joint Putnam County/City of Eatonton Joint Comprehensive Plan.

X______ Name and locations of adjoining developments and current property owners.

X______Locations and sizes of existing sewers, water mains, culverts, bridges or above and underground structures and aerial utilities within the tract and adjacent thereto.

X______ Approximate locations and sizes of existing permanent buildings and utility stations on the tract.

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Sec. 28-50. - Preliminary plat or site development application procedure.

The application shall include all of the following:

x_____ A letter stating the general purpose and intent of the plat and a summary of the developer's intentions with respect to whether the streets will be public or private, the amount of open space proposed, the contemplated minimum lot sizes and floor areas of the structures, the amount and percent of lot coverage and any other aspect of the development the applicant chooses to express;

x_____ The applicant shall state on the plat that it includes all of the applicant's ownership in that location, including any contiguous parcels owned by the applicant.

x_____ Include the payment of $330.

x_____ Four preliminary plats (Sec. 28 - DIVISION 3. - APPLICATION AND REVIEW PROCEDURES).

x*_____ Include four copies of a traffic study. * Pending completion

N/A_____ Hydrology Study (Four)

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Documents Required

Proposed subdivision Name: Kingston on Lake Oconee

Proposed Road Names:

1. See attached list
2.
3.
4.
5.

Major subdivision and site development

x A concept plan, drawn to scale, is required reflecting the conditions of the zoning approval, if any were so applied by the board of commissioners, and shall be submitted to and approved by the director prior to the submittal of any other drawings and documents.

______If no conditions of approval apply to the land on which the subdivision is proposed, the developer may choose to either meet with the director informally to discuss the concept of the subdivision or to submit an application for preliminary plat approval.

x The lots in the major subdivision must front on interior public or private road, which are to be designed according to article III, design standards, division 1, infrastructure requirements of this chapter.

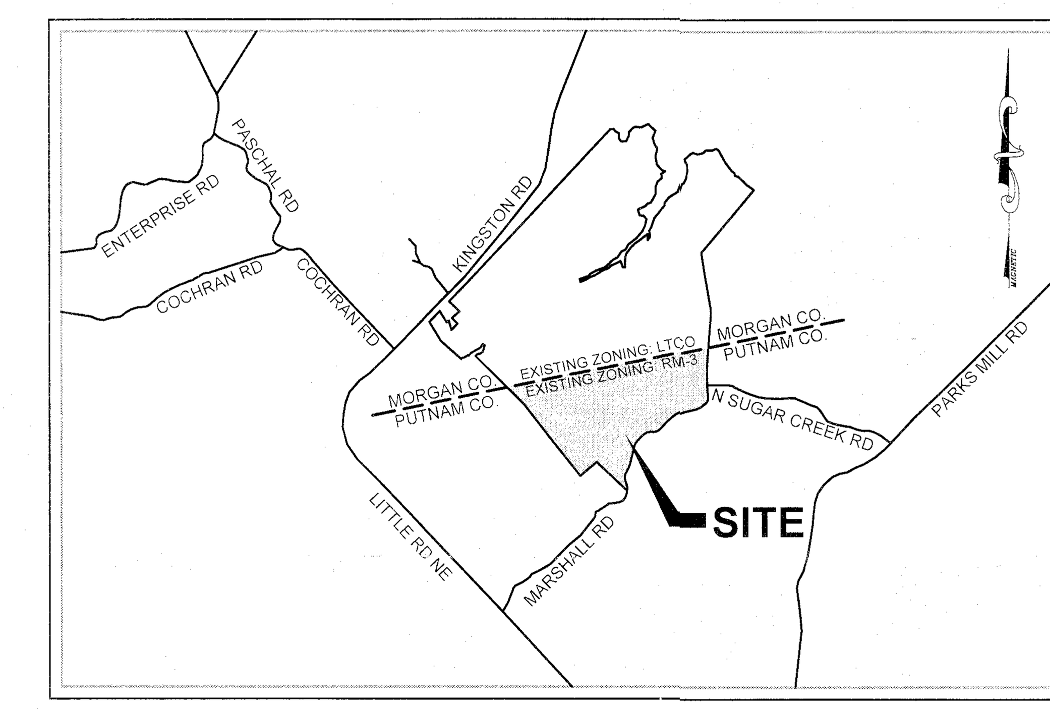
PRELIMINARY PLAT

FOR

KINGSTON ON LAKE OCONEE

LAND LOTS 206, 207, 208, 234, 235, & 240
DISTRICT 4
PUTNAM COUNTY, GEORGIA

OWNER/DEVELOPER:	24 HOUR CONTACT:	SURVEYOR:	ENGINEER:
KINGSTON RANCH, LLC. 235 CORPORATE CENTER DR., STE 100 STOCKBRIDGE, GA 30281 PHONE: (770) 507-0013 DOUG @HAVENWOODHOLDINGS.COM	BILL GOODWIN PHONE: (770) 652-6963 BILL@HAVENWOODHOLDINGS.COM	FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666	FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666

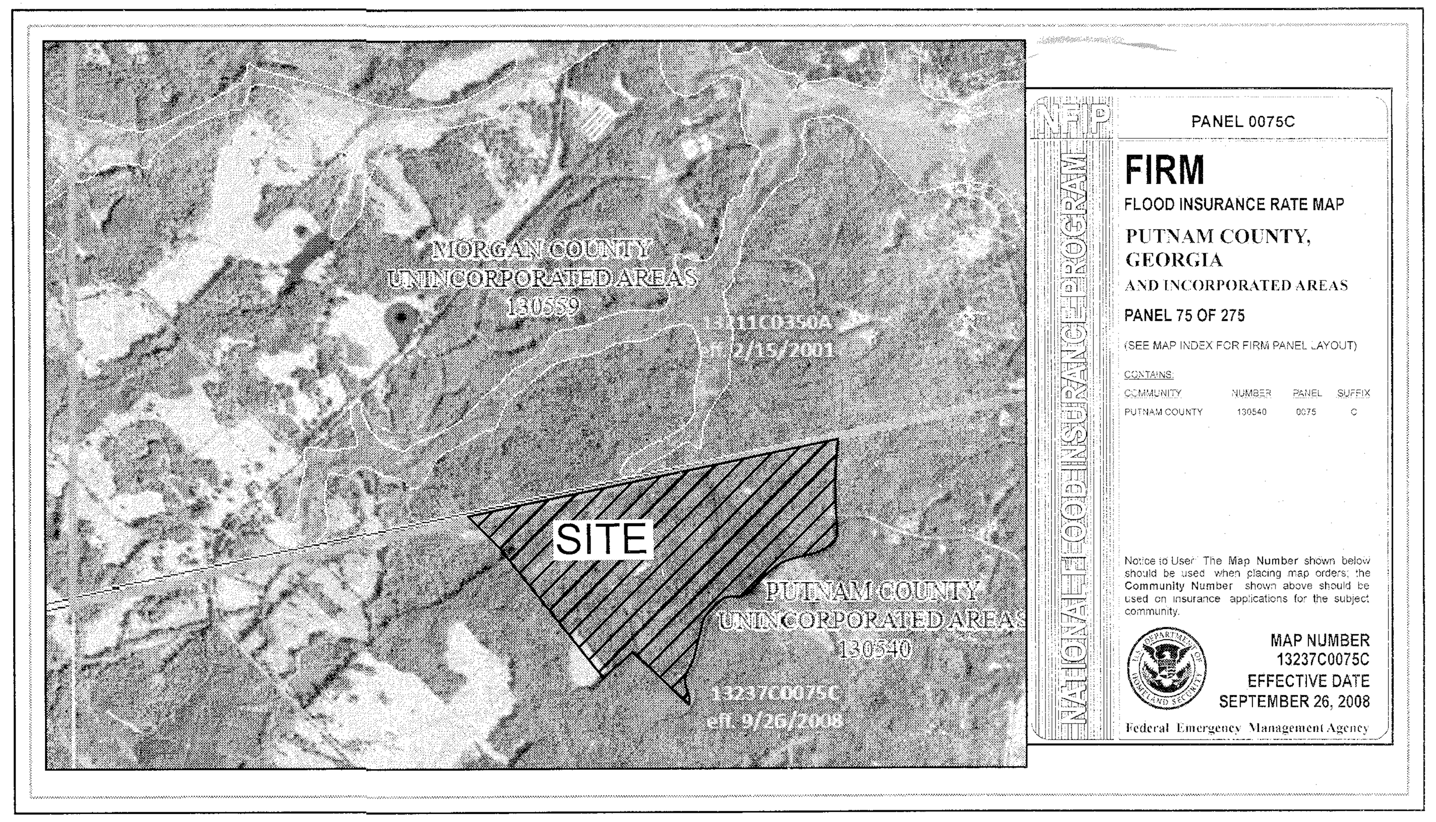


VICINITY MAP

NTS

Sheet List Table

Sheet Number	Sheet Title
1.0	COVER SHEET
2.0	EXISTING CONDITIONS
3.0	OVERALL UTILITY PLAN
4.0	OVERALL SITE PLAN
4.1 - 4.3	SITE PLAN
5.0 - 5.1	CURVE TABLE



FEMA FLOOD MAP

N.T.S.

FLOOD NOTE

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF A PUTNAM, COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13237C0075C EFFECTIVE DATE: SEP. 26, 2008. PORTIONS OF THESE PROPERTIES ARE NOT LOCATED IN A FEMA FLOOD HAZARD ZONE

OWNERS CERTIFICATION

THE OWNER OF THIS LAND, AS SHOWN ON THIS PLAT, OR HIS AGENT, CERTIFIES THAT HE IS THE OWNER OF THE PROPERTY CONTAINED WITHIN THIS PLAT AND THAT THE PLAT WAS MADE FROM AN ACTUAL SURVEY, AND ACCURATELY PORTRAYS THE EXISTING LAND AND ITS FEATURES AND THE PROPOSED DEVELOPMENTS AND IMPROVEMENTS THERETO.

OWNER/AGENT — DATE 5-3-22

SANITARIAN CERTIFICATION

I HEREBY CERTIFY THAT ALL PROPOSED LOTS OF THIS SUBDIVISION MEET THE REQUIREMENTS OF PIEDMONT WATER RESOURCES AND GEORGIA DEPARTMENT OF NATURAL RESOURCES – ENVIRONMENTAL PROTECTION DIVISION FOR LOW PRESSURE SEWER SYSTEM.

SANITARIAN — DATE 5/3/22

CERTIFICATION OF PRELIMINARY PLAT

NOT FOR RECORDING

I HEREBY CERTIFY THAT THIS PRELIMINARY PLAT WAS FOUND TO COMPLY WITH THE REQUIREMENTS OF ALL PUTNAM COUNTY ORDINANCES AND REGULATIONS AND CONDITIONS OF ZONING APPROVAL APPLICABLE AT THE TIME OF THIS APPROVAL BY THE DIRECTOR OF THE PLANNING AND DEVELOPMENT DEPARTMENT.

DIRECTOR OF THE PLANNING AND DEVELOPMENT — DATE

PUBLIC WORKS

I HEREBY CERTIFY THAT THE CONSTRUCTION PLANS FOR ALL PROPOSED ROADS MEET THE REQUIREMENTS OF THE PUTNAM COUNTY DEVELOPMENT REGULATIONS

PUBLIC WORKS DIRECTOR — DATE

WATER CERTIFICATION

I HEREBY CERTIFY THAT ALL PROPOSED LOTS OF THIS SUBDIVISION MEET THE REQUIREMENTS OF PIEDMONT WATER RESOURCES AND GEORGIA DEPARTMENT OF NATURAL RESOURCES – ENVIRONMENTAL PROTECTION DIVISION FOR INSTALLATION OF WATER SYSTEM.

WATER PROVIDER — DATE 5/3/22

EMERGENCY SERVICES

I HEREBY CERTIFY THAT THE CONSTRUCTION PLANS FOR PROPOSED DEVELOPMENTS MEET THE REQUIREMENTS OF THE PUTNAM COUNTY FIRE DEPARTMENT

PUTNAM COUNTY FIRE MARSHALL — DATE

DEVELOPMENT DATA

1. OWNER / DEVELOPER
   KINGSTON RANCH, LLC.
   235 CORPORATE CENTER DR., STE 100
   STOCKBRIDGE, GA 30281
   PHONE: (770) 507-0013

   24 HOUR CONTACT:
   BILL GOODWIN
   PHONE: (770) 652-6963
2. ENGINEER
   FALCON DESIGN CONSULTANTS, LLC
   235 CORPORATE CENTER DR.,
   SUITE 200
   STOCKBRIDGE, GA 30281
   PHONE: (770) 389-8666
3. SOURCE OF DATA
   FALCON DESIGN CONSULTANTS, LLC
   235 CORPORATE CENTER DR.,
   SUITE 200
   STOCKBRIDGE, GA 30281
   PHONE: (770) 389-8666

   TOPOGRAPHIC & BOUNDARY SURVEY PERFORMED BY:
   FALCON DESIGN CONSULTANTS, LLC
   DATED: MAY 8, 2018. (LAST REVISED MAY 28, 2018.)
5. FLOOD ZONE DATA
   THE PARCEL SHOWN HEREIN DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA 13237C0075C PER F.I.R.M. PANEL EFFECTIVE DATE. SEP. 26, 2008.

   PROJECT RECEIVING WATERS:
   CLARKS FORK
6. PROPERTY ADDRESS
   MARSHALL RD,
   PUTNAM COUNTY, GA 30625
   (PARCEL # 071 020)
7. SITE REQUIREMENTS

PROJECT AREA

OVERALL DEVELOPMENT	270.4 ACRES
GROSS DENSITY	2.29 DU/AC
OPEN SPACE	111.18 AC (41%)
TOTAL UNITS	620 UNITS
TOTAL 60' WIDE LOTS	62 UNITS
TOTAL 100' WIDE LOTS	547 UNITS
TOTAL TOWN-HOME UNITS	11 UNITS
8. ZONING:	RM-3
MIN. DWELLING UNIT	1,000 SF

UTILITY PROVIDERS

1. WATER: PIEDMONT WATER COMPANY
2. SEWER: PIEDMONT WATER COMPANY
3. ELECTRIC: TRI-COUNTY (EMC)

CIVIL ENGINEERING
COA NO. PER 004790
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

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

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

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

www.fdc-llc.com

COVER SHEET
FOR
KINGSTON ON LAKE OCONEE
PRELIMINARY PLAT
LOCATED IN:
L.L. 206, 207, 208, 324, 235, & 240, DISTRICT 4
PUTNAM COUNTY, GEORGIA

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

Know what's below. Call before you dig.
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1 (800) 282-7411 THROUGHOUT GEORGIA
OR DIAL 811
GEORGIA811
www.Georgia811.com

DATE:	3/29/22
SCALE:	N/A
PROJ NUMBER:	057.023
DRAWN BY:	JKN
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED No. 037614 PROFESSIONAL ENGINEER TYLER PRICE
3/29/22

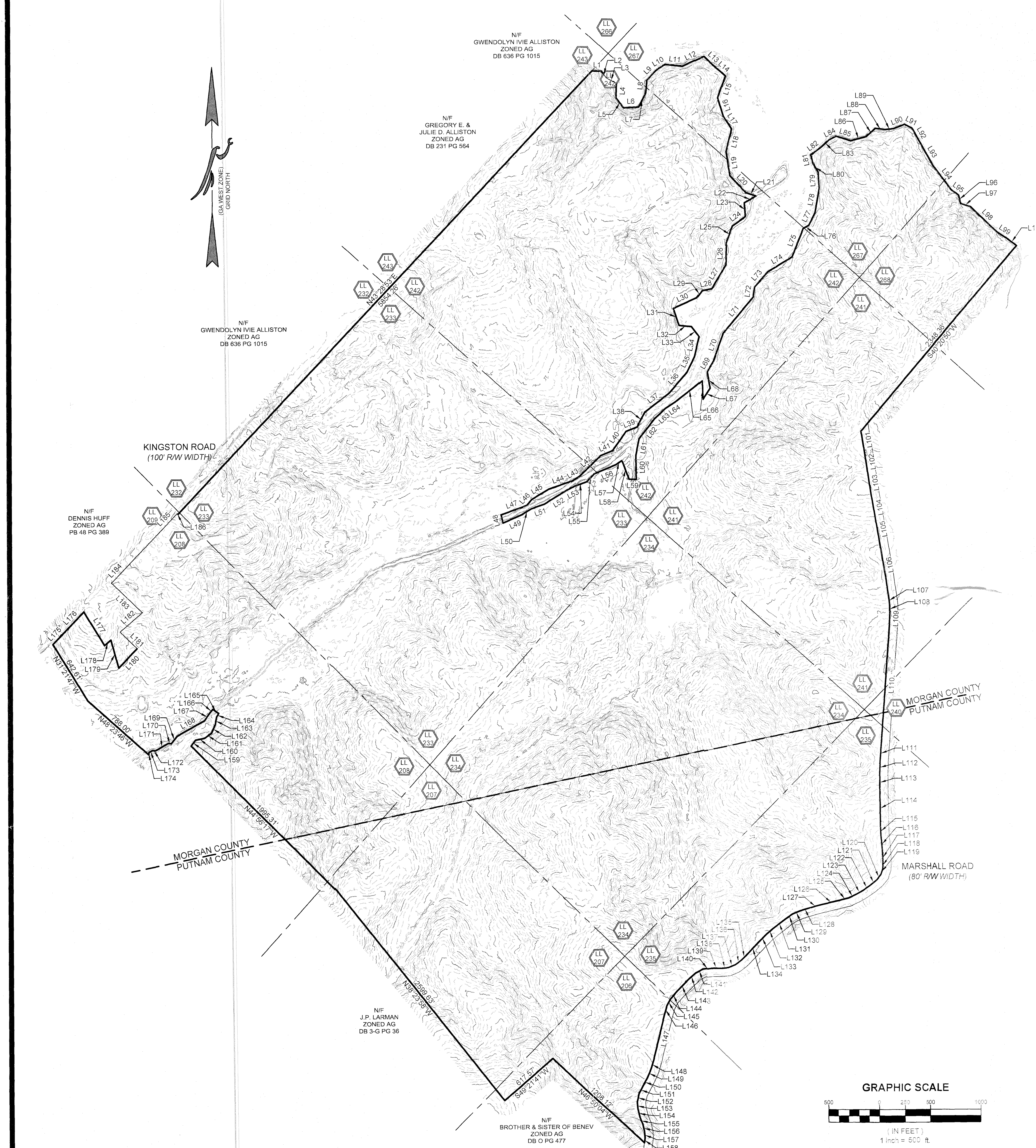
GSWCC# 0000069300

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

SHEET NUMBER

1.0

P:\Projects\Doug Adams- LGS Holdings\057.023 Kingston on Lake Oconee\PLANNING\PRELIMINARY PLAT\PP30- PUTNAM COUNTY-CVR.dwg, jlee, Tue, Apr 12, 2022 - 1:34pm



Parcel Line Table

Line #	Length	Direction
L1	91.56	S88° 38' 46.00"E
L2	79.47	S36° 37' 53.00"E
L3	112.49	S60° 44' 36.00"E
L4	141.85	S1° 27' 35.00"W
L5	119.45	S37° 35' 40.00"E
L6	147.43	N87° 15' 09.00"E
L7	153.06	N26° 33' 37.00"E
L8	126.95	N5° 08' 49.00"E
L9	141.74	N44° 42' 08.00"E
L10	91.86	N58° 52' 39.00"E
L11	165.75	S83° 17' 27.00"E
L12	232.00	N65° 03' 58.00"E
L13	145.42	S46° 01' 31.00"E
L14	134.92	S49° 47' 02.00"E
L15	225.72	S20° 02' 15.00"W
L16	186.08	S17° 09' 03.00"E
L17	145.47	S33° 14' 37.00"E
L18	224.38	S14° 12' 13.00"W
L19	235.42	S8° 56' 52.00"E
L20	225.19	S43° 28' 32.00"E
L21	103.96	S70° 50' 09.00"E

Parcel Line Table

Line #	Length	Direction
L22	130.50	S60° 36' 12.00"W
L23	133.00	S4° 04' 10.00"E
L24	155.43	S54° 32' 45.00"W
L25	168.29	S20° 30' 13.00"W
L26	215.64	S1° 19' 12.00"W
L27	267.96	S30° 47' 27.00"W
L28	93.42	S77° 57' 11.00"W
L29	91.95	S38° 06' 08.00"W
L30	248.47	S65° 21' 40.00"W
L31	172.36	S18° 21' 36.00"E
L32	119.88	S84° 10' 15.00"E
L33	120.35	S38° 27' 46.00"E
L34	199.36	S12° 43' 06.00"W
L35	166.41	S25° 58' 30.00"W
L36	270.76	S40° 34' 59.00"W
L37	299.19	S52° 15' 13.00"W
L38	157.04	S27° 26' 56.00"W
L39	116.53	S67° 39' 37.00"W
L40	224.48	S35° 00' 59.00"W
L41	128.45	S67° 03' 37.00"W
L42	280.84	S45° 42' 33.00"W

Parcel Line Table

Line #	Length	Direction
L43	87.90	S58° 19' 38.00"W
L44	248.07	S70° 44' 01.00"W
L45	182.60	S59° 17' 57.00"W
L46	78.67	S41° 25' 53.00"W
L47	264.21	S69° 55' 47.00"W
L48	80.85	S13° 33' 39.00"E
L49	207.16	N66° 05' 39.00"E
L50	101.35	N58° 28' 27.00"E
L51	134.20	N70° 48' 15.00"E
L52	253.58	N58° 24' 25.00"E
L53	81.54	N63° 51' 38.00"E
L54	131.88	N69° 48' 26.00"E
L55	102.29	N43° 07' 08.00"E
L56	227.80	N67° 21' 54.00"E
L57	72.04	N56° 23' 30.00"E
L58	192.97	S20° 52' 36.00"E
L59	69.18	S89° 16' 47.00"E
L60	230.65	N0° 50' 32.00"W
L61	164.34	N10° 53' 23.00"E
L62	247.09	N38° 02' 56.00"E
L63	141.69	N46° 51' 05.00"E

Parcel Line Table

Line #	Length	Direction
L64	134.40	N56° 00' 24.00"E
L65	314.98	N51° 50' 33.00"E
L66	176.99	S2° 13' 55.00"E
L67	126.50	N32° 53' 08.00"E
L68	160.71	N9° 29' 15.00"W
L69	122.85	N29° 37' 43.00"E
L70	281.87	N19° 21' 43.00"E
L71	453.73	N40° 03' 11.00"E
L72	99.72	N8° 10' 47.00"E
L73	195.36	N41° 25' 57.00"E
L74	274.53	N59° 13' 05.00"E
L75	294.38	N21° 35' 37.00"E
L76	62.67	N60° 28' 37.00"E
L77	134.49	N26° 37' 49.00"E
L78	238.73	N10° 20' 48.00"E
L79	159.92	N4° 15' 23.00"W
L80	99.90	N30° 33' 51.00"W
L81	79.30	N13° 10' 48.00"W
L82	135.51	N53° 00' 15.00"E
L83	92.56	N47° 45' 15.00"E
L84	79.31	N62° 32' 35.00"E

Parcel Line Table

Line #	Length	Direction
L85	147.46	S72° 01' 55.00"E
L86	155.45	N75° 15' 53.00"E
L87	120.70	N48° 01' 45.00"E
L88	94.41	S82° 17' 33.00"E
L89	86.07	N84° 14' 15.00"E
L90	111.62	N68° 26' 27.00"E
L91	82.00	S63° 30' 37.00"E
L92	175.54	S29° 11' 43.00"E
L93	244.16	S29° 20' 48.00"E
L94	287.88	S37° 30' 51.00"E
L95	90.12	S53° 09' 55.00"E
L96	80.81	S14° 25' 19.00"E
L97	100.14	S71° 27' 15.00"E
L98	349.07	S46° 29' 10.00"E
L99	121.33	S57° 52' 42.00"E
L100	114.88	S53° 08' 47.00"E
L101	198.57	S9° 17' 04.00"E
L102	219.70	S8° 50' 02.00"E
L103	186.62	S9° 00' 23.00"E
L104	297.80	S10° 06' 59.00"E
L105	124.13	S10° 06' 58.00"E

Parcel Line Table

Line #	Length	Direction
L106	591.15	S9° 39' 09.00"E
L107	93.63	S6° 00' 07.00"E
L108	75.78	S0° 24' 44.00"W
L109	100.78	S3° 37' 32.00"W
L110	1195.85	S4° 15' 20.00"W
L111	124.20	S4° 06' 59.00"W
L112	147.27	S2° 12' 19.00"W
L113	145.99	S0° 17' 15.00"W
L114	361.30	S0° 57' 42.00"E
L115	81.89	S2° 55' 04.00"E
L116	171.99	S5° 16' 40.00"E
L117	87.29	S2° 02' 06.00"E
L118	62.54	S2° 04' 24.00"W
L119	58.00	S17° 24' 01.00"W
L120	65.73	S39° 02' 05.00"W
L121	80.14	S50° 45' 06.00"W
L122	82.84	S55° 17' 52.00"W
L123	80.69	S60° 31' 54.00"W
L124	82.25	S65° 45' 46.00"W
L125	75.81	S76° 25' 42.00"W
L126	204.24	S77° 04' 43.00"W

Parcel Line Table

Line #	Length	Direction
L127	109.44	S74° 39' 54.00"W
L128	100.30	S72° 53' 46.00"W
L129	77.23	S67° 06' 59.00"W
L130	82.32	S56° 14' 37.00"W
L131	158.05	S52° 30' 11.00"W
L132	81.42	S49° 21' 45.00"W
L133	113.30	S44° 55' 43.00"W
L134	160.15	S43° 37' 07.00"W
L135	82.03	S45° 58' 46.00"W
L136	69.12	S53° 44' 46.00"W
L137	74.61	S66° 57' 24.00"W
L138	71.77	S84° 59' 26.00"W
L139	92.06	N89° 21' 00.00"W
L140	83.01	S81° 37' 09.00"W
L141	81.48	S62° 06' 34.00"W
L142	104.05	S48° 13' 59.00"W
L143	154.13	S44° 01' 06.00"W
L144	90.43	S40° 46' 02.00"W
L145	73.32	S28° 11' 59.00"W
L146	86.84	S15° 58' 11.00"W
L147	455.13	S13° 46' 01.00"W

Parcel Line Table

Line #	Length	Direction
L148	86.51	S16° 22' 10.00"W
L149	95.81	S23° 42' 02.00"W
L150	86.68	S28° 46' 15.00"W
L151	83.11	S27° 04' 29.00"W
L152	83.83	S12° 35' 06.00"W
L153	80.23	S5° 00' 57.00"E
L154	76.14	S13° 41' 03.00"E
L155	75.30	S20° 58' 26.00"E
L156	76.19	S13° 25' 39.00"E
L157	56.25	S3° 10' 47.00"E
L158	47.55	S7° 41' 26.00"W
L159	70.37	N37° 10' 32.00"E
L160	88.26	N78° 13' 35.00"E
L161	84.53	N56° 12' 35.00"E
L162	89.44	N23° 04' 35.00"E
L163	75.58	N10° 46' 35.00"E
L164	39.22	N30° 27' 35.00"E
L165	69.39	N54° 11' 25.00"W
L166	47.49	S39° 23' 14.00"W
L167	87.95	S35° 06' 12.00"W
L168	304.12	S61° 01' 58.00"W

Parcel Line Table

Line #	Length	Direction
L169	91.50	S38° 27' 12.00"W
L170	33.11	N86° 13' 56.00"W
L171	137.58	S59° 43' 52.00"W
L172	32.54	N86° 36' 50.00"W
L173	38.81	S62° 32' 55.00"W
L174	23.60	S2° 21' 42.00"W
L175	169.58	N43° 46' 45.00"E
L176	264.32	N43° 48' 44.00"E
L177	383.14	S31° 38' 27.00"E
L178	79.89	N49° 11' 59.00"E
L179	282.92	S15° 21' 10.00"E
L180	258.15	N43° 30' 46.00"E
L181	229.95	S45° 51' 54.00"E
L182	286.20	S49° 22' 26.00"W
L183	207.07	S45° 50' 46.00"E
L184	709.91	S43° 49' 17.00"W
L185	217.29	S43° 44' 54.00"W
L186	9.89	N45° 11' 01.00"W

CIVIL ENGINEERING
COA NO. PER 004790
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

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CUMMING OFFICE
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Ph. (678) 807-7100

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PRELIMINARY PLAT EXISTING CONDITIONS
KINGSTON ON LAKE OCONEE

LAND LOTS 207, 208, 233, 234, 235, 240, 241, 242, 267 & 268, GMD 278 & 285
MORGAN COUNTY, GEORGIA
& LAND LOTS 206, 207, 234, 235 & 240, GMD 306
PUTNAM COUNTY, GEORGIA

REVISIONS

1.	
2.	
3.	
4.	

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE HEREON. SAID CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.

DATE:	01-05-2021
SCALE:	1" = 500'
FILE NUMBER:	057.023
DRAWN BY:	
REVIEWED BY:	K BROWN

FOR REVIEW ONLY

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

SHEET NUMBER

2.0

NOTE

ALL LOTS TO BE SERVED BY
LOW PRESSURE SEWER SYSTEM
PER PRIVATE UTILITY COMPANY STANDARDS.

GRAPHIC SCALE

300 0 150 300 600

(IN FEET)
1 inch = 300 ft

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OVERALL UTILITY PLAN
FOR
KINGSTON ON LAKE OCONEE
PRELIMINARY PLAT
LOCATED IN:
L.L. 206, 207, 208, 234, 235, & 240, DISTRICT 4
PUTNAM COUNTY, GEORGIA

REVISIONS

DATE	REVISIONS
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Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER

DATE:	3/29/22
SCALE:	1" = 300'
PROJ NUMBER:	057.023
DRAWN BY:	JKN
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED No. 037614 PROFESSIONAL ENGINEER TYLER PRICE
3/29/22

GSWCC# 0000069300

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SHEET NUMBER

3.0

P:\Projects\Doug Adams- LGS Holdings\057.023 Kingston on Lake Oconee\PLANNING\PRELIMINARY PLAT\PP20 - UTL.dwg, jlee, Tue, Apr 05, 2022 - 8:14am

TYPICAL ROADWAY SECTION
(ALL ROADS WILL BE PRIVATE)

LAND USE SUMMARY

PUTNAM COUNTY
TOTAL ACREAGE: 270.4 ACRES
TOTAL UNITS : 620 UNITS
TOTAL 60' WIDE LOTS: 547 LOTS
TOTAL 100' WIDE LOTS: 11 LOTS
TOTAL TOWNHOME UNITS: 62
GROSS DENSITY: 2.29 DUA
TOTAL AC OF LOTS: 115.47 ACRES
TOTAL AC OF ROW: 45 ACRES
TOTAL AC OF OPEN SPACE/AMENITIES: 111.18 ACRES

LEGEND
OPEN SPACE
WETLANDS
D DETENTION POND

MINIMUM DESIGN STANDARDS

MIN. LOT WIDTH	MIN. LOT SIZE	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	TOTAL # OF LOTS
24' TH	2,400 SQ. FT.	20'	6' (15' BETWEEN BLDGS)	20'	62
60' SF	7,200 SQ. FT.	20'	7.5'	20'	547
100' SF	12,000 SQ. FT.	30'	10'	20'	11
				TOTAL	620

CIVIL ENGINEERING
COA NO. PER 004790
LAND SURVEYING
COA NO. LSF 000995
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LANDSCAPE ARCHITECT
LAND PLANNING

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

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OVERALL SITE PLAN
FOR
KINGSTON ON LAKE OCONEE PRELIMINARY PLAT
LOCATED IN:
L.L. 206, 207, 208, 234, 235, & 240, DISTRICT 4
PUTNAM COUNTY, GEORGIA

REVISIONS

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DATE:	3/29/22
SCALE:	1" = 200'
PROJ NUMBER:	057.023
DRAWN BY:	JKN
REVIEWED BY:	JDL
REVISED BY:	

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3/29/22

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SHEET NUMBER
4.0

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COA NO. PER 004790

LAND SURVEYING
COA NO. LSF 000995

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CUMMING OFFICE
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SITE PLAN
FOR
KINGSTON ON LAKE OCONEE
PRELIMINARY PLAT
LOCATED IN:
206, 207, 208, 234, 235, & 240, DISTRICT 4
PUTNAM COUNTY, GEORGIA

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

DATE:	3/29/22
SCALE:	1" = 100'
PROJ NUMBER:	057.023
DRAWN BY:	JKN
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED No. 037614 ENGINEER TYLER PRICE
3/29/22

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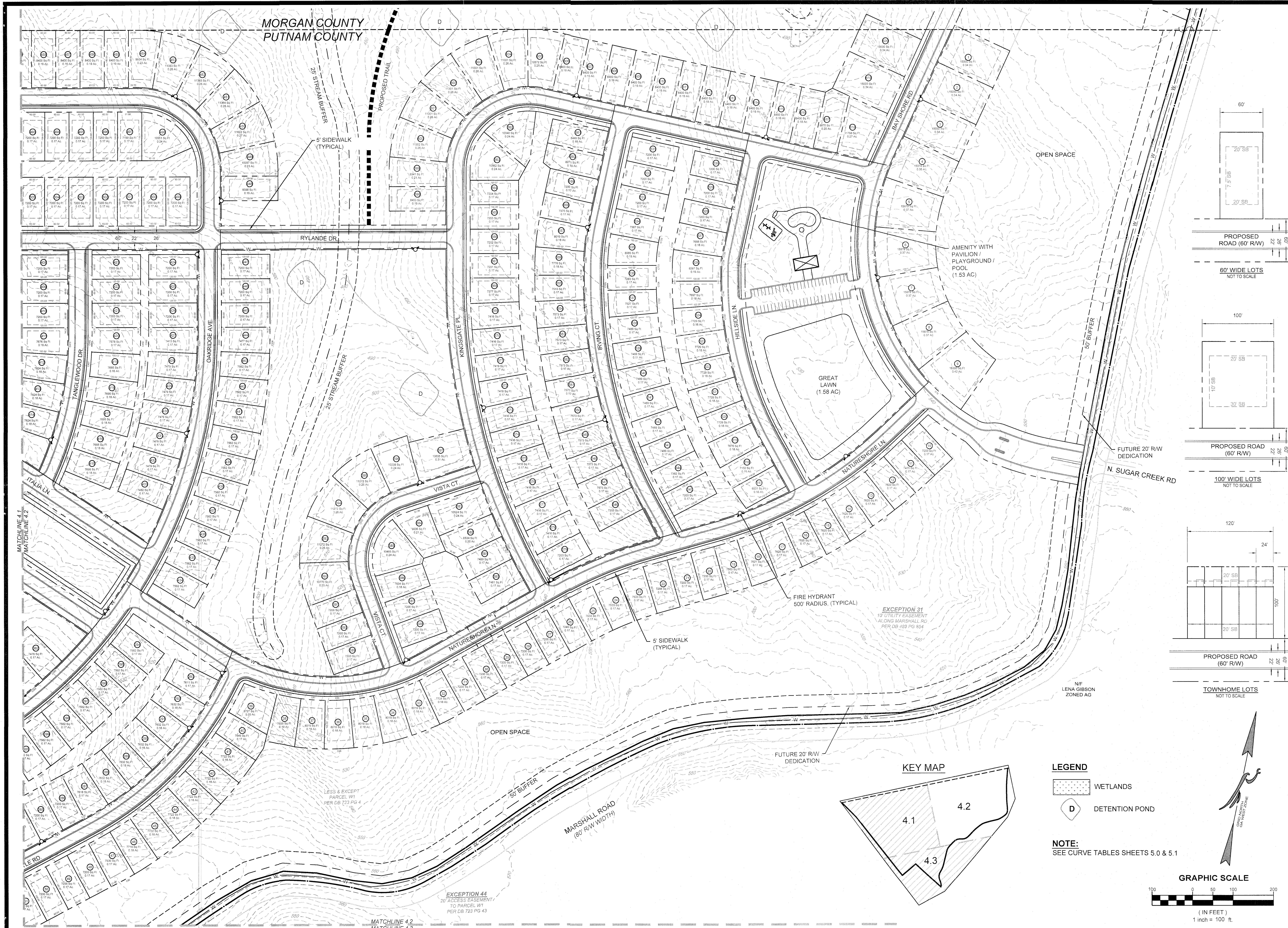
SHEET NUMBER
4.1

P:\Projects\Doug Adams- LGS Holdings\057.023 Kingston on Lake Oconee\PLANNING\PRELIMINARY PLAT\PP20 - SITE PLAN.dwg, jlee. Mon. May 02, 2022 - 2:17pm



CIVIL ENGINEERING
COA NO. PER 004790

LAND SURVEYING
COA NO. LSF 000995

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SITE PLAN FOR KINGSTON ON LAKE OCONEE PRELIMINARY PLAT

LOCATED IN:
L.L. 206, 207, 208, 234, 235, & 240, DISTRICT 4
PUTNAM COUNTY, GEORGIA

REVISIONS

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DATE:	3/29/22
SCALE:	1" = 100'
PROJ NUMBER:	057.023
DRAWN BY:	JKN
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED No. 037614 PROFESSIONAL ENGINEER TYLER PRICE
3/29/22

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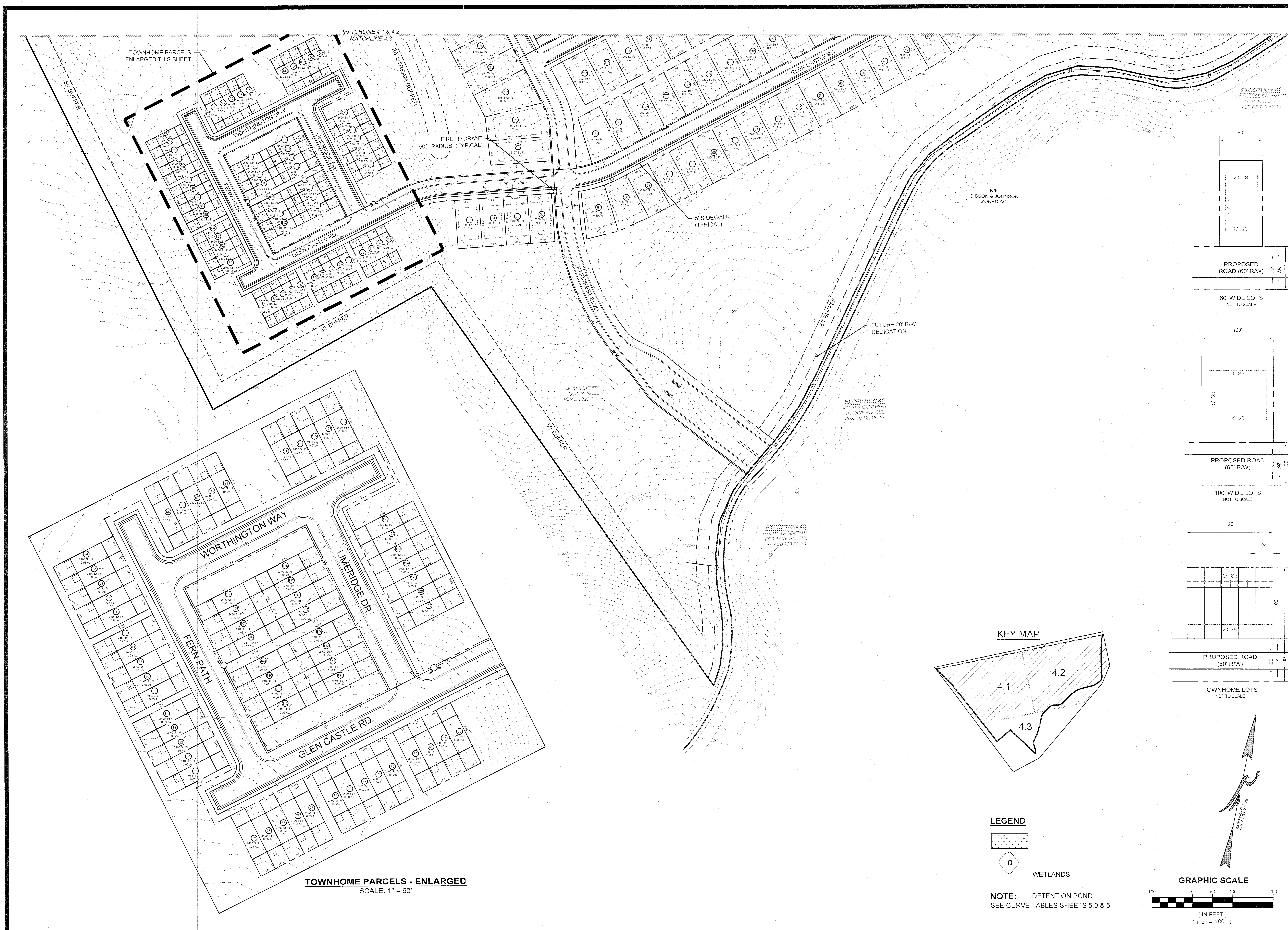
SHEET NUMBER

4.2



CIVIL ENGINEERING
COA NO. PER 004790

LAND SURVEYING
COA NO. LSF 000995

CONSTRUCTION MANAGEMENT

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SITE PLAN FOR KINGSTON ON LAKE OCONEE PRELIMINARY PLAT

LOCATED IN:
L.L. 206, 207, 208, 234, 235, & 240
PUTNAM COUNTY, GEORGIA

DATE	REVISIONS
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Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER

DATE:	3/29/22
SCALE:	1" = 100'
PROJ NUMBER:	057.023
DRAWN BY:	JKN
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED No. 037614 PROFESSIONAL ENGINEER TYLER PRICE
3/29/22

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SHEET NUMBER
4.3

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C4	48.96'	500.00'	N10° 18' 57"E	48.94'
C6	34.27'	350.00'	S10° 18' 57"W	34.26'
C7	125.33'	500.00'	N0° 19' 48"E	125.00'
C8	87.73'	350.00'	S0° 19' 48"W	87.50'
C9	125.33'	500.00'	N14° 01' 54"W	125.00'
C10	87.73'	350.00'	S14° 01' 54"E	87.50'
C11	125.33'	500.00'	N28° 23' 35"W	125.00'
C12	87.73'	350.00'	S28° 23' 35"E	87.50'
C13	125.33'	500.00'	N42° 45' 17"W	125.00'
C14	87.73'	350.00'	S42° 45' 17"E	87.50'
C15	143.53'	500.00'	N58° 09' 33"W	143.04'
C16	100.47'	350.00'	S58° 09' 33"E	100.13'
C18	43.21'	1150.00'	S36° 07' 22"W	43.21'
C19	38.70'	1030.00'	N36° 07' 23"E	38.70'
C20	60.01'	1030.00'	N38° 52' 07"E	60.00'
C21	67.00'	1150.00'	S38° 52' 07"W	66.99'
C22	60.01'	1030.00'	N42° 12' 24"E	60.00'
C23	67.00'	1150.00'	S42° 12' 24"W	66.99'
C24	60.01'	1030.00'	N45° 32' 41"E	60.00'
C25	67.00'	1150.00'	S45° 32' 41"W	66.99'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C26	60.01'	1030.00'	N48° 52' 58"E	60.00'
C27	67.00'	1150.00'	S48° 52' 58"W	66.99'
C28	60.01'	1030.00'	N52° 13' 15"E	60.00'
C29	67.00'	1150.00'	S52° 13' 15"W	66.99'
C30	60.01'	1030.00'	N55° 33' 32"E	60.00'
C31	67.00'	1150.00'	S55° 33' 32"W	66.99'
C32	60.01'	1030.00'	N58° 53' 50"E	60.00'
C33	67.00'	1150.00'	S58° 53' 50"W	66.99'
C34	43.28'	1030.00'	N61° 46' 12"E	43.28'
C35	48.32'	1150.00'	S61° 46' 13"W	48.32'
C40	17.39'	850.01'	S62° 23' 15"W	17.39'
C41	19.85'	970.00'	N62° 23' 16"E	19.85'
C42	66.91'	970.00'	N59° 49' 32"E	66.90'
C43	58.63'	850.01'	S59° 49' 32"W	58.62'
C44	66.91'	970.00'	N55° 52' 24"E	66.90'
C45	58.63'	850.01'	S55° 52' 24"W	58.62'
C46	66.91'	970.00'	N51° 55' 16"E	66.90'
C47	58.63'	850.01'	S51° 55' 16"W	58.62'
C48	9.86'	970.00'	N49° 39' 13"E	9.86'
C49	8.64'	850.01'	S49° 39' 14"W	8.64'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C57	47.78'	650.00'	S51° 28' 06"W	47.77'
C58	38.96'	530.00'	N51° 28' 06"E	38.95'
C59	60.03'	530.00'	N56° 49' 10"E	60.00'
C60	73.62'	650.00'	S56° 49' 10"W	73.58'
C61	60.03'	530.00'	N63° 18' 33"E	60.00'
C62	73.62'	650.00'	S63° 18' 33"W	73.58'
C63	60.03'	530.00'	N69° 47' 56"E	60.00'
C64	73.62'	650.00'	S69° 47' 56"W	73.58'
C65	60.03'	530.00'	N76° 17' 20"E	60.00'
C66	73.62'	650.00'	S76° 17' 20"W	73.58'
C67	60.03'	530.00'	N82° 46' 43"E	60.00'
C68	73.62'	650.00'	S82° 46' 43"W	73.58'
C69	60.03'	530.00'	N89° 16' 06"E	60.00'
C70	86.08'	530.00'	S82° 50' 02"E	85.98'
C71	56.08'	830.00'	N16° 59' 57"E	56.07'
C72	35.65'	950.00'	S22° 00' 08"W	35.65'
C73	60.01'	830.00'	N21° 00' 22"E	60.00'
C74	68.69'	950.00'	S25° 08' 56"W	68.67'
C75	60.01'	830.00'	N25° 08' 56"E	60.00'
C76	68.69'	950.00'	S29° 17' 29"W	68.67'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C77	60.01'	830.00'	N29° 17' 29"E	60.00'
C78	68.69'	950.00'	S33° 26' 03"W	68.67'
C79	60.01'	830.00'	N33° 26' 03"E	60.00'
C80	68.69'	950.00'	S37° 34' 37"W	68.67'
C81	60.01'	830.00'	N37° 34' 37"E	60.00'
C82	68.69'	950.00'	S41° 43' 11"W	68.67'
C83	60.01'	830.00'	N41° 43' 11"E	60.00'
C84	68.67'	950.00'	S45° 51' 43"W	68.65'
C85	59.97'	830.00'	N45° 51' 40"E	59.96'
C86	43.64'	950.00'	S49° 14' 54"W	43.63'
C87	38.15'	830.00'	N49° 14' 51"E	38.14'
C88	46.80'	318.41'	N54° 30' 46"E	46.76'
C89	59.96'	318.41'	N64° 07' 05"E	59.87'
C90	20.00'	200.00'	S48° 44' 08"W	19.99'
C92	25.66'	60.00'	S13° 08' 15"E	25.47'
C93	23.83'	28.00'	S1° 00' 20"E	23.12'
C95	88.37'	220.00'	S34° 53' 10"W	87.77'
C96	43.93'	60.00'	S20° 05' 25"W	42.96'
C97	43.93'	60.00'	S62° 02' 27"W	42.96'
C98	43.93'	60.00'	N76° 00' 31"W	42.96'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C99	43.93'	60.00'	N34° 03' 29"W	42.96'
C100	43.93'	60.00'	N7° 53' 33"E	42.96'
C101	45.32'	60.00'	N50° 30' 29"E	44.25'
C103	23.83'	28.00'	N47° 45' 50"E	23.12'
C104	57.81'	279.96'	N29° 17' 37"E	57.71'
C106	60.12'	279.96'	N41° 21' 40"E	60.00'
C107	106.06'	220.00'	N52° 12' 37"W	105.04'
C108	139.84'	220.00'	N84° 13' 52"W	137.50'
C109	78.32'	220.00'	S67° 21' 35"W	77.91'
C110	42.99'	60.00'	S28° 56' 44"W	42.08'
C111	23.82'	28.00'	S32° 47' 22"W	23.11'
C112	40.28'	60.00'	S68° 42' 24"W	39.53'
C113	40.28'	60.00'	N72° 49' 32"W	39.53'
C114	40.28'	60.00'	N34° 21' 28"W	39.53'
C115	40.28'	60.00'	N4° 06' 36"E	39.53'
C116	40.28'	60.00'	N42° 34' 40"E	39.53'
C117	23.85'	28.00'	N81° 33' 32"E	23.13'
C118	46.23'	60.00'	N83° 53' 04"E	45.09'
C119	23.34'	280.00'	N59° 32' 55"E	23.33'
C120	60.10'	280.00'	N68° 05' 09"E	59.99'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C121	90.00'	420.00'	S68° 04' 32"W	89.83'
C122	60.08'	280.00'	N80° 22' 56"E	59.97'
C123	90.14'	420.00'	S80° 21' 47"W	89.97'
C124	60.07'	280.00'	S87° 19' 28"E	59.95'
C125	90.13'	420.00'	N87° 20' 28"W	89.95'
C126	60.06'	280.00'	S75° 02' 01"E	59.94'
C127	90.12'	420.00'	N75° 02' 48"W	89.94'
C128	60.05'	280.00'	S62° 44' 40"E	59.94'
C129	90.11'	420.00'	N62° 45' 12"W	89.94'
C130	60.05'	280.00'	S50° 27' 23"E	59.93'
C131	90.11'	420.00'	N50° 27' 40"W	89.93'
C132	43.36'	420.00'	N41° 21' 26"W	43.34'
C133	28.90'	280.00'	S41° 21' 22"E	28.89'
C144	91.17'	470.00'	N32° 50' 31"W	91.03'
C145	64.02'	330.00'	S32° 50' 31"E	63.91'
C147	99.88'	470.00'	N21° 11' 47"W	99.70'
C148	70.13'	330.00'	S21° 11' 47"E	70.00'
C149	99.88'	470.00'	N9° 01' 11"W	99.70'
C150	70.13'	330.00'	S9° 01' 11"E	70.00'
C151	99.88'	470.00'	N3° 09' 24"E	99.70'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C152	70.13'	330.00'	S3° 09' 24"W	70.00'
C153	99.88'	470.00'	N15° 20' 00"E	99.70'
C154	70.13'	330.00'	S15° 19' 59"W	70.00'
C155	85.45'	470.00'	N50° 59' 00"E	85.34'
C156	60.00'	330.00'	S50° 59' 00"W	59.92'
C157	60.00'	330.00'	S61° 24' 03"W	59.92'
C158	85.07'	470.00'	N61° 22' 38"E	84.95'
C159	60.00'	330.00'	S71° 49' 05"W	59.92'
C160	7.92'	330.00'	S77° 42' 53"W	7.92'
C161	6.56'	230.00'	S79° 13' 11"W	6.56'
C162	20.86'	370.00'	S86° 37' 53"E	20.85'
C163	60.00'	230.00'	S87° 30' 37"W	59.83'
C164	96.52'	370.00'	S77° 32' 35"E	96.25'
C165	60.00'	230.00'	N77° 32' 35"W	59.83'
C167	8.94'	230.00'	N68° 57' 23"W	8.94'
C168	14.38'	370.00'	S68° 57' 23"E	14.38'
C170	24.74'	150.00'	S73° 40' 37"W	24.72'
C171	44.54'	270.00'	N73° 40' 37"E	44.49'
C172	60.00'	150.00'	S57° 29' 31"W	59.60'
C173	108.00'	270.00'	N57° 29' 31"E	107.28'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C174	60.00'	150.00'	S34° 34' 25"W	59.60'
C175	108.00'	270.00'	N34° 34' 25"E	107.28'
C176	60.00'	150.00'	S11° 39' 19"W	59.60'
C177	108.00'	270.00'	N11° 39' 19"E	107.28'
C178	60.00'	150.00'	S11° 15' 47"E	59.60'
C179	108.00'	270.00'	N11° 15' 47"W	107.28'
C180	41.04'	150.00'	S30° 33' 39"E	40.92'
C181	73.88'	270.00'	N30° 33' 39"W	73.65'
C182	52.40'	710.00'	N49° 29' 11"E	52.39'
C183	61.26'	830.00'	S49° 29' 11"W	61.24'
C184	60.02'	710.00'	N44° 57' 02"E	60.00'
C185	70.16'	830.00'	S44° 57' 02"W	70.14'
C186	60.02'	710.00'	N40° 06' 26"E	60.00'
C187	70.16'	830.00'	S40° 06' 26"W	70.14'
C188	60.02'	710.00'	N35° 15' 50"E	60.00'
C189	70.16'	830.00'	S35° 15' 50"W	70.14'
C190	60.02'	710.00'	N30° 25' 14"E	60.00'
C191	70.16'	830.00'	S30° 25' 14"W	70.14'
C192	47.65'	710.00'	N26° 04' 34"E	47.64'
C193	55.70'	830.00'	S26° 04' 34"W	55.69'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C194	50.94'	180.00'	N16° 02' 46"E	50.77'
C195	84.90'	300.00'	S16° 02' 46"W	84.62'
C196	100.21'	300.00'	S1° 37' 51"E	99.75'
C197	60.13'	180.00'	N1° 37' 51"W	59.85'
C198	44.36'	550.00'	N26° 27' 50"E	44.34'
C199	54.03'	670.00'	S26° 27' 50"W	54.02'
C200	60.00'	550.00'	N31° 53' 58"E	59.97'
C201	73.09'	670.00'	S31° 53' 58"W	73.05'
C202	60.00'	550.00'	N38° 09' 00"E	59.97'
C203	73.09'	670.00'	S38° 09' 00"W	73.05'
C204	60.00'	550.00'	N44° 24' 01"E	59.97'
C205	73.09'	670.00'	S44° 24' 01"W	73.05'
C206	39.12'	550.00'	N49° 33' 47"E	39.11'
C207	47.65'	670.00'	S49° 33' 47"W	47.64'
C208	54.36'	730.00'	N49° 28' 01"E	54.35'
C209	64.79'	870.00'	S49° 28' 01"W	64.78'
C210	60.00'	730.00'	N44° 58' 44"E	59.98'
C211	71.51'	870.00'	S44° 58' 44"W	71.49'
C212	60.00'	730.00'	N40° 16' 11"E	59.98'
C213	71.51'	870.00'	S40° 16' 11"W	71.49'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C214	60.00'	730.00'	N35° 33' 38"E	59.98'
C215	71.51'	870.00'	S35° 33' 38"W	71.49'
C216	60.00'	730.00'	N30° 51' 04"E	59.98'
C217	71.51'	870.00'	S30° 51' 04"W	71.49'
C218	65.95'	870.00'	S26° 19' 30"W	65.93'
C219	55.33'	730.00'	N26° 19' 30"E	55.32'
C220	60.02'	680.00'	S16° 06' 49"W	60.00'
C221	72.38'	820.00'	N16° 06' 49"E	72.35'
C222	70.63'	680.00'	S10° 36' 34"W	70.60'
C223	85.17'	820.00'	N10° 36' 34"E	85.13'
C224	60.02'	680.00'	S5° 06' 19"W	60.00'
C225	72.38'	820.00'	N5° 06' 19"E	72.35'
C226	60.02'	680.00'	S0° 02' 53"W	60.00'
C227	72.38'	820.00'	N0° 02' 53"E	72.35'
C228	60.02'	680.00'	S5° 00' 32"E	60.00'
C229	72.38'	820.00'	N5° 00' 32"W	72.35'
C230	60.02'	680.00'	S10° 03' 58"E	60.00'
C231	72.38'	820.00'	N10° 03' 58"W	72.35'
C232	60.02'	680.00'	S15° 07' 24"E	60.00'
C233	72.38'	820.00'	N15° 07' 24"W	72.35'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C234	60.02'	680.00'	S20° 10' 50"E	60.00'
C235	72.38'	820.00'	N20° 10' 50"W	72.35'
C236	60.02'	680.00'	S25° 14' 15"E	60.00'
C237	72.38'	820.00'	N25° 14' 15"W	72.35'
C238	60.02'	680.00'	S30° 17' 41"E	60.00'
C239	72.38'	820.00'	N30° 17' 41"W	72.35'
C240	60.02'	680.00'	S35° 21' 07"E	60.00'
C241	72.38'	820.00'	N35° 21' 07"W	72.35'
C242	18.46'	680.00'	S38° 39' 29"E	18.46'
C245	22.26'	820.00'	N38° 39' 29"W	22.26'
C284	70.24'	170.00'	S27° 35' 59"E	69.74'
C288	49.10'	270.00'	S55° 46' 25"W	49.03'
C301	66.68'	770.02'	S48° 04' 59"W	66.66'
C303	56.29'	650.00'	N48° 05' 00"E	56.27'
C304	68.98'	770.02'	S43° 02' 10"W	68.96'
C305	58.23'	650.00'	N43° 02' 10"E	58.21'
C306	68.98'	770.02'	S37° 54' 12"W	68.96'
C307	58.23'	650.00'	N37° 54' 12"E	58.21'
C308	68.98'	770.02'	S32° 46' 15"W	68.96'
C309	58.23'	650.00'	N32° 46' 14"E	58.21'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C310	68.98'	770.02'	S27° 38' 18"W	68.96'
C311	58.23'	650.00'	N27° 38' 17"E	58.21'
C312	68.98'	770.02'	S22° 30' 21"W	68.96'
C313	58.23'	650.00'	N22° 30' 19"E	58.21'
C314	68.53'	770.02'	S17° 23' 24"W	68.51'
C315	55.31'	650.00'	N17° 30' 04"E	55.29'
C316	66.03'	1315.00'	S26° 38' 48"W	66.02'
C317	60.00'	1195.00'	N26° 38' 48"E	59.99'
C318	66.03'	1315.00'	S29° 31' 25"W	66.02'
C319	60.00'	1195.00'	N29° 31' 25"E	59.99'
C320	66.03'	1315.00'	S32° 24' 01"W	66.02'
C321	60.00'	1195.00'	N32° 24' 01"E	59.99'
C322	66.03'	1315.00'	S35° 16' 37"W	66.02'
C323	60.00'	1195.00'	N35° 16' 37"E	59.99'
C324	66.03'	1315.00'	S38° 09' 14"W	66.02'
C325	60.00'	1195.00'	N38° 09' 14"E	59.99'
C326	66.03'	1315.00'	S41° 01' 50"W	66.02'
C327	60.00'	1195.00'	N41° 01' 50"E	59.99'
C328	66.03'	1315.00'	S43° 54' 27"W	66.02'
C329	60.00'	1195.00'	N43° 54' 27"E	59.99'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C330	66.03'	1315.00'	S46° 47' 03"W	66.02'
C331	60.00'	1195.00'	N46° 47' 03"E	59.99'
C332	48.84'	1195.00'	N49° 23' 36"E	48.84'
C333	53.74'	1315.00'	S49° 23' 36"W	53.74'
C334	47.30'	620.00'	N37° 15' 00"W	47.29'
C335	38.15'	500.00'	S37° 15' 00"E	38.14'
C336	57.72'	500.00'	S31° 45' 25"E	57.69'
C337	71.58'	620.00'	N31° 45' 25"W	71.54'
C338	57.72'	500.00'	S25° 08' 32"E	57.69'
C339	71.58'	620.00'	N25° 08' 32"W	71.54'
C340	57.72'	500.00'	S18° 31' 39"E	57.69'
C341	71.58'	620.00'	N18° 31' 39"W	71.54'
C342	57.72'	500.00'	S11° 54' 46"E	57.69'
C343	71.58'	620.00'	N11° 54' 46"W	71.54'
C344	57.72'	500.00'	S5° 17' 53"E	57.69'
C345	71.58'	620.00'	N5° 17' 53"W	71.54'
C346	57.72'	500.00'	S1° 19' 00"W	57.69'
C347	71.58'	620.00'	N1° 19' 00"E	71.54'
C348	66.43'	500.00'	S8° 25' 49"W	66.38'
C349	82.38'	620.00'	N8° 25' 49"E	82.31'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C350	74.44'	620.00'	N15° 40' 35"E	74.40'
C351	60.04'	500.00'	S15° 40' 35"W	60.00'
C352	60.18'	225.00'	S0° 40' 05"E	60.00'
C353	92.27'	345.00'	N0° 40' 05"W	92.00'
C354	70.29'	225.00'	S17° 16' 46"E	70.00'
C355	107.77'	345.00'	N17° 16' 46"W	107.33'
C356	70.29'	225.00'	S35° 10' 39"E	70.00'
C357	107.77'	345.00'	N35° 10' 39"W	107.33'
C358	70.29'	225.00'	S53° 04' 31"E	70.00'
C360	106.50'	345.00'	N52° 58' 11"W	106.08'
C361	126.60'	365.00'	N73° 15' 22"W	125.97'
C363	70.29'	225.00'	S70° 58' 24"E	70.00'
C365	30.72'	230.00'	S1° 24' 40"E	30.70'
C366	138.31'	350.00'	N8° 54' 21"W	137.41'
C368	60.17'	230.00'	S12° 43' 56"E	60.00'
C369	60.17'	230.00'	S27° 43' 18"E	60.00'
C371	83.27'	350.00'	N27° 02' 32"W	83.07'
C372	16.94'	230.00'	S37° 19' 33"E	16.93'
C384	5.76'	1015.00'	N50° 24' 06"E	5.76'
C385	6.44'	1135.00'	S50° 24' 06"W	6.44'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C387	58.85'	1015.00'	N48° 34' 42"E	58.84'
C388	65.81'	1135.00'	S48° 34' 42"W	65.80'
C389	65.81'	1135.00'	S45° 15' 23"W	65.80'
C390	58.85'	1015.00'	N45° 15' 23"E	58.84'
C391	65.81'	1135.00'	S41° 56' 04"W	65.80'
C392	58.85'	1015.00'	N41° 56' 04"E	58.84'
C393	65.81'	1135.00'	S38° 36' 45"W	65.80'
C394	58.85'	1015.00'	N38° 36' 45"E	58.84'
C395	65.78'	1135.00'	S35° 17' 29"W	65.77'
C396	58.82'	1015.00'	N35° 17' 29"E	58.81'
C397	68.24'	995.00'	S36° 25' 35"W	68.23'
C398	60.01'	875.00'	N36° 25' 35"E	60.00'
C399	60.01'	875.00'	N40° 21' 21"E	60.00'
C400	68.24'	995.00'	S40° 21' 21"W	68.23'
C401	60.01'	875.00'	N44° 17' 08"E	60.00'
C402	68.24'	995.00'	S44° 17' 08"W	68.23'
C403	60.01'	875.00'	N48° 12' 54"E	60.00'
C404	68.24'	995.00'	S48° 12' 54"W	68.23'
C405	5.87'	875.00'	N50° 22' 20"E	5.87'
C406	6.67'	995.00'	S50° 22' 20"W	6.67'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C415	5.70'	695.00'	N50° 19' 45"E	5.70'
C416	6.69'	815.00'	S50° 19' 45"W	6.69'
C417	68.41'	815.00'	S47° 41' 21"W	68.39'
C418	58.34'	695.00'	N47° 41' 21"E	58.32'
C419	68.41'	815.00'	S42° 52' 47"W	68.39'
C420	58.34'	695.00'	N42° 52' 47"E	58.32'
C421	70.51'	815.00'	S37° 59' 48"W	70.48'
C422	60.02'	695.00'	N38° 00' 04"E	60.00'
C423	71.43'	675.00'	S40° 43' 47"W	71.40'
C424	58.60'	555.00'	N40° 44' 11"E	58.57'
C425	73.01'	675.00'	S46° 51' 35"W	72.97'
C426	60.03'	555.00'	N46° 51' 35"E	60.00'
C427	7.14'	675.00'	S50° 15' 41"W	7.14'
C428	5.87'	555.00'	N50° 15' 41"E	5.87'
C436	5.57'	375.00'	N50° 08' 19"E	5.57'
C437	7.35'	495.00'	S50° 08' 19"W	7.35'
C439	57.02'	375.00'	N45° 21' 26"E	56.96'
C440	75.26'	495.00'	S45° 21' 26"W	75.19'
C441	75.26'	495.00'	S36° 38' 44"W	75.19'
C442	57.02'	375.00'	N36° 38' 44"E	56.96'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C443	60.00'	225.00'	N39° 44' 55"E	59.82'
C444	91.62'	345.00'	S39° 46' 48"W	91.35'
C445	60.00'	225.00'	N55° 01' 38"E	59.82'
C446	92.00'	345.00'	S55° 01' 38"W	91.73'
C447	60.00'	225.00'	N70° 18' 21"E	59.82'
C448	92.00'	345.00'	S70° 18' 22"W	91.73'
C449	60.00'	225.00'	N4° 40' 50"E	59.82'
C450	92.32'	345.00'	S4° 42' 27"W	92.05'
C451	60.36'	225.00'	N10° 38' 38"W	60.18'
C452	92.55'	345.00'	S10° 38' 38"E	92.27'
C453	57.44'	495.00'	S8° 16' 23"E	57.41'
C454	43.52'	375.00'	N8° 16' 23"W	43.49'
C455	75.26'	495.00'	S0° 35' 35"E	75.19'
C456	57.02'	375.00'	N0° 35' 35"W	56.96'
C457	75.26'	495.00'	S8° 07' 07"W	75.19'
C458	57.02'	375.00'	N8° 07' 07"E	56.96'
C459	60.03'	555.00'	N2° 25' 41"E	60.00'
C460	73.01'	675.00'	S2° 25' 41"W	72.97'
C461	60.03'	555.00'	N3° 46' 09"W	60.00'
C462	73.01'	675.00'	S3° 46' 09"E	72.97'

Curve Table

Curve #	Arc Length	Radius	Chord	Length
C464	55.72'	675.00'	S9° 13' 57"E	55.70'
C465	45.81'	555.00'	N9° 13' 57"W	45.80'
C473	53.72'	815.00'	S9° 42' 33"E	53.71'
C474	45.81'	695.00'	N9° 42' 33"W	45.80'
C475	70.38'	815.00'	S5° 20' 50"E	70.36'
C476	60.02'	695.00'	N5° 20' 50"W	60.00'
C477	70.38'	815.00'	S0° 23' 57"E	70.36'
C478	60.02'	695.00'	N0° 23' 57"W	60.00'
C479	60.02'	695.00'	N4° 32' 55"E	60.00'
C480	70.38'	815.00'	S4° 32' 55"W	70.36'
C481	60.01'	875.00'	N9° 05' 06"E	60.00'
C482	68.24'	995.00'	S9° 05' 06"W	68.23'
C483	60.01'	875.00'	N5° 09' 19"E	60.00'
C484	68.24'	995.00'	S5° 09' 19"W	68.23'
C485	68.24'	995.00'	S1° 13' 33"W	68.23'
C486	60.01'	875.00'	N1° 13' 33"E	60.00'
C487	60.01'	875.00'	N6° 38' 01"W	60.00'
C488	68.24'	995.00'	S6° 38' 01"E	68.23'
C489	68.24'	995.00'	S2° 42' 14"E	68.23'
C490	60.01'	875.00'	N2° 42' 14"W	60.00'

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CURVE TABLE FOR
KINGSTON ON LAKE OCONEE
PRELIMINARY PLAT
LOCATED IN:
L.L. 206, 207, 208, 234, 235, & 240
PUTNAM COUNTY, GEORGIA

REVISIONS

DATE	
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Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER

DATE:	3/29/22
SCALE:	1" = 100'
PROJ NUMBER:	057.023
DRAWN BY:	JKN
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED No. 037614 PROFESSIONAL ENGINEER TYLER PRICE
3/29/22

GSWCC# 0000069300
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SHEET NUMBER
5.0

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C492	52.08'	995.00'	S10° 05' 52"E	52.08'
C493	45.80'	875.00'	N10° 05' 52"W	45.80'
C501	50.22'	1135.00'	S10° 19' 47"E	50.22'
C502	44.91'	1015.00'	N10° 19' 47"W	44.91'
C503	65.81'	1135.00'	S7° 24' 04"E	65.80'
C504	58.85'	1015.00'	N7° 24' 04"W	58.84'
C505	65.81'	1135.00'	S4° 04' 45"E	65.80'
C506	58.85'	1015.00'	N4° 04' 45"W	58.84'
C507	65.81'	1135.00'	S0° 45' 26"E	65.80'
C508	58.85'	1015.00'	N0° 45' 26"W	58.84'
C509	65.81'	1135.00'	S2° 33' 53"W	65.80'
C510	58.85'	1015.00'	N2° 33' 53"E	58.84'
C511	58.85'	1015.00'	N5° 53' 12"E	58.84'
C512	65.81'	1135.00'	S5° 53' 12"W	65.80'
C513	58.87'	1015.00'	N9° 12' 34"E	58.87'
C514	65.83'	1135.00'	S9° 12' 34"W	65.82'
C515	66.03'	1315.00'	S17° 55' 50"W	66.03'
C516	60.01'	1195.00'	N17° 55' 50"E	60.00'
C517	66.03'	1315.00'	S15° 03' 13"W	66.03'
C518	60.01'	1195.00'	N15° 03' 13"E	60.00'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C519	66.03'	1315.00'	S12° 10' 35"W	66.03'
C520	60.01'	1195.00'	N12° 10' 35"E	60.00'
C521	60.01'	1195.00'	N9° 17' 58"E	60.00'
C522	66.03'	1315.00'	S9° 17' 58"W	66.03'
C523	60.01'	1195.00'	N6° 25' 20"E	60.00'
C524	66.03'	1315.00'	S6° 25' 20"W	66.03'
C525	60.01'	1195.00'	N3° 32' 43"E	60.00'
C526	66.03'	1315.00'	S3° 32' 43"W	66.03'
C527	60.01'	1195.00'	N0° 40' 05"E	60.00'
C528	66.03'	1315.00'	S0° 40' 05"W	66.03'
C529	60.01'	1195.00'	N2° 12' 32"W	60.00'
C530	66.03'	1315.00'	S2° 12' 32"E	66.03'
C531	60.01'	1195.00'	N5° 05' 10"W	60.00'
C532	66.03'	1315.00'	S5° 05' 10"E	66.03'
C533	60.01'	1195.00'	N7° 57' 47"W	60.00'
C534	66.03'	1315.00'	S7° 57' 47"E	66.03'
C536	50.40'	1315.00'	S10° 29' 58"E	50.39'
C537	45.80'	1195.00'	N10° 29' 58"W	45.79'
C541	43.75'	205.00'	N17° 42' 40"W	43.67'
C542	68.62'	345.00'	S18° 07' 34"E	68.51'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C543	104.15'	345.00'	S32° 28' 21"E	103.75'
C544	61.88'	205.00'	N32° 28' 21"W	61.65'
C545	101.84'	345.00'	S49° 34' 36"E	101.47'
C546	60.51'	205.00'	N49° 34' 36"W	60.29'
C547	102.09'	345.00'	S66° 30' 38"E	101.72'
C548	60.66'	205.00'	N66° 30' 38"W	60.44'
C549	102.00'	345.00'	S83° 27' 28"E	101.63'
C550	60.61'	205.00'	N83° 27' 28"W	60.39'
C552	58.22'	345.00'	N83° 14' 15"E	58.16'
C553	34.60'	205.00'	S83° 14' 15"W	34.56'
C568	30.35'	820.00'	N77° 20' 32"E	30.35'
C570	25.17'	680.00'	S77° 20' 32"W	25.17'
C571	70.01'	680.00'	S73° 19' 58"W	69.97'
C572	84.42'	820.00'	N73° 19' 58"E	84.38'
C573	84.45'	820.00'	N67° 25' 59"E	84.41'
C574	70.03'	680.00'	S67° 25' 59"W	70.00'
C575	84.45'	820.00'	N61° 31' 57"E	84.41'
C576	70.03'	680.00'	S61° 31' 57"W	70.00'
C577	84.45'	820.00'	N55° 37' 54"E	84.41'
C578	70.03'	680.00'	S55° 37' 54"W	70.00'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C579	84.45'	820.00'	N49° 43' 52"E	84.41'
C580	70.03'	680.00'	S49° 43' 52"W	70.00'
C581	84.45'	820.00'	N43° 49' 49"E	84.41'
C582	70.03'	680.00'	S43° 49' 49"W	70.00'
C583	84.45'	820.00'	N37° 55' 47"E	84.41'
C584	70.03'	680.00'	S37° 55' 47"W	70.00'
C585	72.38'	820.00'	N32° 27' 02"E	72.35'
C586	60.02'	680.00'	S32° 27' 02"W	60.00'
C587	74.44'	620.00'	N34° 39' 04"E	74.40'
C588	60.04'	500.00'	S34° 39' 04"W	60.00'
C589	67.36'	500.00'	S41° 57' 01"W	67.31'
C590	83.52'	620.00'	N41° 57' 01"E	83.46'
C591	83.52'	620.00'	N49° 40' 09"E	83.46'
C592	67.36'	500.00'	S49° 40' 09"W	67.31'
C593	83.52'	620.00'	N57° 23' 16"E	83.46'
C594	67.36'	500.00'	S57° 23' 16"W	67.31'
C595	83.52'	620.00'	N65° 06' 24"E	83.46'
C596	67.36'	500.00'	S65° 06' 24"W	67.31'
C597	60.23'	500.00'	S72° 25' 01"W	60.20'
C598	76.40'	620.00'	N72° 29' 46"E	76.35'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C599	25.72'	620.00'	N77° 12' 52"E	25.71'
C601	22.12'	500.00'	S77° 08' 07"W	22.12'
C608	22.93'	230.00'	S75° 32' 46"W	22.92'
C609	34.90'	350.00'	N75° 32' 46"E	34.88'
C610	0.00'	655.58'	N78° 24' 10"E	0.00'
C611	84.44'	230.00'	S62° 10' 21"W	83.96'
C612	116.53'	365.00'	N61° 51' 07"W	116.04'
C613	11.53'	365.00'	N71° 54' 11"W	11.53'
C614	181.35'	350.00'	N57° 50' 45"E	179.33'
C615	41.03'	230.00'	S46° 32' 41"W	40.98'
C616	58.00'	225.00'	N63° 36' 48"W	57.84'
C617	60.18'	225.00'	N78° 39' 38"W	60.00'
C618	60.18'	225.00'	S86° 00' 55"W	60.00'
C619	92.27'	345.00'	N86° 00' 55"E	92.00'
C620	60.18'	225.00'	S70° 41' 26"W	60.00'
C621	92.27'	345.00'	N70° 41' 26"E	92.00'
C622	92.27'	345.00'	N55° 21' 58"E	92.00'
C623	60.18'	225.00'	S55° 21' 58"W	60.00'
C624	60.24'	225.00'	S40° 02' 03"W	60.06'
C625	92.36'	345.00'	N40° 02' 03"E	92.09'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C626	8.13'	145.00'	N80° 00' 30"E	8.13'
C627	160.90'	145.00'	S66° 35' 49"E	152.77'
C628	96.82'	300.00'	N22° 29' 49"W	96.40'
C629	58.09'	180.00'	S22° 26' 49"E	57.84'
C630	70.45'	180.00'	S1° 59' 22"E	70.00'
C631	117.41'	300.00'	N1° 59' 22"W	116.67'
C632	70.45'	180.00'	S20° 26' 06"W	70.00'
C633	117.41'	300.00'	N20° 26' 06"E	116.67'
C634	70.45'	180.00'	S42° 51' 35"W	70.00'
C635	117.41'	300.00'	N42° 51' 35"E	116.67'
C636	17.62'	1640.00'	S25° 11' 09"E	17.62'
C637	102.54'	1640.00'	S27° 17' 05"E	102.52'
C638	19.55'	180.00'	S57° 11' 01"W	19.54'
C639	32.59'	300.00'	N57° 11' 01"E	32.57'
C640	92.25'	1500.00'	S27° 15' 19"E	92.24'
C641	155.89'	120.00'	N5° 31' 28"E	145.16'
C642	36.77'	120.00'	N51° 31' 06"E	36.62'
C643	80.40'	1640.00'	S32° 34' 36"E	80.39'
C644	39.86'	1640.00'	S34° 40' 39"E	39.86'
C645	69.95'	1500.00'	S32° 38' 43"E	69.94'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C646	60.00'	1500.00'	S35° 07' 38"E	60.00'
C647	60.00'	1500.00'	S37° 25' 09"E	60.00'
C648	64.80'	1620.00'	N37° 25' 09"W	64.80'
C649	54.25'	1500.00'	S39° 36' 05"E	54.25'
C650	64.34'	1620.00'	N39° 42' 11"W	64.34'
C651	60.02'	1320.00'	S40° 39' 53"E	60.02'
C652	32.06'	1440.00'	N39° 59' 59"W	32.06'
C653	59.11'	1320.00'	S38° 04' 45"E	59.10'
C654	64.48'	1440.00'	N38° 04' 45"W	64.48'
C655	59.11'	1320.00'	S35° 30' 48"E	59.10'
C656	64.48'	1440.00'	N35° 30' 48"W	64.48'
C657	59.11'	1320.00'	S32° 56' 52"E	59.10'
C658	64.48'	1440.00'	N32° 56' 52"W	64.48'
C659	59.11'	1320.00'	S30° 22' 55"E	59.10'
C660	64.48'	1440.00'	N30° 22' 55"W	64.48'
C661	59.11'	1320.00'	S27° 48' 59"E	59.10'
C662	64.48'	1440.00'	N27° 48' 59"W	64.48'
C663	59.11'	1320.00'	S25° 15' 02"E	59.10'
C664	64.48'	1440.00'	N25° 15' 02"W	64.48'
C665	59.11'	1320.00'	S22° 41' 06"E	59.10'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C666	64.48'	1440.00'	N22° 41' 06"W	64.48'
C667	59.14'	1320.00'	S20° 07' 07"E	59.13'
C668	64.51'	1440.00'	N20° 07' 07"W	64.51'
C669	59.11'	1320.00'	S17° 33' 08"E	59.10'
C670	64.48'	1440.00'	N17° 33' 08"W	64.48'
C671	59.11'	1320.00'	S14° 59' 12"E	59.10'
C672	64.48'	1440.00'	N14° 59' 12"W	64.48'
C673	48.53'	1320.00'	S12° 39' 02"E	48.52'
C674	52.94'	1440.00'	N12° 39' 02"W	52.94'
C675	101.67'	145.00'	N8° 29' 21"E	99.60'
C676	125.38'	145.00'	N53° 20' 53"E	121.51'
C677	18.63'	175.01'	N81° 42' 32"E	18.62'
C680	12.84'	530.00'	S0° 09' 51"W	12.84'
C681	15.74'	650.00'	N0° 09' 52"E	15.74'
C682	73.62'	650.00'	N3° 46' 29"W	73.58'
C683	60.03'	530.00'	S3° 46' 29"E	60.00'
C684	51.93'	650.00'	N9° 18' 30"W	51.92'
C685	42.35'	530.00'	S9° 18' 31"E	42.33'
C686	0.00'	0.01'	N62° 37' 45"W	0.00'
C687	50.28'	1160.00'	S12° 50' 21"E	50.28'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C688	55.50'	1280.00'	N12° 50' 22"W	55.49'
C689	60.01'	1160.00'	S15° 33' 47"E	60.00'
C690	66.21'	1280.00'	N15° 33' 48"W	66.20'
C691	60.01'	1160.00'	S18° 31' 37"E	60.00'
C692	66.21'	1280.00'	N18° 31' 38"W	66.20'
C693	60.01'	1160.00'	S21° 29' 27"E	60.00'
C694	66.21'	1280.00'	N21° 29' 28"W	66.21'
C695	66.21'	1280.00'	N24° 27' 18"W	66.21'
C696	60.01'	1160.00'	S24° 27' 17"E	60.00'
C697	66.21'	1280.00'	N27° 25' 07"W	66.21'
C698	60.01'	1160.00'	S27° 25' 07"E	60.00'
C699	60.01'	1160.00'	S30° 22' 57"E	60.00'
C700	66.21'	1280.00'	N30° 22' 57"W	66.21'
C701	60.01'	1160.00'	S33° 20' 47"E	60.00'
C702	66.21'	1280.00'	N33° 20' 47"W	66.21'
C703	66.21'	1280.00'	N36° 18' 37"W	66.21'
C704	60.01'	1160.00'	S36° 18' 37"E	60.00'
C705	27.57'	1280.00'	N38° 24' 33"W	27.57'
C706	24.98'	1160.00'	S38° 24' 33"E	24.98'
C707	32.91'	980.00'	S38° 03' 50"E	32.91'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C708	36.94'	1100.00'	N38° 03' 50"W	36.94'
C709	58.81'	980.00'	S35° 22' 58"E	58.80'
C710	66.01'	1100.00'	N35° 22' 58"W	66.00'
C711	58.81'	980.00'	S31° 56' 40"E	58.80'
C712	66.01'	1100.00'	N31° 56' 40"W	66.00'
C713	58.81'	980.00'	S28° 30' 22"E	58.80'
C714	66.01'	1100.00'	N28° 30' 22"W	66.00'
C715	58.81'	980.00'	S25° 04' 04"E	58.80'
C716	66.01'	1100.00'	N25° 04' 04"W	66.00'
C717	58.81'	980.00'	S21° 37' 47"E	58.80'
C718	66.01'	1100.00'	N21° 37' 47"W	66.00'
C719	58.81'	980.00'	S18° 11' 29"E	58.80'
C720	66.00'	1100.00'	N18° 11' 30"W	65.99'
C721	66.80'	1100.00'	N14° 43' 59"W	66.79'
C722	58.65'	980.00'	S14° 45' 28"E	58.64'
C723	7.53'	350.00'	S10° 58' 52"E	7.53'
C724	24.73'	980.00'	S12° 19' 13"E	24.73'
C725	26.80'	1100.00'	N12° 17' 43"W	26.80'
C726	7.53'	470.00'	N11° 08' 19"W	7.53'
C727	56.41'	350.00'	S5° 44' 52"E	56.35'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C728	78.33'	470.00'	N5° 54' 18"W	78.24'
C729	12.15'	350.00'	S0° 08' 10"E	12.14'
C730	16.31'	470.00'	N0° 08' 10"W	16.31'
C735	12.85'	190.00'	S1° 04' 44"E	12.84'
C736	20.96'	310.00'	N1° 04' 44"W	20.95'
C738	46.43'	310.00'	N7° 18' 24"W	46.39'
C739	28.46'	190.00'	S7° 18' 24"E	28.43'
C740	56.40'	820.00'	S13° 34' 04"E	56.39'
C741	64.66'	940.00'	N13° 34' 04"W	64.64'
C743	60.01'	820.00'	S17° 38' 06"E	60.00'
C744	68.80'	940.00'	N17° 38' 06"W	68.78'
C745	60.01'	820.00'	S21° 49' 42"E	60.00'
C746	68.80'	940.00'	N21° 49' 42"W	68.78'
C747	60.01'	820.00'	S26° 01' 18"E	60.00'
C748	68.80'	940.00'	N26° 01' 18"W	68.78'
C749	68.80'	940.00'	N30° 12' 54"W	68.78'
C750	60.01'	820.00'	S30° 12' 54"E	60.00'
C751	68.80'	940.00'	N34° 24' 29"W	68.78'
C752	60.01'	820.00'	S34° 24' 29"E	60.00'
C753	67.92'	940.00'	N38° 34' 30"W	67.91'

Curve Table				
Curve #	Arc Length	Radius	Chord	Length
C754	59.15'	820.00'	S38° 34' 16"E	59.13'
C755	59.92'	940.00'	N42° 28' 16"W	59.91'
C756	60.29'	940.00'	N46° 08' 04"W	60.28'
C757	19.55'	205.42'	S8° 50' 53"E	19.54'
C758	32.94'	345.45'	N8° 50' 48"W	32.93'
C759	101.25'	345.45'	N2° 16' 53"E	100.88'
C760	60.22'	205.42'	S2° 16' 30"W	60.00'
C761	101.24'	345.45'	N19° 04' 25"E	100.88'
C762	60.22'	205.42'	S19° 04' 12"W	60.00'
C763	101.24'	345.45'	N35° 51' 56"E	100.88'
C764	60.22'	205.42'	S35° 51' 53"W	60.00'
C765	60.22'	205.42'	S52° 39' 35"W	60.00'
C766	101.24'	345.45'	N52° 39' 27"E	100.88'
C767	101.24'	345.45'	N69° 26' 58"E	100.88'
C768	60.22'	205.42'	S69° 27' 16"W	60.00'
C769	84.36'	345.45'	N84° 50' 29"E	84.15'
C770	51.21'	205.42'	S84° 59' 35"W	51.07'

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COA NO. PER 004790
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
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CURVE TABLE
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LOCATED IN:
L.L. 206, 207, 208, 234, 235, & 240
PUTNAM COUNTY, GEORGIA

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REVISED BY:	

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SHEET NUMBER
5.1

Proposed Street Names

1. Abbey Glen Drive
2. Bay Shore Road
3. Carleton Street
4. Dunham Court
5. Edwin Place
6. Faircrest Boulevard
7. Glen Castle Road
8. Ainsley Place
9. Irving Court
10. Jenson Road
11. Kingsgate Place
12. Limeridge Drive
13. Melrose Street
14. Natureshore Lane
15. Oakridge Avenue
16. Plainview Court
17. Rylande Drive
18. Summerfield Place
19. Vintage Drive
20. Vista Court
21. Welborne Avenue
22. Worthington Way
23. Italia Lane
24. Waverley Avenue

Traffic Impact Study

Proposed Kingston on Lake Oconee Subdivision
Morgan and Putnam Counties, Georgia

April 5, 2022

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

Traffic Impact Study

Proposed Kingston on Lake Oconee Subdivision
Morgan and Putnam Counties, Georgia

study prepared for:

Falcon Design Consultants, LLC
235 Corporate Center Drive
Suite 200
Stockbridge, GA 30281

April 5, 2022

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Introduction

This study assesses the traffic impact of a proposed residential subdivision in Morgan and Putnam Counties, Georgia. The site is located along the east side of Kingston Road and the west side of Marshall Road, as shown in Figure 1. The site will be developed with 1,370 homes, which will include a mix of single family homes and attached townhomes, and will be developed in three distinct phases. Phases I and II will be served by two full-movement accesses on Kingston Road while Phase III will add two accesses on Marshall Road. The access locations are also shown in the location map.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed residential development, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.

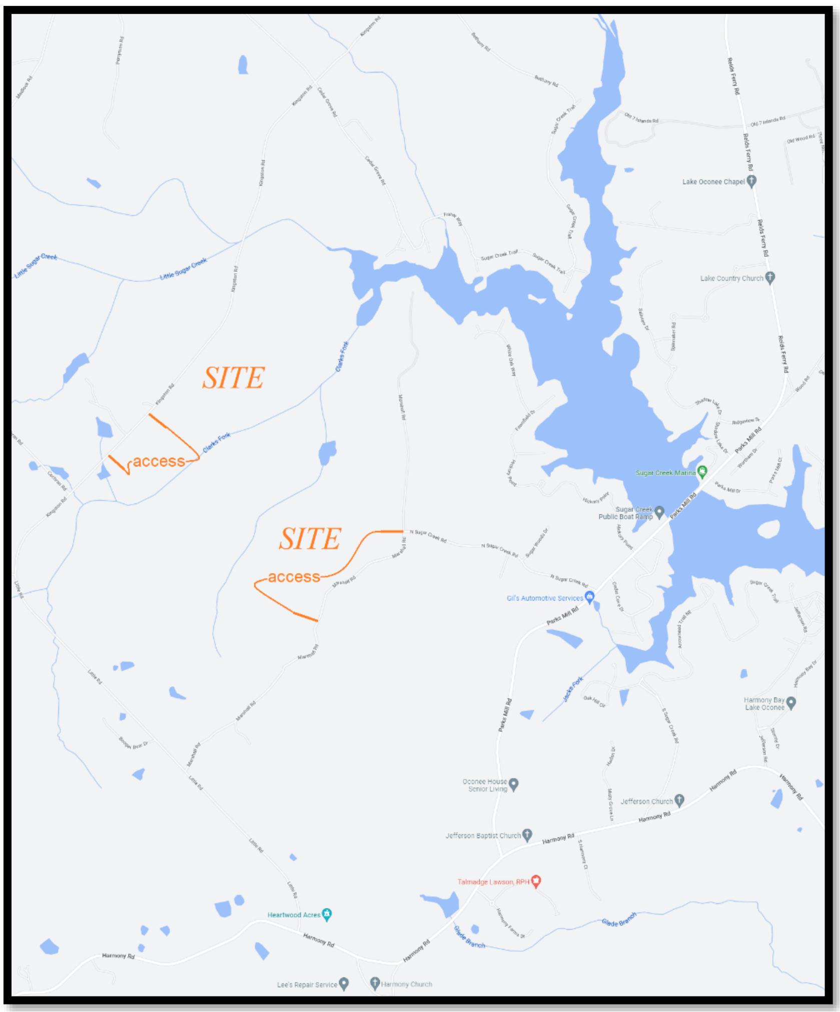

Figure 1 – Site Location Map

Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed subdivision were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

The roads in this study area are primarily local two lane roads with low-to-moderate volumes. Kingston Road is a north/south road that begins at Bethany Road, to the north, passes the subject site, then bends to the southeast and changes name to Little Road which terminates to the southeast at Harmony Road. The speed limit on Kingston Road is 55 mph. Marshall Road begins at Little Road, passes the subject site, and terminates near Lake Oconee. Marshall Road is very narrow (effectively one lane wide) with deteriorating pavement and unpaved sections. North Sugar Creek Road connects Marshall Road with Parks Mill Road and has a posted speed limit of 25 mph. Harmony Road is an east/west road that connects US 441 to GA 44. Parks Mill Road begins at Harmony Road and crosses Lake Oconee and continues to the north.

All of these roads have rural cross sections with no shoulder or curb and gutter. The terrain along these roads is generally gently rolling. Development along these roads is primarily undeveloped land, farms, and low density single family homes. A 24-hour bi-directional traffic volume count collected for this study on Kingston Road along the proposed subdivision property frontage showed a volume of 579 vehicles. No count was collected on Marshall Road, the other project-fronting roadway, due to its character and minimal current volumes.

Pedestrian, Bicycle, and Transit Accessibility

This area is rural, with no sidewalk or dedicated bicycle lanes in the vicinity of the proposed development. There is no regularly-scheduled mass transit service in the vicinity of the site.

Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersections in the vicinity of the site:

1. Seven Islands Road at Cedar Grove Road
2. Kingston Road at Cedar Grove Road
3. Kingston Road at Cochran Road
4. Little Road at Marshall Road
5. Harmony Road at Little Road
6. Harmony Road at Parks Mill Road
7. Parks Mill Road at North Sugar Creek Road

In addition to the intersection counts, a 24-hour bi-directional count was collected on Kingston Road adjacent to the site. No counts were collected on Marshall Road or at the intersection of Marshall Road at North Sugar Creek Road, as they are currently minimal.

All counts were collected on Tuesday, March 22, 2022. Area schools were in session on the day on which the counts were recorded.

The locations of the counts are shown in Figure 2.

Figure 2 – Counts Location Map

From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These make up the existing weekday a.m. and p.m. peak hour traffic volumes at each intersection and are shown in Figure 3. The raw count data is found in Appendix A.

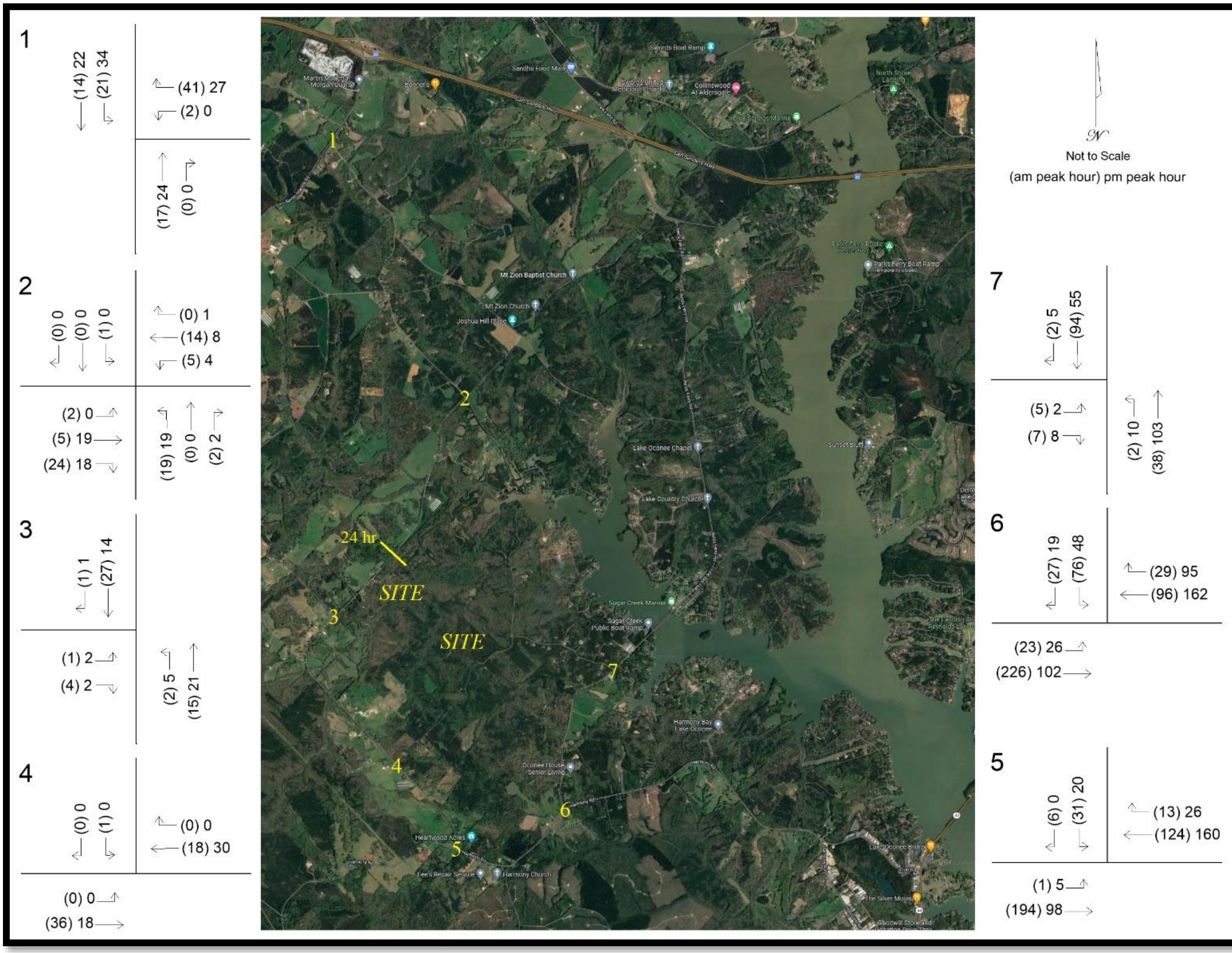

Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 10, in accordance with the methodology presented in the Transportation Research Board's 2016 *Highway Capacity Manual* (*HCM 6*). This methodology is presented in Appendix B. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Seven Islands Road at Cedar Grove Road	A	5.7	A	4.5
southbound left turn	A	7.4	A	7.5
westbound approach	A	8.9	A	8.7
2. Kingston Road at Cedar Grove Road	A	7.3	A	7.3
northbound approach	A	7.6	A	7.6
southbound approach	A	7.5	A	7.3
eastbound approach	A	7.0	A	7.1
westbound approach	A	7.4	A	7.4
3. Kingston Road at Cochran Road	A	1.2	A	2.3
northbound left turn	A	7.4	A	7.4
eastbound approach	A	8.7	A	8.8
4. Little Road at Marshall Road	A	0.5	A	0.0
southbound approach	A	8.9	A	0.0
eastbound left turn	A	0.0	A	0.0
5. Harmony Road at Little Road	A	1.4	A	0.9
southbound approach	B	11.4	B	10.9
eastbound left turn	A	7.6	A	7.8
6. Harmony Road at Parks Mill Road	A	3.3	A	2.1
southbound approach	B	13.0	B	11.5
eastbound left turn	A	7.7	A	7.9
7. Parks Mill Road at North Sugar Creek Road	A	1.0	A	1.2
northbound left turn	A	7.5	A	7.4
eastbound approach	A	9.2	A	8.9

The existing analysis reveals low volumes and delays and excellent traffic operations at all study intersections, approaches, and movements. No mitigation is identified for the existing condition.

Future No-Build Traffic Conditions

A future no-build condition was developed to represent the traffic conditions that will exist in the future at the anticipated date of the build-out of the proposed subdivision, but not including the project's trips. The proposed subdivision will be developed in three distinct phases, with the first phase to be completed in three years (2025), the second phase to be completed in six years (2028), and the full build-out to occur in ten years (2032). Market conditions will drive the actual rate at which the development and sales will occur. The purpose of the analysis of the no-build condition is to isolate the traffic impacts of the proposed subdivision from background growth in volumes that are expected to occur in the area while the project is under construction.

Georgia DOT AADT volume counts were obtained on nearby roadways for the five years from 2016 to 2020 (the latest year that counts were available at the time of this study). Table 2 presents the Georgia DOT counts and the annual growth rates between the counts.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Seven Is S of Cedar Gr	Annual Growth	Kingston N of site	Annual Growth	Little S of Cochran	Annual Growth	Parks Mill N of Harmony	Annual Growth	Harmony E of Madison	Annual Growth
Station ID	211-0283		211-8047		237-8040		237-0176		237-0183	
2016	440		250		340		1,450		2,360	
2017	450	2.3%	260	4.0%	350	2.9%	1,490	2.8%	2,430	3.0%
2018	440	-2.2%	260	0.0%	350	0.0%	1,470	-1.3%	2,450	0.8%
2019	440	0.0%	280	7.7%	350	0.0%	1,470	0.0%	2,450	0.0%
2020	420	-4.5%	270	-3.6%	400	14.3%	1,610	9.5%	2,350	-4.1%
avg growth		*-0.9%*		*1.6%*		*3.3%*		*2.1%*		*-0.1%*

Growth in the area has been generally positive and low-to-moderate. While 2020 generally saw decreases in volumes in Georgia due to the pandemic, two of the five count stations in this study area saw solid increases in volumes from 2019 to 2020. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, a 2.0% annual growth factor was applied to the existing volumes when projecting the future no-build volumes. The growth factor was applied for ten years, for a total of 21.9% growth that will occur on area roadways while the proposed subdivision is under construction (to full build-out). The existing traffic volumes were increased by that growth factor. The results are the 2032 no-build traffic volumes that will be on the roadway network in the future when the proposed subdivision is completely developed (all three phases), but excluding the subdivision's trips. It is noted that an intermediate no-build analysis was not conducted for Phase I and Phase II. This is because the volumes are so low and operations are so good at the study intersections, that no mitigation was found to be necessary for the full build-out 2032 no-build condition. This reveals that no mitigation would likewise be necessary for the intermediate 2025 and 2028 no-build conditions. However, in the future analysis for each phase, the background / no-build volumes for each of those years was used (6.1% background growth for the 2025 analysis and 12.6% growth for the 2028 analysis).

No-Build Intersection Operations

The 2032 no-build volumes were entered into the Synchro model and the no-build traffic operations were analyzed at the study intersections using Synchro 10 software in accordance with the HCM 6 methodology. The results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Seven Islands Road at Cedar Grove Road	A	5.7	A	4.6
southbound left turn	A	7.5	A	7.5
westbound approach	A	9.0	A	8.8
2. Kingston Road at Cedar Grove Road	A	7.3	A	7.4
northbound approach	A	7.6	A	7.7
southbound approach	A	7.6	A	7.3
eastbound approach	A	7.0	A	7.2
westbound approach	A	7.5	A	7.4
3. Kingston Road at Cochran Road	A	1.2	A	2.1
northbound left turn	A	7.4	A	7.4
eastbound approach	A	8.8	A	8.8
4. Little Road at Marshall Road	A	0.4	A	0.0
southbound approach	A	9.0	A	0.0
eastbound left turn	A	0.0	A	0.0
5. Harmony Road at Little Road	A	1.5	A	1.0
southbound approach	B	12.4	B	11.6
eastbound left turn	A	7.7	A	7.9
6. Harmony Road at Parks Mill Road	A	3.9	A	2.3
southbound approach	C	15.4	B	12.7
eastbound left turn	A	7.8	A	8.1
7. Parks Mill Road at North Sugar Creek Road	A	1.1	A	1.1
northbound left turn	A	7.5	A	7.4
eastbound approach	A	9.4	A	9.0

In the future 2032 no-build condition, the study intersections will continue to operate comparably to the existing condition, with just small increases in delays. No mitigation is identified for the no-build condition for any future analysis year (2025, 2028, or 2032).

Project Traffic Characteristics

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

Project Description

The site will be developed with a total of 1,370 homes, which will include a mix of single family homes and attached townhomes, which will be developed in three distinct phases. Phases I and II will be served by two full-movement accesses on Kingston Road while Phase III will add two accesses on Marshall Road. Figure 4 presents the site plan for the project, showing each phase of development.

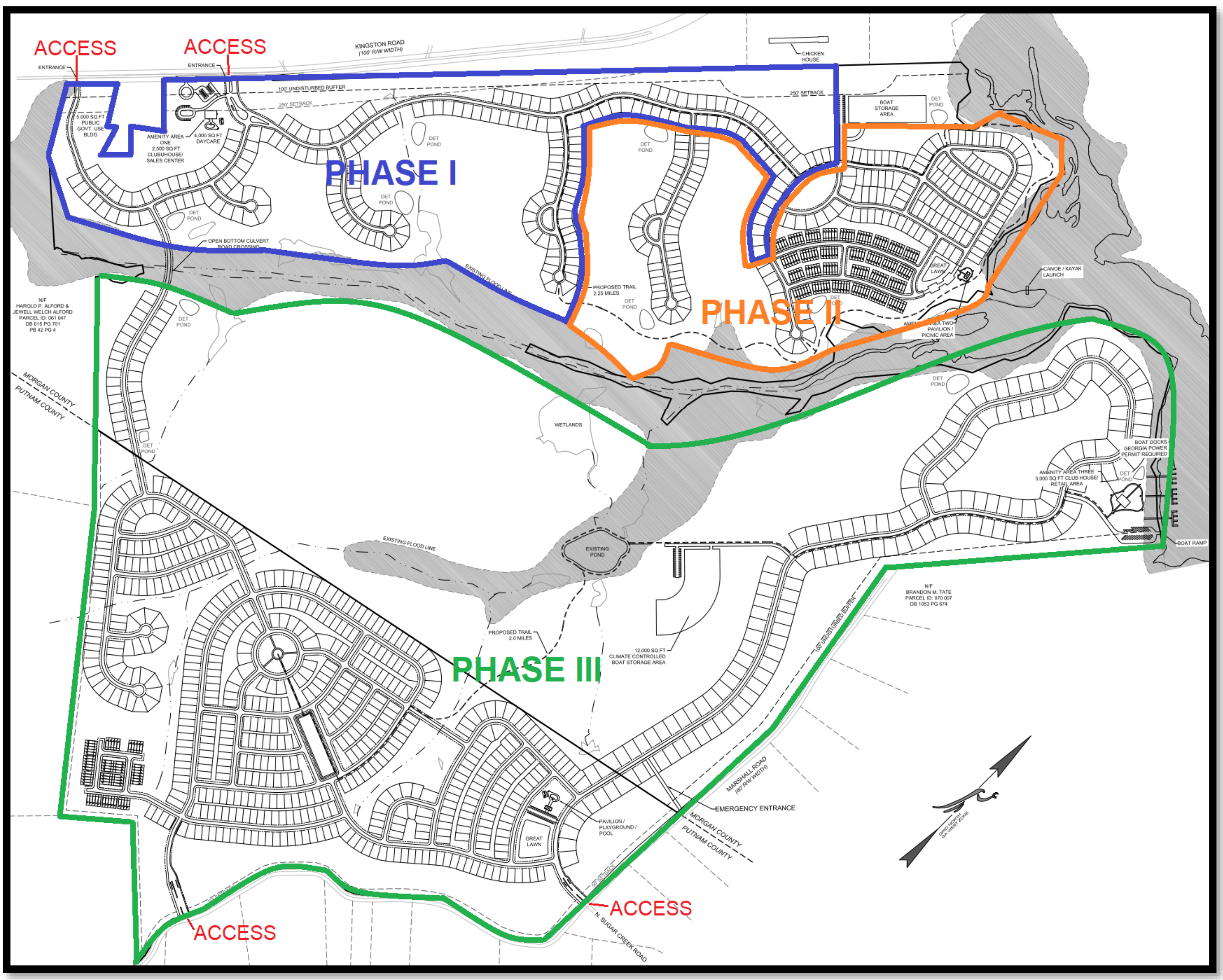

Figure 4 – Kingston on Lake Oconee Subdivision Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the subdivision was calculated using the equations in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. ITE Land Use 210 – Single Family Detached Housing was chosen as representative of the single family homes and ITE Land Use 215 – Single Family Attached Housing was used for the townhomes. The trip generation was developed for each phase of the development, and is presented in Table 4.

Table 4 – Proposed Kingston on Oconee Subdivision Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
PHASE I											
Single Family Homes	210	223 units	40	115	155	133	78	211	1,055	1,055	2,110
PHASE II											
Single Family Homes	210	344 units	59	170	229	200	117	317	1,572	1,572	3,144
Townhomes	215	152 units	22	51	73	49	38	87	554	554	1,108
Total Phase II		496 units	81	221	302	249	155	404	2,126	2,126	4,252
PHASE III											
Single Family Homes	210	589 units	97	277	374	331	195	526	2,578	2,578	5,156
Townhomes	215	62 units	8	19	27	19	14	33	211	211	422
Total Phase II		651 units	105	296	401	350	209	559	2,789	2,789	5,578
SUMMARY											
PHASE I		223 units	40	115	155	133	78	211	1,055	1,055	2,110
PHASES I and II		719 units	121	336	457	382	233	615	3,181	3,181	6,362
PHASES I, II, and III		1,370 units	226	632	858	732	442	1,174	5,970	5,970	11,940

At full build-out, the proposed subdivision will generate 858 new trips in the a.m. peak hour, 1,174 new trips in the p.m. peak hour, and 11,940 new 24-hour weekday trips.

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages for the residential development were developed based on the locations and proximity of likely trip origins and destinations, such as employment centers, retail and offices, local schools, and major routes of travel in the area, especially Interstate 20, US 441, and GA 44. The new project trips, shown in Table 4, were assigned to the roadway network for each phase, based on the distribution percentages. The trip distribution percentages are shown in Figure 5. The number of trips that the project will add to each movement at each study intersection and each project access is shown, by phase, in the traffic volume worksheets in Appendix A.

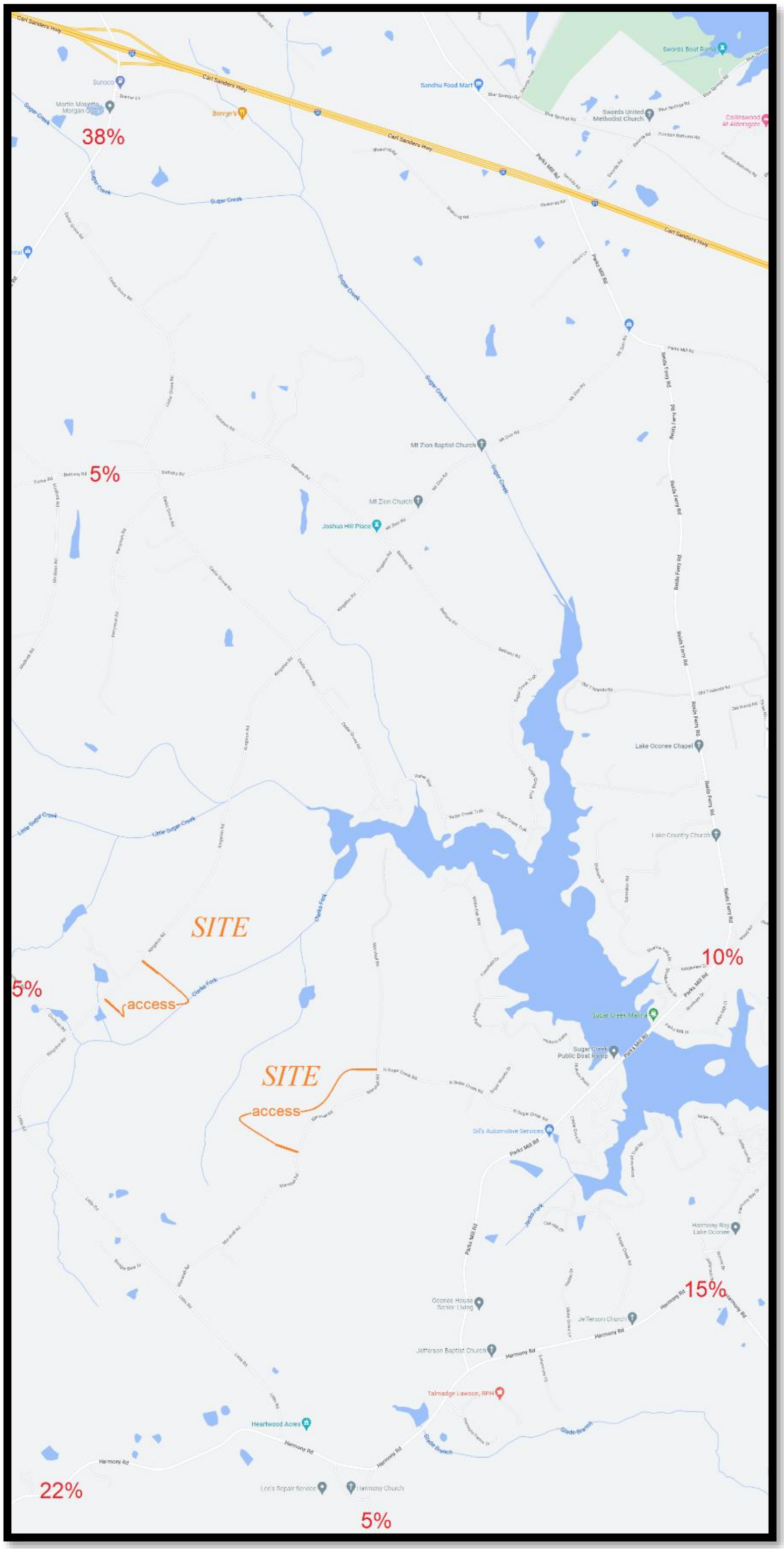

Figure 5 – Project Trip Distribution Percentages

Future Traffic Conditions

The future build volumes consist of the no-build volumes plus the trips that will be generated by the proposed subdivision. The future volumes are shown in Figure 6 at the completion of Phase I, Figure 7 at the completion of Phase II, and Figure 8 at the completion of Phase III.

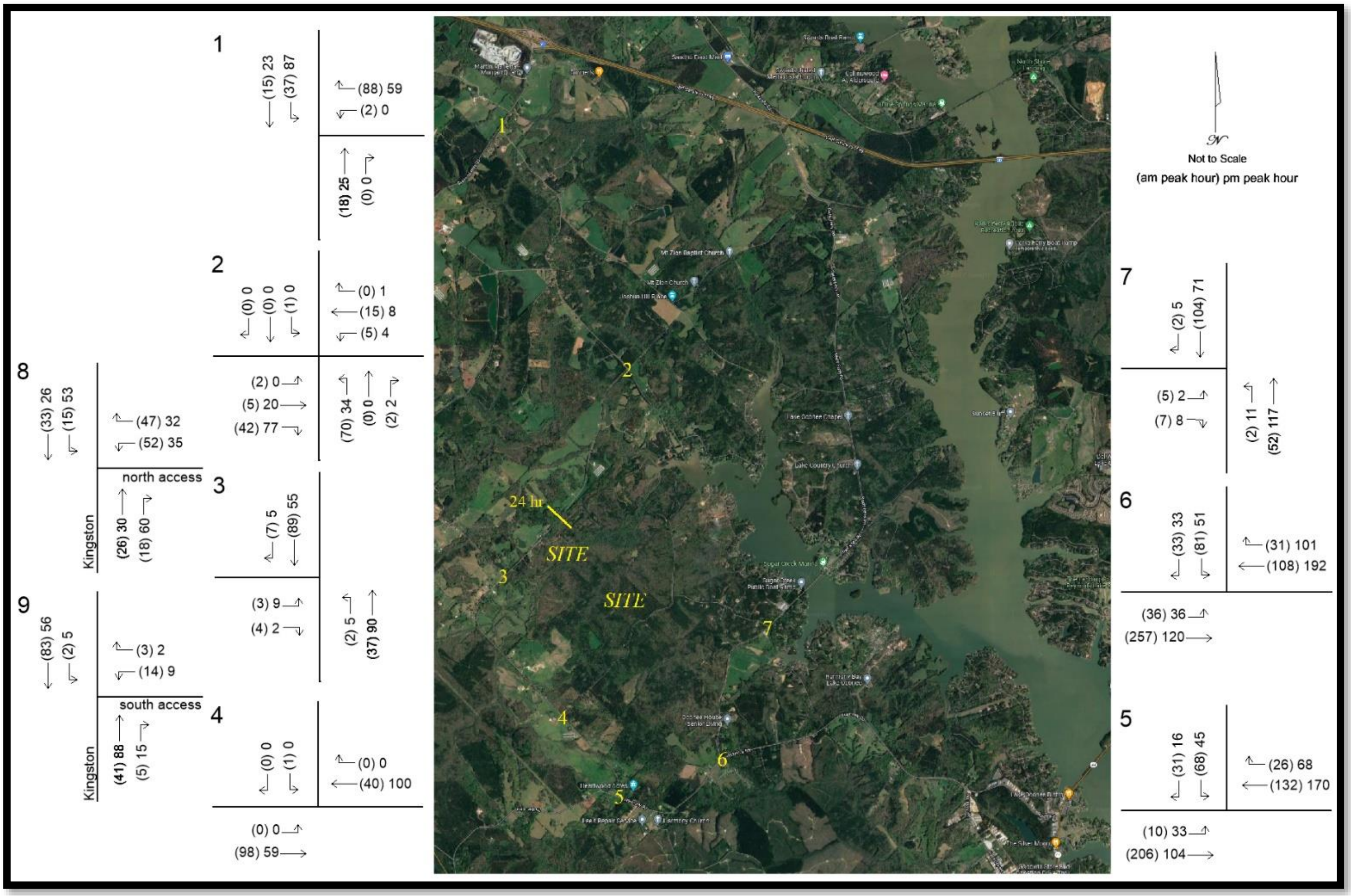

Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes – Phase I

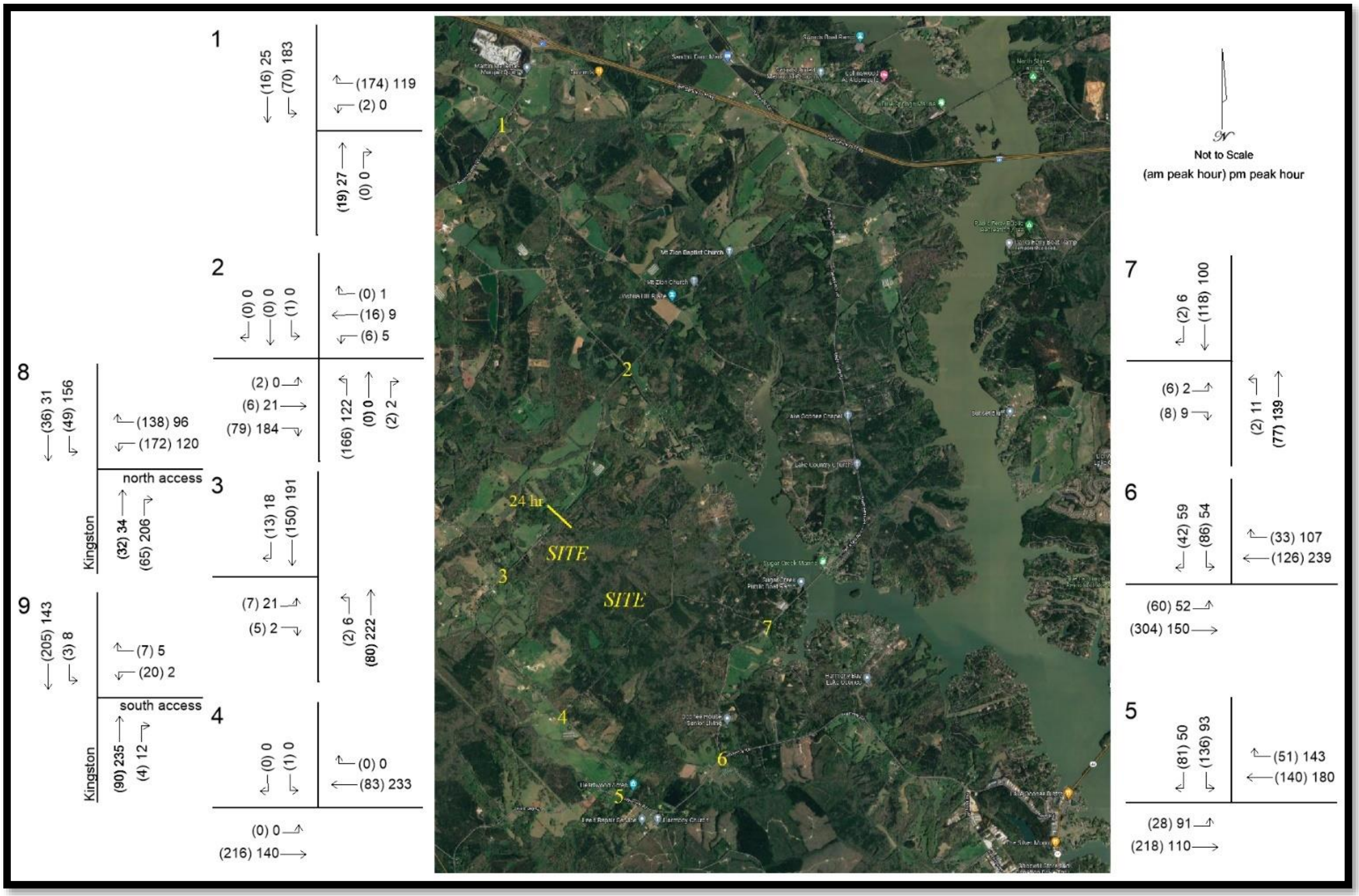

Figure 7 – Future Weekday A.M. and P.M. Peak Hour Volumes – Phase II

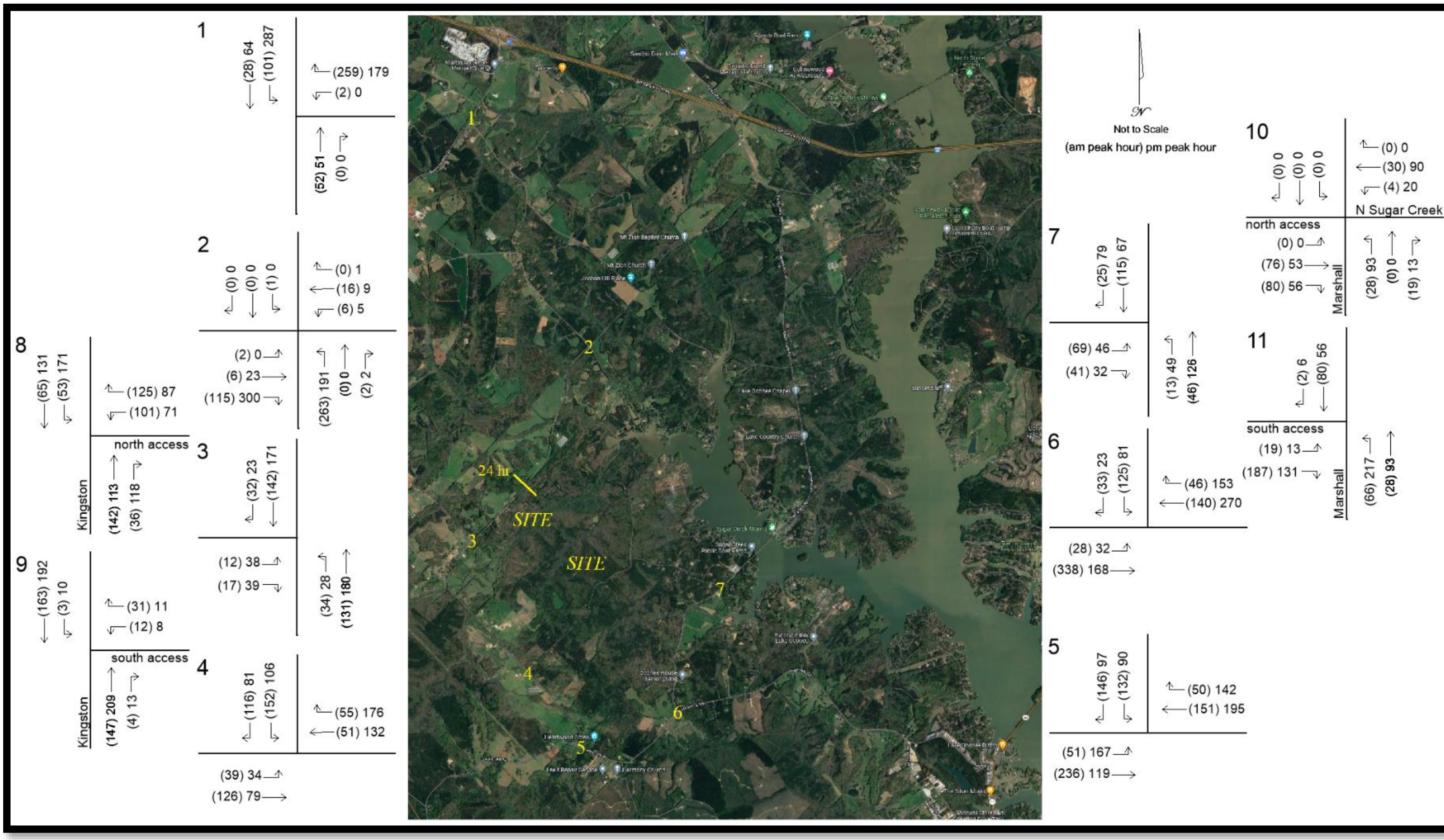

Figure 8 – Future Weekday A.M. and P.M. Peak Hour Volumes – Phase III

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out, at the study intersections and site accesses on Kingston Road. No analysis was performed for the accesses on Marshall Road because in Phases I and II there will be negligible trips on Marshall Road and in Phase III effectively all the trips on Marshall Road will be entering and exiting the project, with negligible background trips by others. Table 6 presents the results of the future analysis, for each future project phase. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for the overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 5 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour						P.M. Peak Hour					
	Phase I		Phase II		Phase III		Phase I		Phase II		Phase III	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Seven Islands Rd at Cedar Grove Rd	A	6.9	A	8.3	A	9.1	A	6.1	A	7.2	A	7.2
southbound left turn	A	7.5	A	7.5	A	7.8	A	7.6	A	7.8	A	8.3
westbound approach	A	9.2	B	10.1	B	12.3	A	8.9	A	9.4	B	10.2
2. Kingston Rd at Cedar Grove Rd	A	7.8	A	9.2	A	7.3	A	7.5	A	9.3	B	12.3
northbound approach	A	8.2	A	9.9	A	7.6	A	7.9	A	9.9	B	13.2
southbound approach	A	7.7	A	8.0	A	7.6	A	7.5	A	8.0	A	8.6
eastbound approach	A	7.2	A	8.0	A	7.0	A	7.3	A	8.8	B	11.7
westbound approach	A	7.7	A	8.2	A	7.5	A	7.5	A	8.2	A	8.8
3. Kingston Rd at Cochran Rd	A	0.6	A	0.6	A	1.6	A	1.6	A	1.6	A	5.1
northbound left turn	A	7.6	A	7.9	A	8.0	A	7.5	A	8.1	A	8.1
eastbound approach	A	9.4	B	10.4	B	11.1	A	9.8	B	13.8	C	15.6
4. Little Rd at Marshall Rd	A	0.2	A	0.1	A	8.6	A	0.0	A	0.0	A	6.7
southbound approach	A	9.5	B	10.9	C	15.4	A	0.0	A	0.0	C	16.6
eastbound left turn	A	0.0	A	0.0	A	7.6	A	0.0	A	0.0	A	8.2
5. Harmony Rd at Little Rd	A	3.3	A	7.9	B	13.0	A	2.5	A	5.6	A	9.8
southbound approach	B	12.9	C	20.2	D	30.6	B	12.2	C	18.8	D	31.2
eastbound left turn	A	7.7	A	7.9	A	8.0	A	8.0	A	8.5	A	8.9
6. Harmony Rd at Parks Mill Rd	A	3.7	A	4.4	A	5.2	A	2.4	A	2.9	A	2.6
southbound approach	B	14.5	C	17.8	C	21.1	B	12.2	B	13.7	C	15.7
eastbound left turn	A	7.7	A	7.9	A	7.9	A	8.1	A	8.3	A	8.5
7. Parks Mill Rd at N Sugar Creek Rd	A	0.9	A	0.9	A	4.4	A	1.0	A	0.9	A	3.6
northbound left turn	A	7.5	A	7.5	A	7.6	A	7.4	A	7.5	A	7.7
eastbound approach	A	9.3	A	9.6	B	10.9	A	9.0	A	9.3	B	11.5
8. Kingston Rd at North Project Access	A	5.2	A	7.6	A	5.8	A	5.6	A	8.1	A	6.7
southbound left turn (entering)	A	7.4	A	7.6	A	7.8	A	7.5	A	8.4	A	8.4
westbound left turn (exiting)	A	9.6	B	12.4	B	13.6	B	10.7	C	21.6	D	28.1
westbound right turn (exiting)	A	8.7	A	9.2	A	10.0	A	8.7	A	9.0	A	9.5
9. Kingston Rd at South Project Access	A	1.6	A	1.3	A	1.8	A	1.0	A	0.4	A	0.8
southbound left turn (entering)	A	7.3	A	7.4	A	7.6	A	7.4	A	7.8	A	7.7
westbound approach (exiting)	A	9.5	B	11.2	B	10.4	A	9.6	B	10.4	B	11.1

The future analysis reveals acceptable operations at all study intersections and project accesses for all three future phases with no need for any mitigation. All intersections will operate at LOS A or LOS B for all future phases, with a few movements or approaches operating at LOS C or LOS D in Phases II and III. This project will add a significant volume of new trips to the area roadways. However, most of these roads currently have very low volumes and, therefore, plenty of remaining capacity to accommodate the project's trips. A few roadway improvements are recommended in the next section of this report.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed residential subdivision in Morgan and Putnam Counties. The site is located along the east side of Kingston Road and the west side of Marshall Road. The site will be developed with 1,370 homes, which will include a mix of single family homes and attached townhomes, and will be developed in three distinct phases. Phases I and II will be served by two full-movement accesses on Kingston Road while Phase III will add two accesses on Marshall Road. The following are the findings and recommendations of this study:

1. The existing analysis reveals low volumes and delays and excellent traffic operations at all study intersections, approaches, and movements. No mitigation is identified for the existing condition.

2. Traffic volume growth trends in this area have been generally positive and moderate and this is expected to continue into the future. A three year build-out horizon to 2025 was chosen for construction and sales of the Phase I homes, while 2028 was chosen for completion of Phase II and 2032 was estimated for full project buildout of all three phases. Market conditions will dictate this timeline.

3. No-build operations at the study intersections will be comparable to the existing, will all locations continuing to operate well.

4. At full build-out, the proposed subdivision will generate 858 new trips in the a.m. peak hour, 1,174 new trips in the p.m. peak hour, and 11,940 new 24-hour weekday trips.

5. While this project will add a significant volume of new trips to the area roadways, most of these roads currently have very low volumes and, therefore, plenty of remaining capacity to accommodate the project's trips. A few roadway improvements are recommended:

    a. A northbound right turn lane and southbound left turn lane are recommended on Kingston Road at the north project access. These lanes should be built for Phase I. The internal layout of the project will focus most entering trips at this north access, with relatively low volumes turning into and out from the south access on Kingston. Therefore, no left or right turn lane is necessary on Kingston at the south access.

    b. At the north access on Kingston Road, at least one entering and two exiting lanes should be provided, with the exiting lanes striped as separate left and right turn lanes. This side street approach should be controlled by stop sign and accompanying stop bar. The south access should have one entering and one exiting lane with the exiting approach controlled by stop sign and accompanying stop bar.

    c. For Phase III, Marshall Road should be widened from the project north access at North Sugar Creek Road to Little Road. The southbound approach of Marshall should be widened to include separate left and right turn lanes and the side street approach should continue to be controlled by stop sign and accompanying stop bar. A westbound right turn lane should be built on Little Road at Marshall Road for Phase III.

d. No left or right turn lanes are necessary at either project access on Marshall Road for Phase III. Each Marshall Road access should include one entering lane and one exiting lane with the exiting approaches controlled by side street stop sign and accompanying stop bar.

e. The project civil engineer should comply with applicable access design standards including sight distances, turn lane storage and taper lengths, turn radii, roadway widths, and grades.

Appendix A

Traffic Count Data and Volume Worksheets

Kingston On Lake Oconee Subdivision Traffic Impact Study
Morgan and Putnam Counties, Georgia

April 2022

Intersection: 1. Seven Islands Road at Cedar Grove Road

Weekday A.M. Peak Hour	**Northbound Seven Islands Road**			**Southbound Seven Islands Road**			**Westbound Cedar Grove Road**		
	T	**R**	**Tot**	**L**	**T**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 7:15-8:15)	17	0	17	21	14	35	2	41	43
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%	
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%	
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%	
2025 No-Build Volumes	18	0	18	22	15	37	2	44	46
2028 No-Build Volumes	19	0	19	24	16	39	2	46	48
2032 No-Build Volumes	21	0	21	26	17	43	2	50	52
Proposed Kingston On Oconee Trips Phase I	0	0	0	15	0	15	0	44	44
Proposed Kingston On Oconee Trips Phases I+II	0	0	0	46	0	46	0	128	128
Proposed Kingston On Oconee Trips Phases I+II+III	31	0	31	75	11	86	0	209	209
2025 Phase I Build Volumes	18	0	18	37	15	52	2	88	90
2028 Phase I+II Build Volumes	19	0	19	70	16	85	2	174	176
2032 Phase I+II+III Build Volumes	52	0	52	101	28	129	2	259	261

Weekday P.M. Peak Hour	**Northbound Seven Islands Road**			**Southbound Seven Islands Road**			**Westbound Cedar Grove Road**		
	T	**R**	**Tot**	**L**	**T**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 4:45-5:45)	24	0	24	34	22	56	0	27	27
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%	
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%	
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%	
2025 No-Build Volumes	25	0	25	36	23	59	0	29	29
2028 No-Build Volumes	27	0	27	38	25	63	0	30	30
2032 No-Build Volumes	29	0	29	41	27	68	0	33	33
Proposed Kingston On Oconee Trips Phase I	0	0	0	51	0	51	0	30	30
Proposed Kingston On Oconee Trips Phases I+II	0	0	0	145	0	145	0	89	89
Proposed Kingston On Oconee Trips Phases I+II+III	22	0	22	246	37	283	0	146	146
2025 Phase I Build Volumes	25	0	25	87	23	110	0	59	59
2028 Phase I+II Build Volumes	27	0	27	183	25	208	0	119	119
2032 Phase I+II+III Build Volumes	51	0	51	287	64	351	0	179	179

Kingston On Lake Oconee Subdivision Traffic Impact Study
Morgan and Putnam Counties, Georgia

April 2022

Intersection: 2. Cedar Grove Road at Kingston Road

Weekday A.M. Peak Hour	**Northbound Kingston Road**				**Southbound Kingston Road**				**Eastbound Cedar Grove Road**				**Westbound Cedar Grove Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 7:15-8:15)	19	0	2	21	1	0	0	1	2	5	24	31	5	14	0	19
Background Growth to 2025	6.1%	6.1%	6.1%		6.1%	6.1%	6.1%		6.1%	6.1%	6.1%		6.1%	6.1%	6.1%	
Background Growth to 2028	12.6%	12.6%	12.6%		12.6%	12.6%	12.6%		12.6%	12.6%	12.6%		12.6%	12.6%	12.6%	
Background Growth to 2032	21.9%	21.9%	21.9%		21.9%	21.9%	21.9%		21.9%	21.9%	21.9%		21.9%	21.9%	21.9%	
2025 No-Build Volumes	20	0	2	22	1	0	0	1	2	5	25	33	5	15	0	20
2028 No-Build Volumes	21	0	2	24	1	0	0	1	2	6	27	35	6	16	0	21
2032 No-Build Volumes	23	0	2	26	1	0	0	1	2	6	29	38	6	17	0	23
Proposed Kingston On Oconee Trips Phase I	50	0	0	50	0	0	0	0	0	0	17	17	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II	145	0	0	145	0	0	0	0	0	0	52	52	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II+III	240	0	0	240	0	0	0	0	0	0	86	86	0	0	0	0
2025 Phase I Build Volumes	70	0	2	72	1	0	0	1	2	5	42	50	5	15	0	20
2028 Phase I+II Build Volumes	166	0	2	169	1	0	0	1	2	6	79	87	6	16	0	21
2032 Phase I+II+III Build Volumes	263	0	2	266	1	0	0	1	2	6	115	124	6	17	0	23

Weekday P.M. Peak Hour	**Northbound Kingston Road**				**Southbound Kingston Road**				**Eastbound Cedar Grove Road**				**Westbound Cedar Grove Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 4:00-5:00)	19	0	2	21	0	0	0	0	0	19	18	37	4	8	1	13
Background Growth to 2025	6.1%	6.1%	6.1%		6.1%	6.1%	6.1%		6.1%	6.1%	6.1%		6.1%	6.1%	6.1%	
Background Growth to 2028	12.6%	12.6%	12.6%		12.6%	12.6%	12.6%		12.6%	12.6%	12.6%		12.6%	12.6%	12.6%	
Background Growth to 2032	21.9%	21.9%	21.9%		21.9%	21.9%	21.9%		21.9%	21.9%	21.9%		21.9%	21.9%	21.9%	
2025 No-Build Volumes	20	0	2	22	0	0	0	0	0	20	19	39	4	8	1	14
2028 No-Build Volumes	21	0	2	24	0	0	0	0	0	21	20	42	5	9	1	15
2032 No-Build Volumes	23	0	2	26	0	0	0	0	0	23	22	45	5	10	1	16
Proposed Kingston On Oconee Trips Phase I	34	0	0	34	0	0	0	0	0	0	58	58	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II	101	0	0	101	0	0	0	0	0	0	164	164	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II+III	168	0	0	168	0	0	0	0	0	0	278	278	0	0	0	0
2025 Phase I Build Volumes	54	0	2	56	0	0	0	0	0	20	77	97	4	8	1	14
2028 Phase I+II Build Volumes	122	0	2	125	0	0	0	0	0	21	184	206	5	9	1	15
2032 Phase I+II+III Build Volumes	191	0	2	194	0	0	0	0	0	23	300	323	5	10	1	16

Intersection: 3. Kingston Road at Cochran Road

Weekday A.M. Peak Hour	Northbound Kingston Road			Southbound Kingston Road			Eastbound Cochran Road			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Tuesday, March 22, 2022 7:15-8:15)	2	15	17	27	1	28	1	4	5	
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%		
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%		
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%		
2025 No-Build Volumes	2	16	18	29	1	30	1	4	5	
2028 No-Build Volumes	2	17	19	30	1	32	1	5	6	
2032 No-Build Volumes	2	18	21	33	1	34	1	5	6	
Proposed Kingston On Oconee Trips Phase I	0	21	21	60	6	66	2	0	2	
Proposed Kingston On Oconee Trips Phases I+II	0	63	63	120	12	132	6	0	6	
Proposed Kingston On Oconee Trips Phases I+II+III	32	113	145	109	31	140	11	12	23	
2025 Phase I Build Volumes	2	37	39	89	7	96	3	4	7	
2028 Phase I+II Build Volumes	2	80	82	150	13	164	7	5	12	
2032 Phase I+II+III Build Volumes	34	131	166	142	32	174	12	17	29	

Weekday P.M. Peak Hour	Northbound Kingston Road			Southbound Kingston Road			Eastbound Cochran Road			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Tuesday, March 22, 2022 4:30-5:30)	5	21	26	14	1	15	2	2	4	
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%		
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%		
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%		
2025 No-Build Volumes	5	22	28	15	1	16	2	2	4	
2028 No-Build Volumes	6	24	29	16	1	17	2	2	5	
2032 No-Build Volumes	6	26	32	17	1	18	2	2	5	
Proposed Kingston On Oconee Trips Phase I	0	68	68	40	4	44	7	0	7	
Proposed Kingston On Oconee Trips Phases I+II	0	198	198	175	17	192	19	0	19	
Proposed Kingston On Oconee Trips Phases I+II+III	22	154	176	154	22	176	36	37	73	
2025 Phase I Build Volumes	5	90	96	55	5	60	9	2	11	
2028 Phase I+II Build Volumes	6	222	227	191	18	209	21	2	24	
2032 Phase I+II+III Build Volumes	28	180	208	171	23	194	38	39	78	

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Intersection: 4. Little Road at Marshall Road

Weekday A.M. Peak Hour		**Southbound Marshall Road**			**Eastbound Little Road**			**Westbound Little Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 7:30-8:30)		1	0	1	0	36	36	18	0	18
Background Growth to 2025		6.1%	6.1%		6.1%	6.1%		6.1%	6.1%	
Background Growth to 2028		12.6%	12.6%		12.6%	12.6%		12.6%	12.6%	
Background Growth to 2032		21.9%	21.9%		21.9%	21.9%		21.9%	21.9%	
2025 No-Build Volumes		1	0	1	0	38	38	19	0	19
2028 No-Build Volumes		1	0	1	0	41	41	20	0	20
2032 No-Build Volumes		1	0	1	0	44	44	22	0	22
Proposed Kingston On Oconee Trips Phase I		0	0	0	0	60	60	21	0	21
Proposed Kingston On Oconee Trips Phases I+II		0	0	0	0	175	175	63	0	63
Proposed Kingston On Oconee Trips Phases I+II+III		151	116	267	39	82	121	29	55	84
2025 Phase I Build Volumes		1	0	1	0	98	98	40	0	40
2028 Phase I+II Build Volumes		1	0	1	0	216	216	83	0	83
2032 Phase I+II+III Build Volumes		152	116	268	39	126	165	51	55	106

Weekday P.M. Peak Hour		**Southbound Marshall Road**			**Eastbound Little Road**			**Westbound Little Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 4:45-5:45)		0	0	0	0	18	18	30	0	30
Background Growth to 2025		6.1%	6.1%		6.1%	6.1%		6.1%	6.1%	
Background Growth to 2028		12.6%	12.6%		12.6%	12.6%		12.6%	12.6%	
Background Growth to 2032		21.9%	21.9%		21.9%	21.9%		21.9%	21.9%	
2025 No-Build Volumes		0	0	0	0	19	19	32	0	32
2028 No-Build Volumes		0	0	0	0	20	20	34	0	34
2032 No-Build Volumes		0	0	0	0	22	22	37	0	37
Proposed Kingston On Oconee Trips Phase I		0	0	0	0	40	40	68	0	68
Proposed Kingston On Oconee Trips Phases I+II		0	0	0	0	120	120	199	0	199
Proposed Kingston On Oconee Trips Phases I+II+III		106	81	187	134	57	191	95	176	271
2025 Phase I Build Volumes		0	0	0	0	59	59	100	0	100
2028 Phase I+II Build Volumes		0	0	0	0	140	140	233	0	233
2032 Phase I+II+III Build Volumes		106	81	187	134	79	213	132	176	308

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Intersection: 5. Harmony Road at Little Road

Weekday A.M. Peak Hour	**Southbound Little Road**			**Eastbound Harmony Road**			**Westbound Harmony Road**		
	L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 7:30-8:30)	31	6	37	1	194	195	124	13	137
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%	
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%	
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%	
2025 No-Build Volumes	33	6	39	1	206	207	132	14	145
2028 No-Build Volumes	35	7	42	1	218	220	140	15	154
2032 No-Build Volumes	38	7	45	1	236	238	151	16	167
Proposed Kingston On Oconee Trips Phase I	35	25	60	9	0	9	0	12	12
Proposed Kingston On Oconee Trips Phases I+II	101	74	175	27	0	27	0	36	36
Proposed Kingston On Oconee Trips Phases I+II+III	94	139	233	50	0	50	0	34	34
2025 Phase I Build Volumes	68	31	99	10	206	216	132	26	157
2028 Phase I+II Build Volumes	136	81	217	28	218	247	140	51	190
2032 Phase I+II+III Build Volumes	132	146	278	51	236	288	151	50	201

Weekday P.M. Peak Hour	**Southbound Little Road**			**Eastbound Harmony Road**			**Westbound Harmony Road**		
	L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 4:30-5:30)	20	0	20	5	98	103	160	26	186
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%	
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%	
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%	
2025 No-Build Volumes	21	0	21	5	104	109	170	28	197
2028 No-Build Volumes	23	0	23	6	110	116	180	29	209
2032 No-Build Volumes	24	0	24	6	119	126	195	32	227
Proposed Kingston On Oconee Trips Phase I	24	16	40	28	0	28	0	40	40
Proposed Kingston On Oconee Trips Phases I+II	70	50	120	85	0	85	0	114	114
Proposed Kingston On Oconee Trips Phases I+II+III	66	97	163	161	0	161	0	110	110
2025 Phase I Build Volumes	45	16	61	33	104	137	170	68	237
2028 Phase I+II Build Volumes	93	50	143	91	110	201	180	143	323
2032 Phase I+II+III Build Volumes	90	97	187	167	119	287	195	142	337

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Intersection: 6. Harmony Road at Parks Mill Road

Weekday A.M. Peak Hour	**Southbound Parks Mill Road**			**Eastbound Harmony Road**			**Westbound Harmony Road**		
	L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 7:30-8:30)	76	27	103	23	226	249	96	29	125
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%	
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%	
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%	
2025 No-Build Volumes	81	29	109	24	240	264	102	31	133
2028 No-Build Volumes	86	30	116	26	254	280	108	33	141
2032 No-Build Volumes	93	33	126	28	275	304	117	35	152
Proposed Kingston On Oconee Trips Phase I	0	4	4	12	17	29	6	0	6
Proposed Kingston On Oconee Trips Phases I+II	0	12	12	34	50	84	18	0	18
Proposed Kingston On Oconee Trips Phases I+II+III	32	0	32	0	63	63	23	11	34
2025 Phase I Build Volumes	81	33	113	36	257	293	108	31	139
2028 Phase I+II Build Volumes	86	42	128	60	304	364	126	33	159
2032 Phase I+II+III Build Volumes	125	33	158	28	338	367	140	46	186

Weekday P.M. Peak Hour	**Southbound Parks Mill Road**			**Eastbound Harmony Road**			**Westbound Harmony Road**		
	L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 4:45-5:45)	48	19	67	26	102	128	162	95	257
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%	
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%	
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%	
2025 No-Build Volumes	51	20	71	28	108	136	172	101	273
2028 No-Build Volumes	54	21	75	29	115	144	182	107	289
2032 No-Build Volumes	59	23	82	32	124	156	197	116	313
Proposed Kingston On Oconee Trips Phase I	0	13	13	8	12	20	20	0	20
Proposed Kingston On Oconee Trips Phases I+II	0	38	38	23	35	58	57	0	57
Proposed Kingston On Oconee Trips Phases I+II+III	22	0	22	0	44	44	73	37	110
2025 Phase I Build Volumes	51	33	84	36	120	156	192	101	293
2028 Phase I+II Build Volumes	54	59	113	52	150	202	239	107	346
2032 Phase I+II+III Build Volumes	81	23	104	32	168	200	270	153	423

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Intersection: 7. Parks Mill Road at North Sugar Creek Road

Weekday A.M. Peak Hour	Northbound Parks Mill Road			Southbound Parks Mill Road			Eastbound N Sugar Creek Road			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Tuesday, March 22, 2022 7:15-8:15)	2	38	40	94	2	96	5	7	12	
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%		
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%		
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%		
2025 No-Build Volumes	2	40	42	100	2	102	5	7	13	
2028 No-Build Volumes	2	43	45	106	2	108	6	8	14	
2032 No-Build Volumes	2	46	49	115	2	117	6	9	15	
Proposed Kingston On Oconee Trips Phase I	0	12	12	4	0	4	0	0	0	
Proposed Kingston On Oconee Trips Phases I+II	0	34	34	12	0	12	0	0	0	
Proposed Kingston On Oconee Trips Phases I+II+III	11	0	11	0	23	23	63	32	95	
2025 Phase I Build Volumes	2	52	54	104	2	106	5	7	13	
2028 Phase I+II Build Volumes	2	77	79	118	2	120	6	8	14	
2032 Phase I+II+III Build Volumes	13	46	60	115	25	140	69	41	110	

Weekday P.M. Peak Hour	Northbound Parks Mill Road			Southbound Parks Mill Road			Eastbound N Sugar Creek Road			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Tuesday, March 22, 2022 4:30-5:30)	10	103	113	55	5	60	2	8	10	
Background Growth to 2025	6.1%	6.1%		6.1%	6.1%		6.1%	6.1%		
Background Growth to 2028	12.6%	12.6%		12.6%	12.6%		12.6%	12.6%		
Background Growth to 2032	21.9%	21.9%		21.9%	21.9%		21.9%	21.9%		
2025 No-Build Volumes	11	109	120	58	5	64	2	8	11	
2028 No-Build Volumes	11	116	127	62	6	68	2	9	11	
2032 No-Build Volumes	12	126	138	67	6	73	2	10	12	
Proposed Kingston On Oconee Trips Phase I	0	8	8	13	0	13	0	0	0	
Proposed Kingston On Oconee Trips Phases I+II	0	23	23	38	0	38	0	0	0	
Proposed Kingston On Oconee Trips Phases I+II+III	37	0	37	0	73	73	44	22	66	
2025 Phase I Build Volumes	11	117	128	71	5	77	2	8	11	
2028 Phase I+II Build Volumes	11	139	150	100	6	106	2	9	11	
2032 Phase I+II+III Build Volumes	49	126	175	67	79	146	46	32	78	

Intersection: 8. Kingston Road at Project North Access

Weekday A.M. Peak Hour	**Northbound Kingston Road**			**Southbound Kingston Road**			**Westbound Project North Access**		
	T	**R**	**Tot**	**L**	**T**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 7:45-8:45)	22		22		29	29			
Background Growth to 2025	6.1%				6.1%				
Background Growth to 2028	12.6%				12.6%				
Background Growth to 2032	21.9%				21.9%				
2025 No-Build Volumes	23		23		31	31			
2028 No-Build Volumes	25		25		33	33			
2032 No-Build Volumes	27		27		35	35			
Proposed Kingston On Oconee Trips Phase I	3	18	21	15	2	17	52	47	99
Proposed Kingston On Oconee Trips Phases I+II	7	65	72	49	3	52	172	138	310
Proposed Kingston On Oconee Trips Phases I+II+III	115	36	151	53	30	83	101	125	226
2025 Phase I Build Volumes	26	18	44	15	33	48	52	47	99
2028 Phase I+II Build Volumes	32	65	97	49	36	85	172	138	310
2032 Phase I+II+III Build Volumes	142	36	178	53	65	118	101	125	226

Weekday P.M. Peak Hour	**Northbound Kingston Road**			**Southbound Kingston Road**			**Westbound Project North Access**		
	T	**R**	**Tot**	**L**	**T**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 5:00-6:00)	26		26		20	20			
Background Growth to 2025	6.1%	6.1%			6.1%				
Background Growth to 2028	12.6%	12.6%			12.6%				
Background Growth to 2032	21.9%	21.9%			21.9%				
2025 No-Build Volumes	28		28		21	21			
2028 No-Build Volumes	29		29		23	23			
2032 No-Build Volumes	32		32		24	24			
Proposed Kingston On Oconee Trips Phase I	2	60	62	53	5	58	35	32	67
Proposed Kingston On Oconee Trips Phases I+II	5	206	211	156	8	164	120	96	216
Proposed Kingston On Oconee Trips Phases I+II+III	81	118	199	171	107	278	71	87	158
2025 Phase I Build Volumes	30	60	90	53	26	79	35	32	67
2028 Phase I+II Build Volumes	34	206	240	156	31	187	120	96	216
2032 Phase I+II+III Build Volumes	113	118	231	171	131	302	71	87	158

Kingston Road at project access location **Tuesday, March 22, 2022**
Peak Hour Calculation

	NB		**SB**		**2-Way**	
Begin Time	**15 min**	**Hourly**	**15 min**	**Hourly**	**15 min**	**Hourly**
7:00 AM	1		6		7	
7:15 AM	6		2		8	
7:30 AM	4		7		11	
7:45 AM	6	17	8	23	14	40
8:00 AM	4	20	9	26	13	46
8:15 AM	6	20	6	30	12	50
8:30 AM	***6***	***22***	***6***	***29***	***12***	***51***
8:45 AM	3	19	6	27	9	46
4:00 PM	4		6		10	
4:15 PM	6		3		9	
4:30 PM	6		6		12	
4:45 PM	4	20	4	19	8	39
5:00 PM	7	23	3	16	10	39
5:15 PM	6	23	6	19	12	42
5:30 PM	6	23	8	21	14	44
5:45 PM	***7***	***26***	***3***	***20***	***10***	***46***
6:00 PM	7	26	2	19	9	45
6:15 PM	6	26	6	19	12	45
24-Hour	**284**		**295**		**579**	

Intersection: 9. Kingston Road at Project South Access

Weekday A.M. Peak Hour	**Northbound Kingston Road**			**Southbound Kingston Road**				**Westbound Project South Access**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 7:45-8:45)	22		22		29	29				
Background Growth to 2025	6.1%				6.1%					
Background Growth to 2028	12.6%				12.6%					
Background Growth to 2032	21.9%				21.9%					
2025 No-Build Volumes	23		23		31	31				
2028 No-Build Volumes	25		25		33	33				
2032 No-Build Volumes	27		27		35	35				
Proposed Kingston On Oconee Trips Phase I	18	5	23	2	52	54		14	3	17
Proposed Kingston On Oconee Trips Phases I+II	65	4	69	3	172	175		20	7	27
Proposed Kingston On Oconee Trips Phases I+II+III	120	4	124	3	128	131		12	31	43
2025 Phase I Build Volumes	41	5	46	2	83	85		14	3	17
2028 Phase I+II Build Volumes	90	4	94	3	205	208		20	7	27
2032 Phase I+II+III Build Volumes	147	4	151	3	163	166		12	31	43

Weekday P.M. Peak Hour	**Northbound Kingston Road**			**Southbound Kingston Road**				**Westbound Project South Access**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 5:00-6:00)	26		26		20	20				
Background Growth to 2025	6.1%	6.1%			6.1%					
Background Growth to 2028	12.6%	12.6%			12.6%					
Background Growth to 2032	21.9%	21.9%			21.9%					
2025 No-Build Volumes	28		28		21	21				
2028 No-Build Volumes	29		29		23	23				
2032 No-Build Volumes	32		32		24	24				
Proposed Kingston On Oconee Trips Phase I	60	15	75	5	35	40		9	2	11
Proposed Kingston On Oconee Trips Phases I+II	206	12	218	8	120	128		12	5	17
Proposed Kingston On Oconee Trips Phases I+II+III	177	13	190	10	168	178		8	22	30
2025 Phase I Build Volumes	88	15	103	5	56	61		9	2	11
2028 Phase I+II Build Volumes	235	12	247	8	143	151		12	5	17
2032 Phase I+II+III Build Volumes	209	13	222	10	192	202		8	22	30

Kingston Road at project access location **Tuesday, March 22, 2022**
Peak Hour Calculation

	NB		**SB**		**2-Way**	
Begin Time	**15 min**	**Hourly**	**15 min**	**Hourly**	**15 min**	**Hourly**
7:00 AM	1		6		7	
7:15 AM	6		2		8	
7:30 AM	4		7		11	
7:45 AM	6	17	8	23	14	40
8:00 AM	4	20	9	26	13	46
8:15 AM	6	20	6	30	12	50
8:30 AM	***6***	***22***	***6***	***29***	***12***	***51***
8:45 AM	3	19	6	27	9	46
4:00 PM	4		6		10	
4:15 PM	6		3		9	
4:30 PM	6		6		12	
4:45 PM	4	20	4	19	8	39
5:00 PM	7	23	3	16	10	39
5:15 PM	6	23	6	19	12	42
5:30 PM	6	23	8	21	14	44
5:45 PM	***7***	***26***	***3***	***20***	***10***	***46***
6:00 PM	7	26	2	19	9	45
6:15 PM	6	26	6	19	12	45
24-Hour	**284**		**295**		**579**	

Kingston On Lake Oconee Subdivision Traffic Impact Study
Morgan and Putnam Counties, Georgia

April 2022

Intersection: 10. Marshall Road at North Sugar Creek Road / Project South Access

Weekday A.M. Peak Hour	Northbound Marshall Road				Southbound Marshall Road				Eastbound Project North Access				Westbound N Sugar Creek Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, March 22, 2022 7:15-8:15)																
Background Growth to 2025																
Background Growth to 2028																
Background Growth to 2032																
2025 No-Build Volumes																
2028 No-Build Volumes																
2032 No-Build Volumes																
Proposed Kingston On Oconee Trips Phase I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II+III	28	0	19	47	0	0	0	0	0	76	80	156	4	30	0	34
2025 Phase I Build Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 Phase I+II Build Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2032 Phase I+II+III Build Volumes	28	0	19	47	0	0	0	0	0	76	80	156	4	30	0	34

Weekday P.M. Peak Hour	Northbound Marshall Road				Southbound Marshall Road				Eastbound Project North Access				Westbound N Sugar Creek Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, March 22, 2022 4:30-5:30)																
Background Growth to 2025																
Background Growth to 2028																
Background Growth to 2032																
2025 No-Build Volumes																
2028 No-Build Volumes																
2032 No-Build Volumes																
Proposed Kingston On Oconee Trips Phase I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II+III	93	0	13	106	0	0	0	0	0	53	56	109	20	90	0	110
2025 Phase I Build Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 Phase I+II Build Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2032 Phase I+II+III Build Volumes	93	0	13	106	0	0	0	0	0	53	56	109	20	90	0	110

Kingston On Lake Oconee Subdivision Traffic Impact Study
Morgan and Putnam Counties, Georgia

April 2022

Intersection: 11. Marshall Road at Project South Access

Weekday A.M. Peak Hour	**Northbound Marshall Road**			**Southbound Marshall Road**			**Eastbound Project South Access**		
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 7:15-8:15)									
Background Growth to 2025									
Background Growth to 2028									
Background Growth to 2032									
2025 No-Build Volumes									
2028 No-Build Volumes									
2032 No-Build Volumes									
Proposed Kingston On Oconee Trips Phase I	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II+III	66	28	94	80	4	84	19	187	206
2025 Phase I Build Volumes	0	0	0	0	0	0	0	0	0
2028 Phase I+II Build Volumes	0	0	0	0	0	0	0	0	0
2032 Phase I+II+III Build Volumes	66	28	94	80	4	84	19	187	206

Weekday P.M. Peak Hour	**Northbound Marshall Road**			**Southbound Marshall Road**			**Eastbound Project South Access**		
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, March 22, 2022 4:30-5:30)									
Background Growth to 2025									
Background Growth to 2028									
Background Growth to 2032									
2025 No-Build Volumes	0	0	0	0	0	0	0	0	0
2028 No-Build Volumes	0	0	0	0	0	0	0	0	0
2032 No-Build Volumes	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phase I	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II	0	0	0	0	0	0	0	0	0
Proposed Kingston On Oconee Trips Phases I+II+III	217	93	310	56	20	76	13	131	144
2025 Phase I Build Volumes	0	0	0	0	0	0	0	0	0
2028 Phase I+II Build Volumes	0	0	0	0	0	0	0	0	0
2032 Phase I+II+III Build Volumes	217	93	310	56	20	76	13	131	144

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TMC Data
Seven Islands Rd @ Cedar Grove Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200001
Site Code : 46200001
Start Date : 3/22/2022

Groups Printed- Cars, Buses and Trucks

	Seven Islands Rd Northbound					Seven Islands Rd Southbound					Eastbound					Cedar Grove Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	2	0	0	2	2	5	0	0	7	0	0	0	0	0	0	0	8	0	8	17
07:15 AM	0	3	0	0	3	3	2	0	0	5	0	0	0	0	0	0	0	18	0	18	26
07:30 AM	0	3	0	0	3	5	3	0	0	8	0	0	0	0	0	1	0	11	0	12	23
07:45 AM	0	8	0	0	8	6	5	0	0	11	0	0	0	0	0	0	0	6	0	6	25
Total	0	16	0	0	16	16	15	0	0	31	0	0	0	0	0	1	0	43	0	44	91
08:00 AM	0	3	0	0	3	7	4	0	0	11	0	0	0	0	0	1	0	6	0	7	21
08:15 AM	0	5	0	0	5	4	5	0	0	9	0	0	0	0	0	0	0	9	0	9	23
08:30 AM	0	4	0	0	4	4	2	0	0	6	0	0	0	0	0	0	0	3	0	3	13
08:45 AM	0	2	0	0	2	7	2	0	0	9	0	0	0	0	0	0	0	9	0	9	20
Total	0	14	0	0	14	22	13	0	0	35	0	0	0	0	0	1	0	27	0	28	77
*** BREAK ***																					
04:00 PM	0	4	1	0	5	12	3	0	0	15	0	0	0	0	0	0	0	6	0	6	26
04:15 PM	0	3	0	0	3	11	2	0	0	13	0	0	0	0	0	0	0	10	0	10	26
04:30 PM	0	3	0	0	3	7	3	0	0	10	0	0	0	0	0	0	0	3	0	3	16
04:45 PM	0	5	0	0	5	9	8	0	0	17	0	0	0	0	0	0	0	3	0	3	25
Total	0	15	1	0	16	39	16	0	0	55	0	0	0	0	0	0	0	22	0	22	93
05:00 PM	0	6	0	0	6	10	2	0	0	12	0	0	0	0	0	0	0	9	0	9	27
05:15 PM	0	9	0	0	9	8	9	0	0	17	0	0	0	0	0	0	0	10	0	10	36
05:30 PM	0	4	0	0	4	7	3	0	0	10	0	0	0	0	0	0	0	5	0	5	19
05:45 PM	0	6	1	0	7	9	5	0	0	14	0	0	0	0	0	0	0	3	0	3	24
Total	0	25	1	0	26	34	19	0	0	53	0	0	0	0	0	0	0	27	0	27	106
Grand Total	0	70	2	0	72	111	63	0	0	174	0	0	0	0	0	2	0	119	0	121	367
Apprch %	0	97.2	2.8	0		63.8	36.2	0	0		0	0	0	0		1.7	0	98.3	0		
Total %	0	19.1	0.5	0	19.6	30.2	17.2	0	0	47.4	0	0	0	0	0	0.5	0	32.4	0	33	

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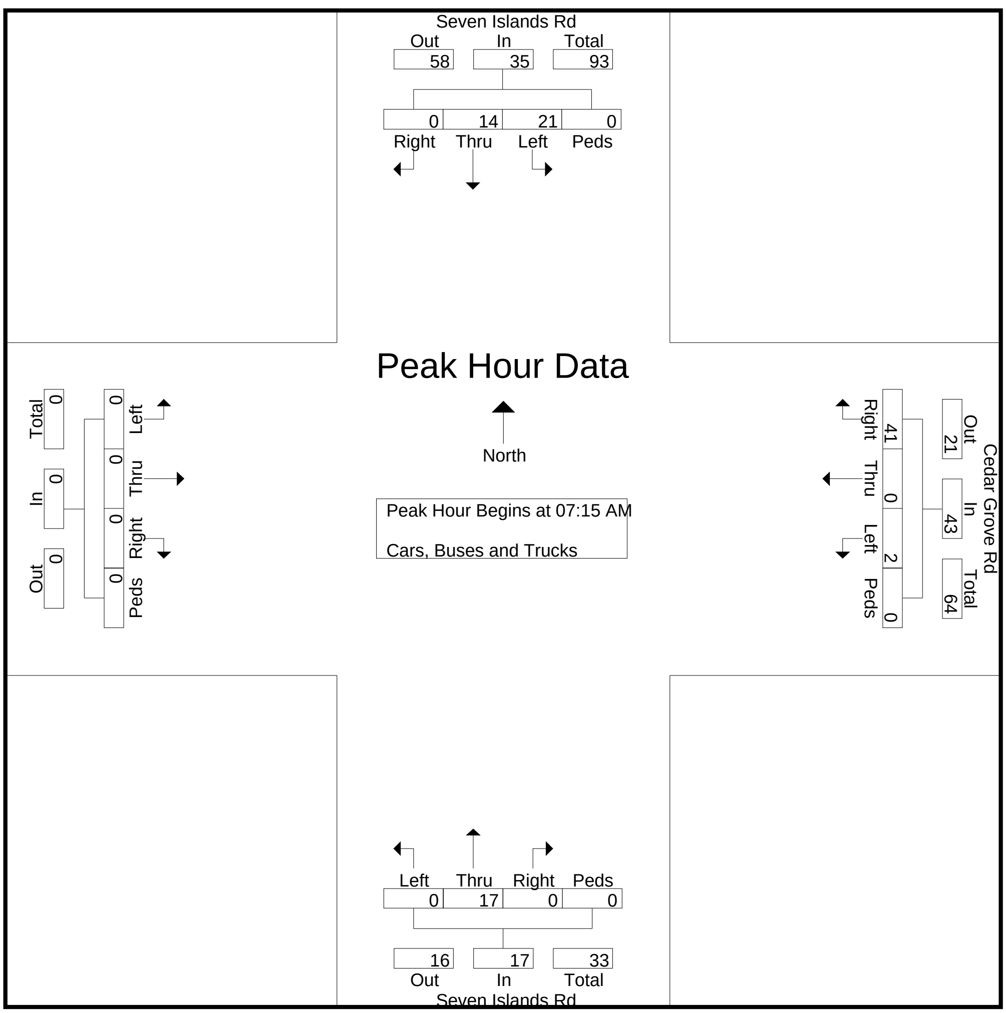
TMC Data
Seven Islands Rd @ Cedar Grove Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200001
Site Code : 46200001
Start Date : 3/22/2022
Page No : 2

	Seven Islands Rd Northbound					Seven Islands Rd Southbound					Eastbound					Cedar Grove Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	3	0	0	3	3	2	0	0	5	0	0	0	0	0	0	0	**18**	0	**18**	**26**
07:30 AM	0	3	0	0	3	5	3	0	0	8	0	0	0	0	0	**1**	0	11	0	12	23
07:45 AM	0	**8**	0	0	**8**	6	**5**	0	0	**11**	0	0	0	0	0	0	0	6	0	6	25
08:00 AM	0	3	0	0	3	**7**	4	0	0	11	0	0	0	0	0	1	0	6	0	7	21
Total Volume	0	17	0	0	17	21	14	0	0	35	0	0	0	0	0	2	0	41	0	43	95
% App. Total																		95.3			
PHF	.000	.531	.000	.000	.531	.750	.700	.000	.000	.795	.000	.000	.000	.000	.000	.500	.000	.569	.000	.597	.913



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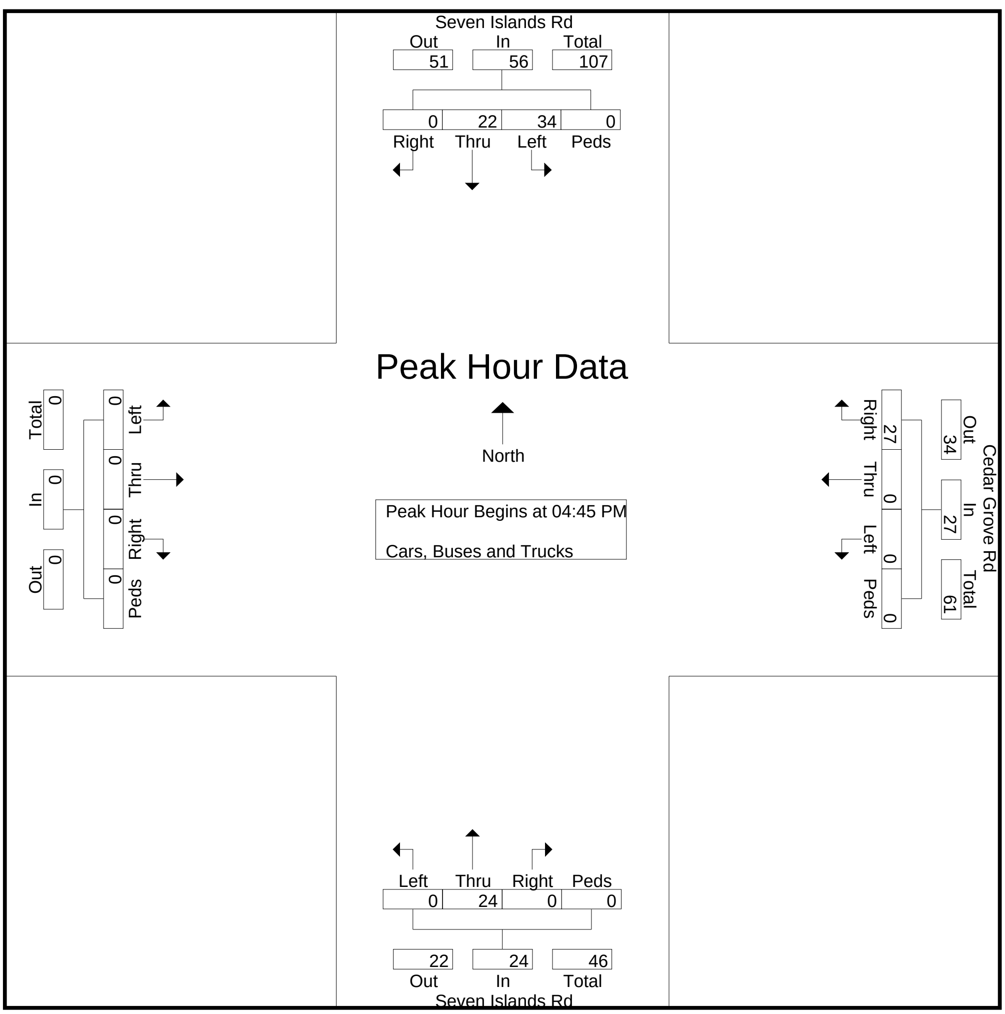
TMC Data
Seven Islands Rd @ Cedar Grove Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200001
Site Code : 46200001
Start Date : 3/22/2022
Page No : 3

	Seven Islands Rd Northbound					Seven Islands Rd Southbound					Eastbound					Cedar Grove Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	5	0	0	5	9	8	0	0	**17**	0	0	0	0	0	0	0	3	0	3	25
05:00 PM	0	6	0	0	6	**10**	2	0	0	12	0	0	0	0	0	0	0	9	0	9	27
05:15 PM	0	**9**	0	0	**9**	8	**9**	0	0	17	0	0	0	0	0	0	0	**10**	0	**10**	**36**
05:30 PM	0	4	0	0	4	7	3	0	0	10	0	0	0	0	0	0	0	5	0	5	19
Total Volume	0	24	0	0	24	34	22	0	0	56	0	0	0	0	0	0	0	27	0	27	107
% App. Total						60.7	39.3														
PHF	.000	.667	.000	.000	.667	.850	.611	.000	.000	.824	.000	.000	.000	.000	.000	.000	.000	.675	.000	.675	.743



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TMC Data
Kingston Rd @ Cedar Grove Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200002
Site Code : 46200002
Start Date : 3/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Kingston Rd Northbound					Kingston Rd Southbound					Cedar Grove Rd Eastbound					Cedar Grove Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3	4	0	0	7	10
07:15 AM	8	0	0	0	8	0	0	0	0	0	0	2	2	0	4	0	6	0	0	6	18
07:30 AM	3	0	0	0	3	0	0	0	0	0	1	1	6	0	8	1	3	0	0	4	15
07:45 AM	3	0	2	0	5	1	0	0	0	1	1	1	9	0	11	1	2	0	0	3	20
Total	16	0	2	0	18	1	0	0	0	1	2	4	18	0	24	5	15	0	0	20	63
08:00 AM	5	0	0	0	5	0	0	0	0	0	0	1	7	0	8	3	3	0	0	6	19
08:15 AM	2	0	1	0	3	0	0	0	0	0	0	0	4	0	4	0	3	0	0	3	10
08:30 AM	5	0	0	0	5	0	0	0	0	0	0	0	6	0	6	0	3	0	0	3	14
08:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	9
Total	15	0	1	0	16	0	0	0	0	0	0	1	21	0	22	4	10	0	0	14	52
*** BREAK ***																					
04:00 PM	9	0	0	0	9	0	0	0	0	0	0	5	4	0	9	2	3	0	0	5	23
04:15 PM	2	0	1	0	3	0	0	0	0	0	0	4	4	0	8	1	3	0	0	4	15
04:30 PM	3	0	0	0	3	0	0	0	0	0	0	7	4	0	11	0	1	1	0	2	16
04:45 PM	5	0	1	0	6	0	0	0	0	0	0	3	6	0	9	1	1	0	0	2	17
Total	19	0	2	0	21	0	0	0	0	0	0	19	18	0	37	4	8	1	0	13	71
05:00 PM	8	1	1	0	10	0	0	0	0	0	0	1	3	0	4	0	2	0	0	2	16
05:15 PM	9	0	0	0	9	0	0	0	0	0	1	2	4	0	7	1	1	0	0	2	18
05:30 PM	4	0	1	0	5	0	1	0	0	1	0	4	5	0	9	1	1	0	0	2	17
05:45 PM	4	0	0	0	4	0	0	0	0	0	0	4	4	0	8	0	0	0	0	0	12
Total	25	1	2	0	28	0	1	0	0	1	1	11	16	0	28	2	4	0	0	6	63
Grand Total	75	1	7	0	83	1	1	0	0	2	3	35	73	0	111	15	37	1	0	53	249
Apprch %	90.4	1.2	8.4	0		50	50	0	0		2.7	31.5	65.8	0		28.3	69.8	1.9	0		
Total %	30.1	0.4	2.8	0	33.3	0.4	0.4	0	0	0.8	1.2	14.1	29.3	0	44.6	6	14.9	0.4	0	21.3	

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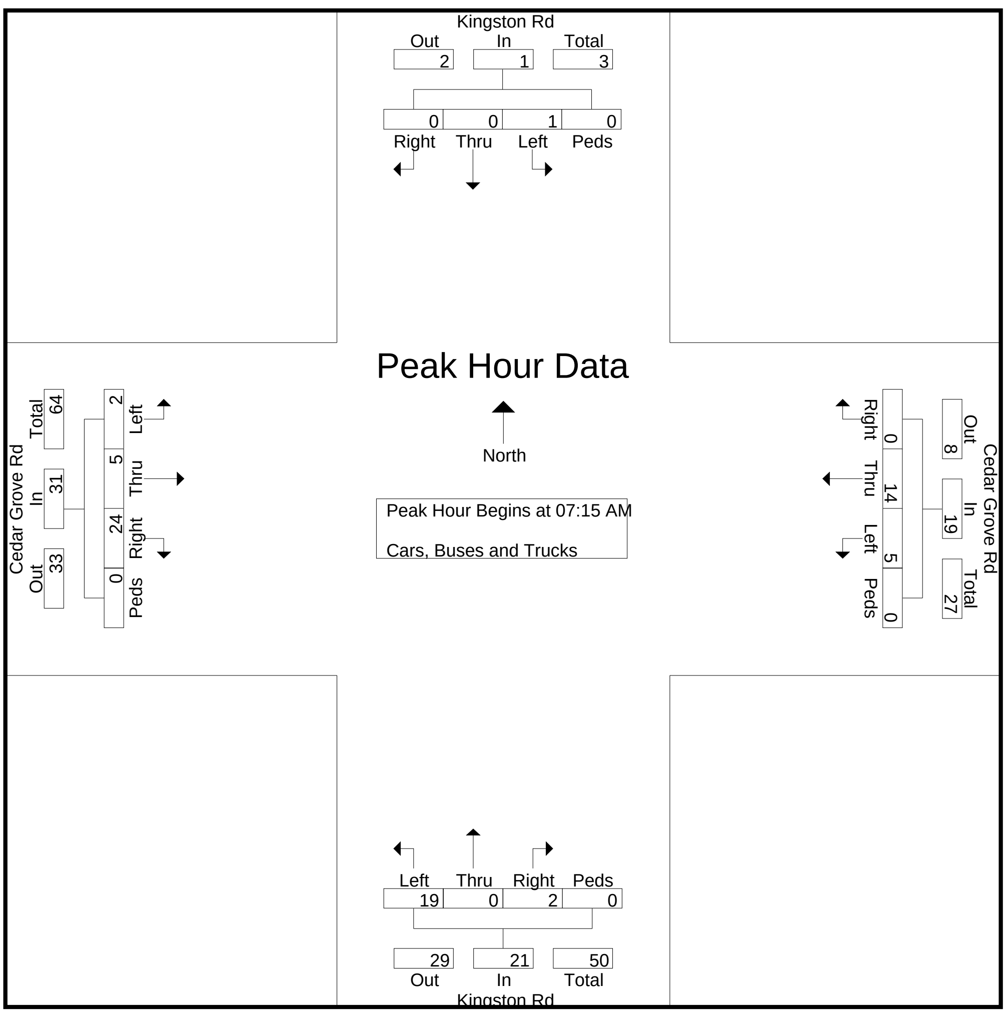
TMC Data
Kingston Rd @ Cedar Grove Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200002
Site Code : 46200002
Start Date : 3/22/2022
Page No : 2

	Kingston Rd Northbound					Kingston Rd Southbound					Cedar Grove Rd Eastbound					Cedar Grove Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**8**	0	0	0	**8**	0	0	0	0	0	0	**2**	2	0	4	0	**6**	0	0	**6**	18
07:30 AM	3	0	0	0	3	0	0	0	0	0	**1**	1	6	0	8	1	3	0	0	4	15
07:45 AM	3	0	**2**	0	5	**1**	0	0	0	**1**	1	1	**9**	0	**11**	1	2	0	0	3	**20**
08:00 AM	5	0	0	0	5	0	0	0	0	0	0	1	7	0	8	**3**	3	0	0	6	19
Total Volume	19	0	2	0	21	1	0	0	0	1	2	5	24	0	31	5	14	0	0	19	72
% App. Total	90.5											16.1	77.4			26.3	73.7				
PHF	.594	.000	.250	.000	.656	.250	.000	.000	.000	.250	.500	.625	.667	.000	.705	.417	.583	.000	.000	.792	.900



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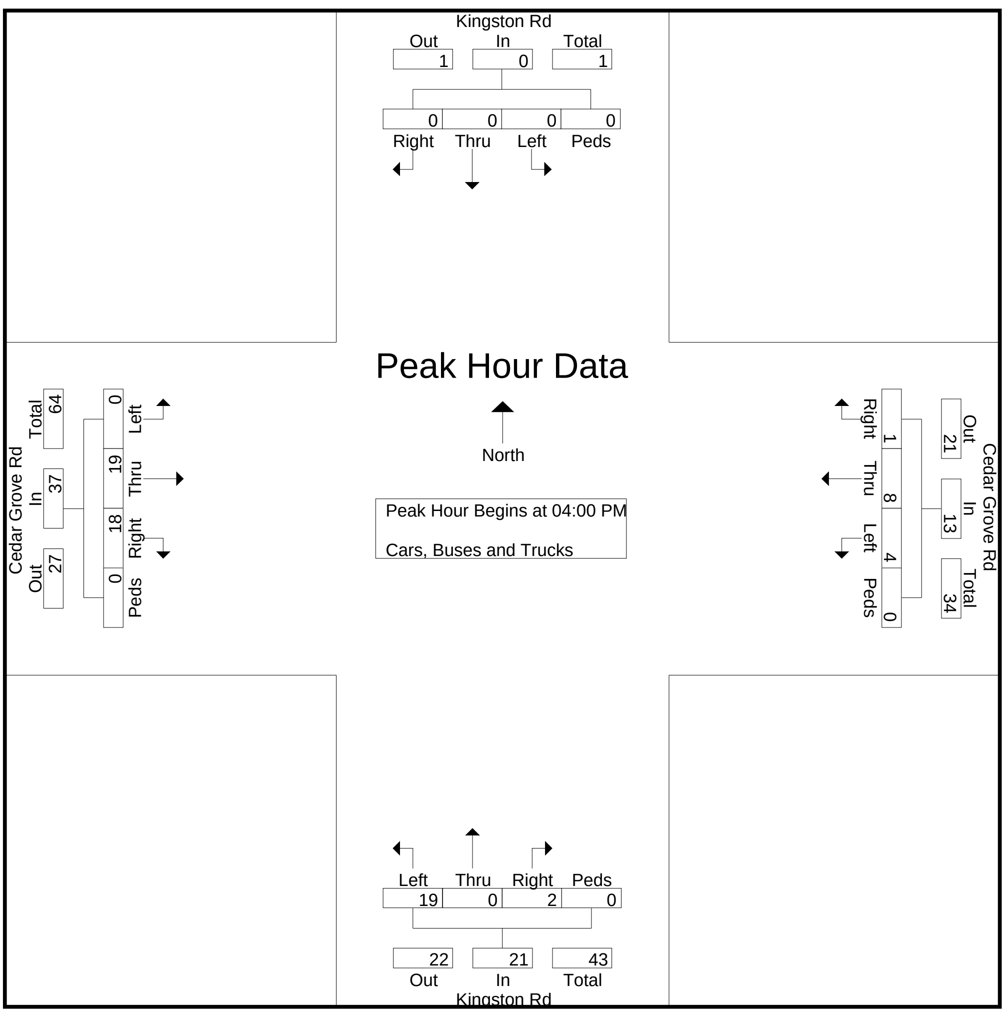
TMC Data
Kingston Rd @ Cedar Grove Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200002
Site Code : 46200002
Start Date : 3/22/2022
Page No : 3

	Kingston Rd Northbound					**Kingston Rd Southbound**					**Cedar Grove Rd Eastbound**					**Cedar Grove Rd Westbound**					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**9**	0	0	0	**9**	0	0	0	0	0	0	5	4	0	9	**2**	**3**	0	0	**5**	**23**
04:15 PM	2	0	**1**	0	3	0	0	0	0	0	0	4	4	0	8	1	3	0	0	4	15
04:30 PM	3	0	0	0	3	0	0	0	0	0	0	**7**	4	0	**11**	0	1	**1**	0	2	16
04:45 PM	5	0	1	0	6	0	0	0	0	0	0	3	**6**	0	9	1	1	0	0	2	17
Total Volume	19	0	2	0	21	0	0	0	0	0	0	19	18	0	37	4	8	1	0	13	71
% App. Total	90.5											51.4	48.6			30.8	61.5				
PHF	.528	.000	.500	.000	.583	.000	.000	.000	.000	.000	.000	.679	.750	.000	.841	.500	.667	.250	.000	.650	.772



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TMC Data
Kingston Rd @ Cochran Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200003
Site Code : 46200003
Start Date : 3/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Kingston Rd Northbound					Kingston Rd Southbound					Cochran Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	1	3	0	0	4	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	10
07:30 AM	1	4	0	0	5	0	7	0	0	7	0	0	1	0	1	0	0	0	0	0	13
07:45 AM	0	5	0	0	5	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	11
Total	2	13	0	0	15	0	21	0	0	21	1	0	2	0	3	0	0	0	0	0	39
08:00 AM	0	3	0	0	3	0	10	1	0	11	0	0	2	0	2	0	0	0	0	0	16
08:15 AM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	5	0	0	5	0	7	0	0	7	1	0	1	0	2	0	0	0	0	0	14
08:45 AM	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	7
Total	0	13	0	0	13	0	26	1	0	27	1	0	4	0	5	0	0	0	0	0	45
*** BREAK ***																					
04:00 PM	1	4	0	0	5	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	8
04:15 PM	2	4	0	0	6	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	10
04:30 PM	2	5	0	0	7	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	12
04:45 PM	2	3	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
Total	7	16	0	0	23	0	14	1	0	15	0	0	3	0	3	0	0	0	0	0	41
05:00 PM	0	7	0	0	7	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	11
05:15 PM	1	6	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
05:30 PM	0	6	0	0	6	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	12
05:45 PM	1	6	0	0	7	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	10
Total	2	25	0	0	27	0	10	3	0	13	3	0	1	0	4	0	0	0	0	0	44
Grand Total	11	67	0	0	78	0	71	5	0	76	5	0	10	0	15	0	0	0	0	0	169
Apprch %	14.1	85.9	0	0		0	93.4	6.6	0		33.3	0	66.7	0		0	0	0	0		
Total %	6.5	39.6	0	0	46.2	0	42	3	0	45	3	0	5.9	0	8.9	0	0	0	0	0	

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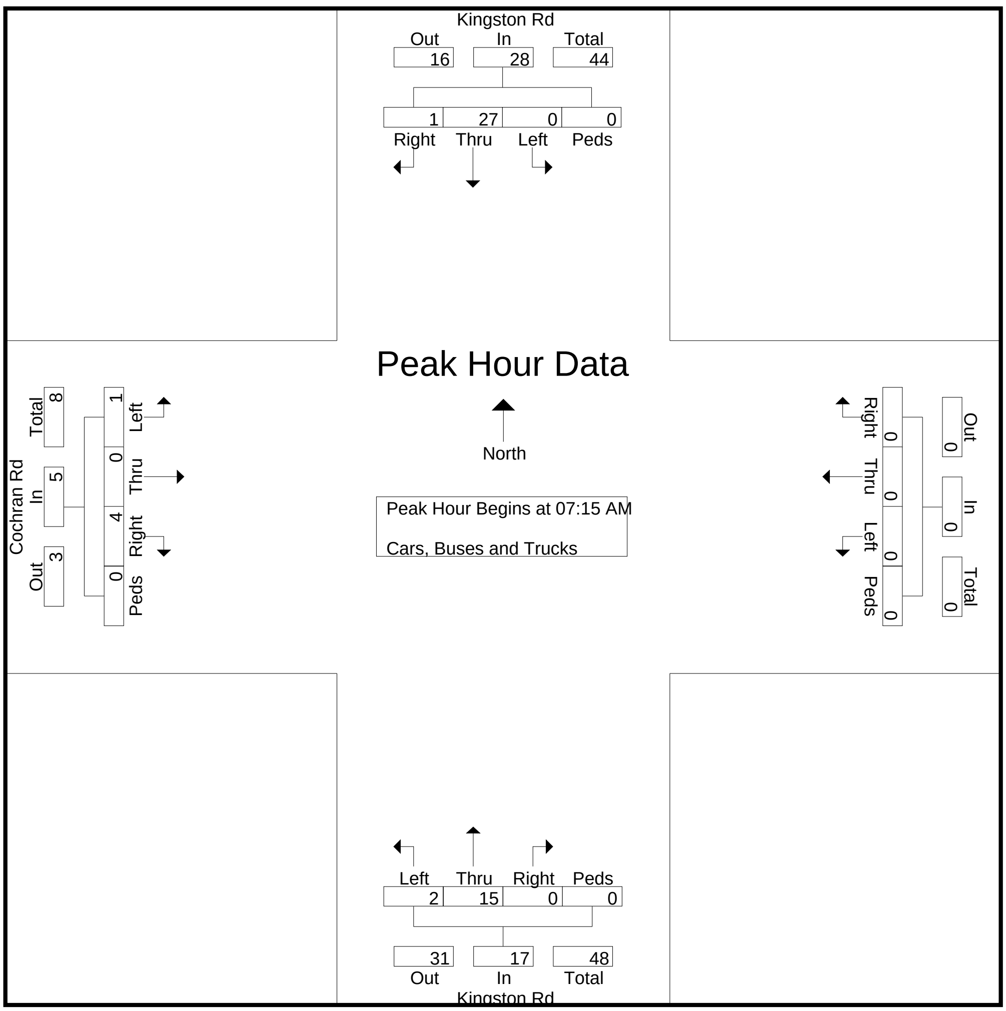
TMC Data
Kingston Rd @ Cochran Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200003
Site Code : 46200003
Start Date : 3/22/2022
Page No : 2

	Kingston Rd Northbound					Kingston Rd Southbound					Cochran Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	3	0	0	4	0	5	0	0	5	**1**	0	0	0	1	0	0	0	0	0	10
07:30 AM	1	4	0	0	**5**	0	7	0	0	7	0	0	1	0	1	0	0	0	0	0	13
07:45 AM	0	**5**	0	0	5	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	11
08:00 AM	0	3	0	0	3	0	**10**	**1**	0	**11**	0	0	**2**	0	**2**	0	0	0	0	0	**16**
Total Volume	2	15	0	0	17	0	27	1	0	28	1	0	4	0	5	0	0	0	0	0	50
% App. Total	11.8	88.2					96.4														
PHF	.500	.750	.000	.000	.850	.000	.675	.250	.000	.636	.250	.000	.500	.000	.625	.000	.000	.000	.000	.000	.781



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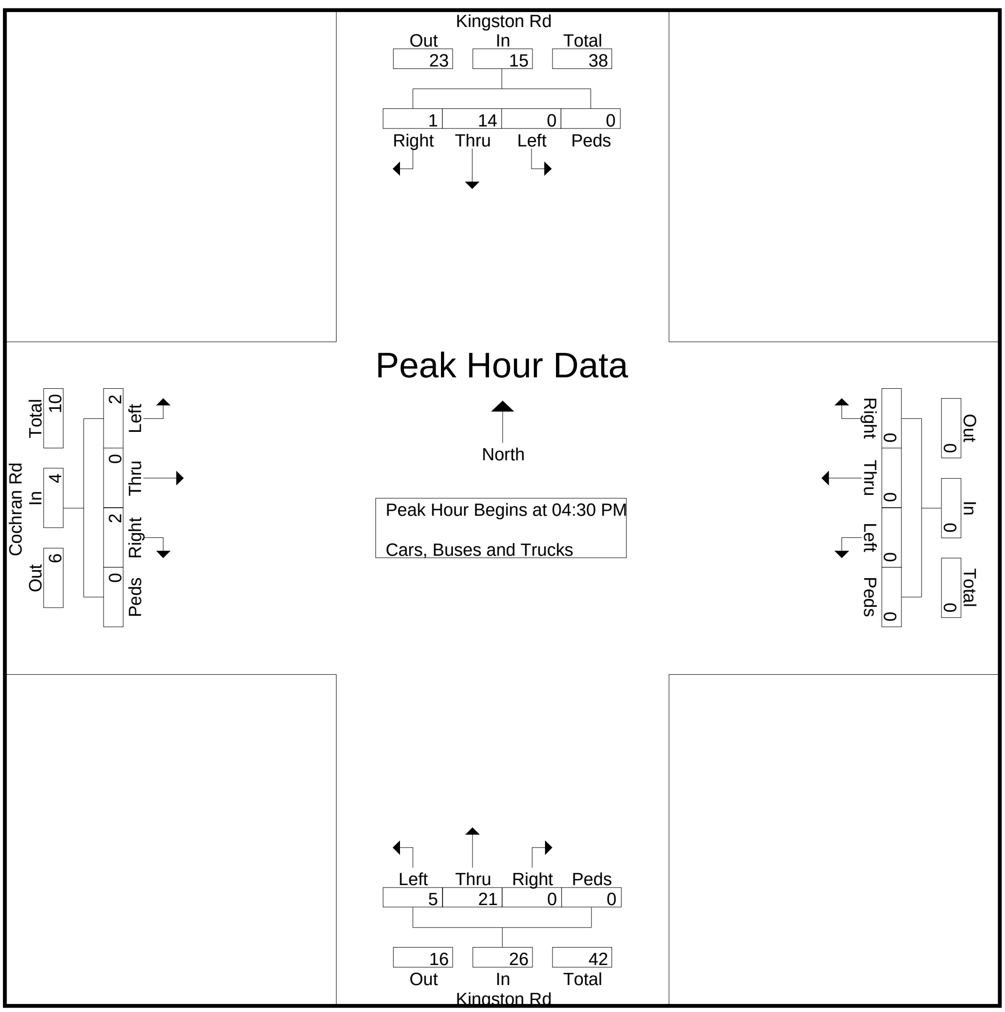
TMC Data
Kingston Rd @ Cochran Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200003
Site Code : 46200003
Start Date : 3/22/2022
Page No : 3

	Kingston Rd Northbound					Kingston Rd Southbound					Cochran Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**2**	5	0	0	**7**	0	3	**1**	0	4	0	0	**1**	0	1	0	0	0	0	0	**12**
04:45 PM	2	3	0	0	5	0	**6**	0	0	**6**	0	0	0	0	0	0	0	0	0	0	11
05:00 PM	0	**7**	0	0	7	0	1	0	0	1	**2**	0	1	0	**3**	0	0	0	0	0	11
05:15 PM	1	6	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
Total Volume	5	21	0	0	26	0	14	1	0	15	2	0	2	0	4	0	0	0	0	0	45
% App. Total	19.2	80.8					93.3														
PHF	.625	.750	.000	.000	.929	.000	.583	.250	.000	.625	.250	.000	.500	.000	.333	.000	.000	.000	.000	.000	.938



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TMC Data
Little Rd @ Marshall Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200004
Site Code : 46200004
Start Date : 3/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Little Rd Northbound					Little Rd Southbound					Eastbound					Marshall Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
07:30 AM	0	4	0	0	4	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	15
07:45 AM	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	16
Total	0	14	0	0	14	0	28	0	0	28	0	0	0	0	0	1	0	0	0	1	43
08:00 AM	0	5	0	0	5	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	15
08:15 AM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
08:30 AM	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	11
08:45 AM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
Total	0	16	0	0	16	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	47
*** BREAK ***																					
04:00 PM	1	7	0	1	9	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
04:15 PM	0	4	0	0	4	1	5	0	0	6	0	0	0	0	0	0	0	1	0	1	11
04:30 PM	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
04:45 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
Total	1	23	0	1	25	1	17	0	0	18	0	0	0	0	0	0	0	1	0	1	44
05:00 PM	0	9	0	0	9	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	9	0	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	13
05:30 PM	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
05:45 PM	0	5	1	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	0	31	1	0	32	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	47
Grand Total	1	84	1	1	87	1	91	0	0	92	0	0	0	0	0	1	0	1	0	2	181
Apprch %	1.1	96.6	1.1	1.1		1.1	98.9	0	0		0	0	0	0		50	0	50	0		
Total %	0.6	46.4	0.6	0.6	48.1	0.6	50.3	0	0	50.8	0	0	0	0	0	0.6	0	0.6	0	1.1	

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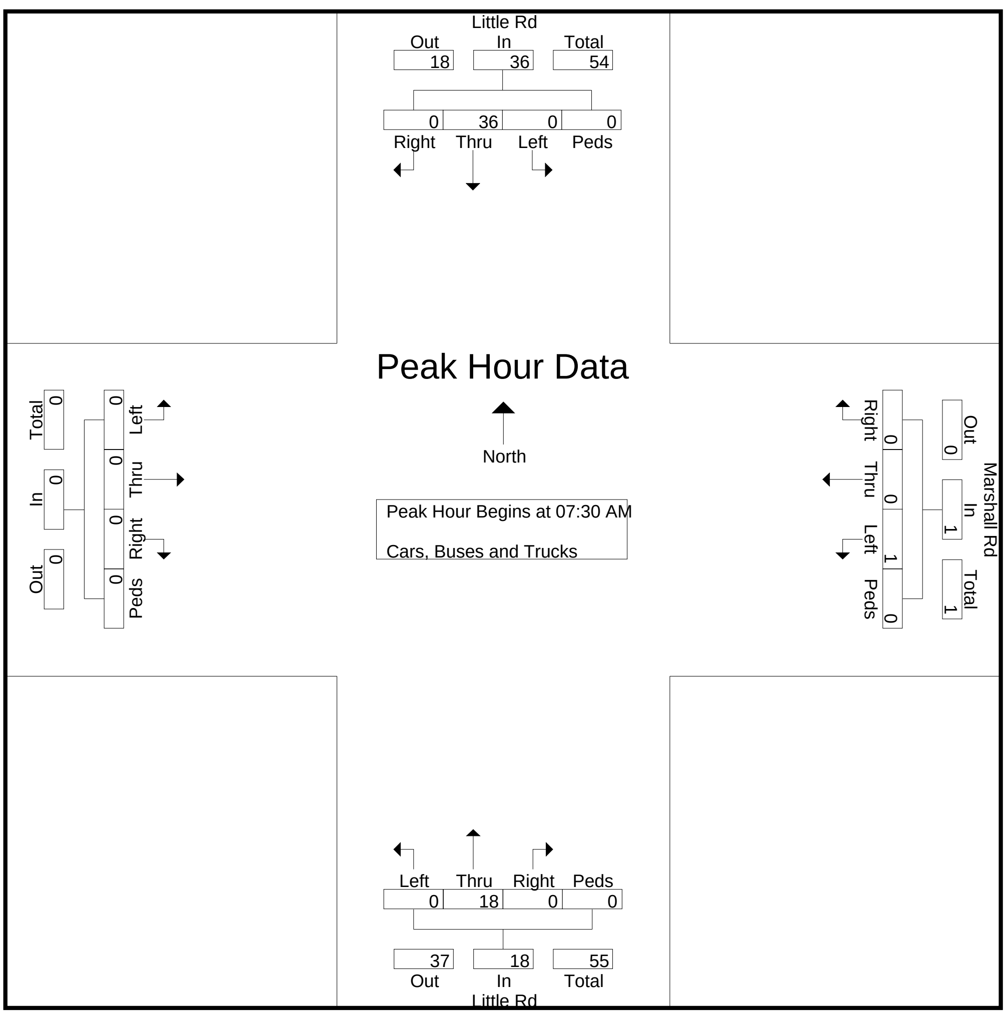
TMC Data
Little Rd @ Marshall Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200004
Site Code : 46200004
Start Date : 3/22/2022
Page No : 2

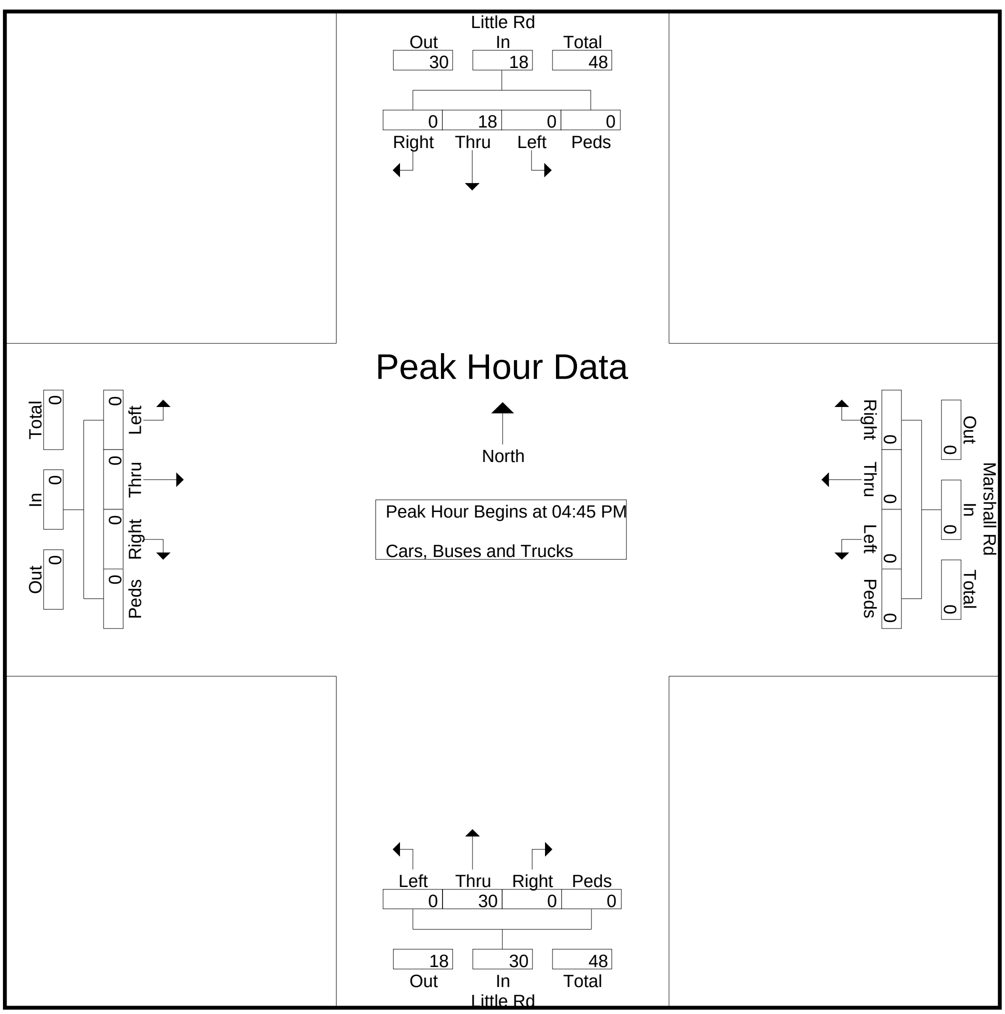
	Little Rd Northbound					Little Rd Southbound					Eastbound					Marshall Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	4	0	0	4	0	**11**	0	0	**11**	0	0	0	0	0	0	0	0	0	0	15
07:45 AM	0	**6**	0	0	**6**	0	9	0	0	9	0	0	0	0	0	**1**	0	0	0	**1**	**16**
08:00 AM	0	5	0	0	5	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	15
08:15 AM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Total Volume	0	18	0	0	18	0	36	0	0	36	0	0	0	0	0	1	0	0	0	1	55
% App. Total																					
PHF	.000	.750	.000	.000	.750	.000	.818	.000	.000	.818	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.859



TMC Data
Little Rd @ Marshall Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200004
Site Code : 46200004
Start Date : 3/22/2022
Page No : 3

	Little Rd Northbound					Little Rd Southbound					Eastbound					Marshall Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
05:00 PM	0	**9**	0	0	**9**	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	9	0	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	13
05:30 PM	0	8	0	0	8	0	**6**	0	0	**6**	0	0	0	0	0	0	0	0	0	0	**14**
Total Volume	0	30	0	0	30	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	48
% App. Total																					
PHF	.000	.833	.000	.000	.833	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.857



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TMC Data
Little Rd @ Harmony Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200005
Site Code : 46200005
Start Date : 3/22/2022

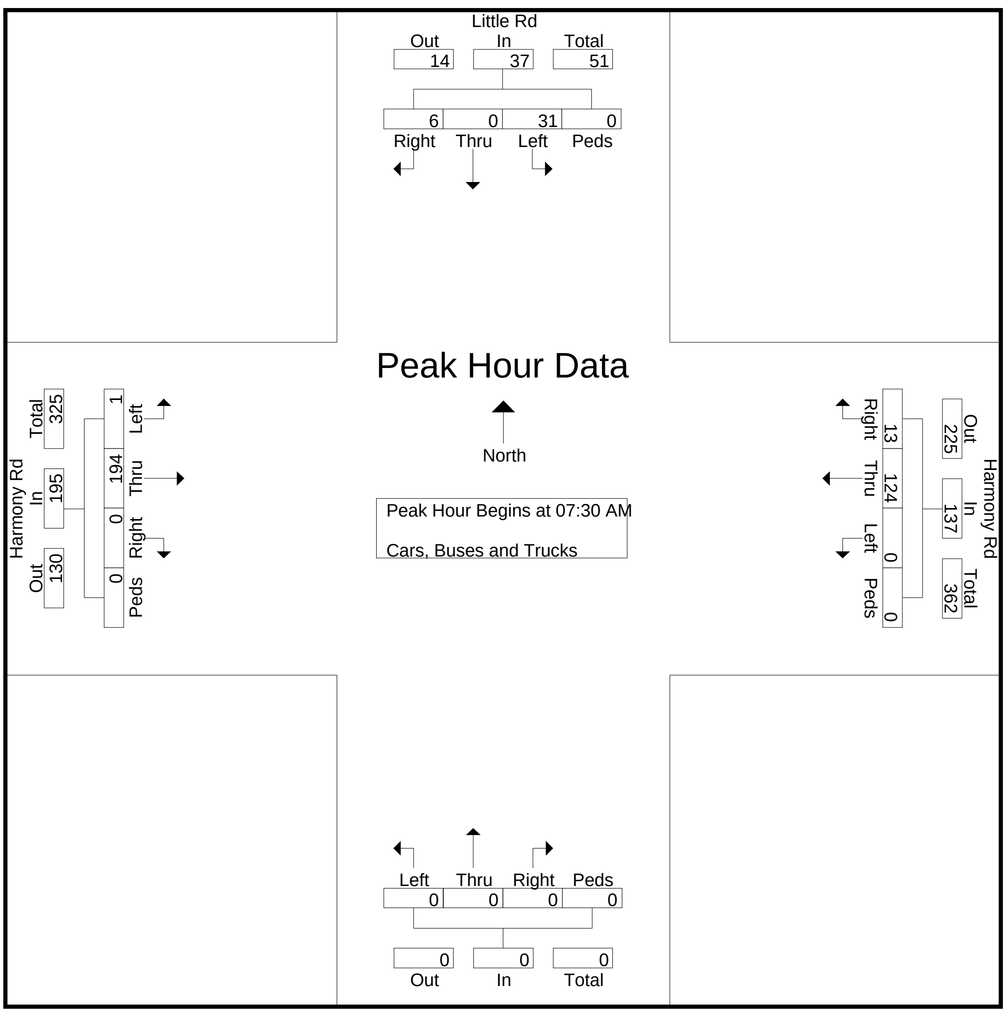
Groups Printed- Cars, Buses and Trucks

	Northbound					Little Rd Southbound					Harmony Rd Eastbound					Harmony Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	0	0	5	0	17	0	0	17	0	19	1	0	20	42
07:15 AM	0	0	0	0	0	3	0	0	0	3	0	17	0	0	17	0	22	2	0	24	44
07:30 AM	0	0	0	0	0	10	0	0	0	10	0	39	0	0	39	0	35	4	0	39	88
07:45 AM	0	0	0	0	0	5	0	2	0	7	0	51	0	0	51	0	40	3	0	43	101
Total	0	0	0	0	0	23	0	2	0	25	0	124	0	0	124	0	116	10	0	126	275
08:00 AM	0	0	0	0	0	11	0	3	0	14	1	60	0	0	61	0	27	4	0	31	106
08:15 AM	0	0	0	0	0	5	0	1	0	6	0	44	0	0	44	0	22	2	0	24	74
08:30 AM	0	0	0	0	0	8	0	0	0	8	0	34	0	0	34	0	17	4	0	21	63
08:45 AM	0	0	0	0	0	7	0	0	0	7	1	30	0	0	31	0	23	3	0	26	64
Total	0	0	0	0	0	31	0	4	0	35	2	168	0	0	170	0	89	13	0	102	307
*** BREAK ***																					
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	20	0	1	21	0	25	8	0	33	56
04:15 PM	0	0	0	0	0	1	0	5	0	6	4	13	0	0	17	0	26	2	0	28	51
04:30 PM	0	0	0	0	0	7	0	0	0	7	1	22	0	0	23	0	29	5	0	34	64
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	29	0	0	29	0	35	5	0	40	72
Total	0	0	0	0	0	13	0	5	0	18	5	84	0	1	90	0	115	20	0	135	243
05:00 PM	0	0	0	0	0	4	0	0	0	4	2	22	0	0	24	0	50	8	0	58	86
05:15 PM	0	0	0	0	0	6	0	0	0	6	2	25	0	0	27	0	46	8	0	54	87
05:30 PM	0	0	0	0	0	4	0	2	0	6	2	23	0	0	25	0	17	8	0	25	56
05:45 PM	0	0	0	0	0	2	0	2	0	4	0	23	0	0	23	0	12	4	0	16	43
Total	0	0	0	0	0	16	0	4	0	20	6	93	0	0	99	0	125	28	0	153	272
Grand Total	0	0	0	0	0	83	0	15	0	98	13	469	0	1	483	0	445	71	0	516	1097
Apprch %	0	0	0	0		84.7	0	15.3	0		2.7	97.1	0	0.2		0	86.2	13.8	0		
Total %	0	0	0	0	0	7.6	0	1.4	0	8.9	1.2	42.8	0	0.1	44	0	40.6	6.5	0	47	

TMC Data
Little Rd @ Harmony Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200005
Site Code : 46200005
Start Date : 3/22/2022
Page No : 2

	Northbound					Little Rd Southbound					Harmony Rd Eastbound					Harmony Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	10	0	0	0	10	0	39	0	0	39	0	35	**4**	0	39	88
07:45 AM	0	0	0	0	0	5	0	2	0	7	0	51	0	0	51	0	**40**	3	0	**43**	101
08:00 AM	0	0	0	0	0	**11**	0	**3**	0	**14**	**1**	**60**	0	0	**61**	0	27	4	0	31	**106**
08:15 AM	0	0	0	0	0	5	0	1	0	6	0	44	0	0	44	0	22	2	0	24	74
Total Volume	0	0	0	0	0	31	0	6	0	37	1	194	0	0	195	0	124	13	0	137	369
% App. Total						83.8		16.2				99.5					90.5				
PHF	.000	.000	.000	.000	.000	.705	.000	.500	.000	.661	.250	.808	.000	.000	.799	.000	.775	.813	.000	.797	.870



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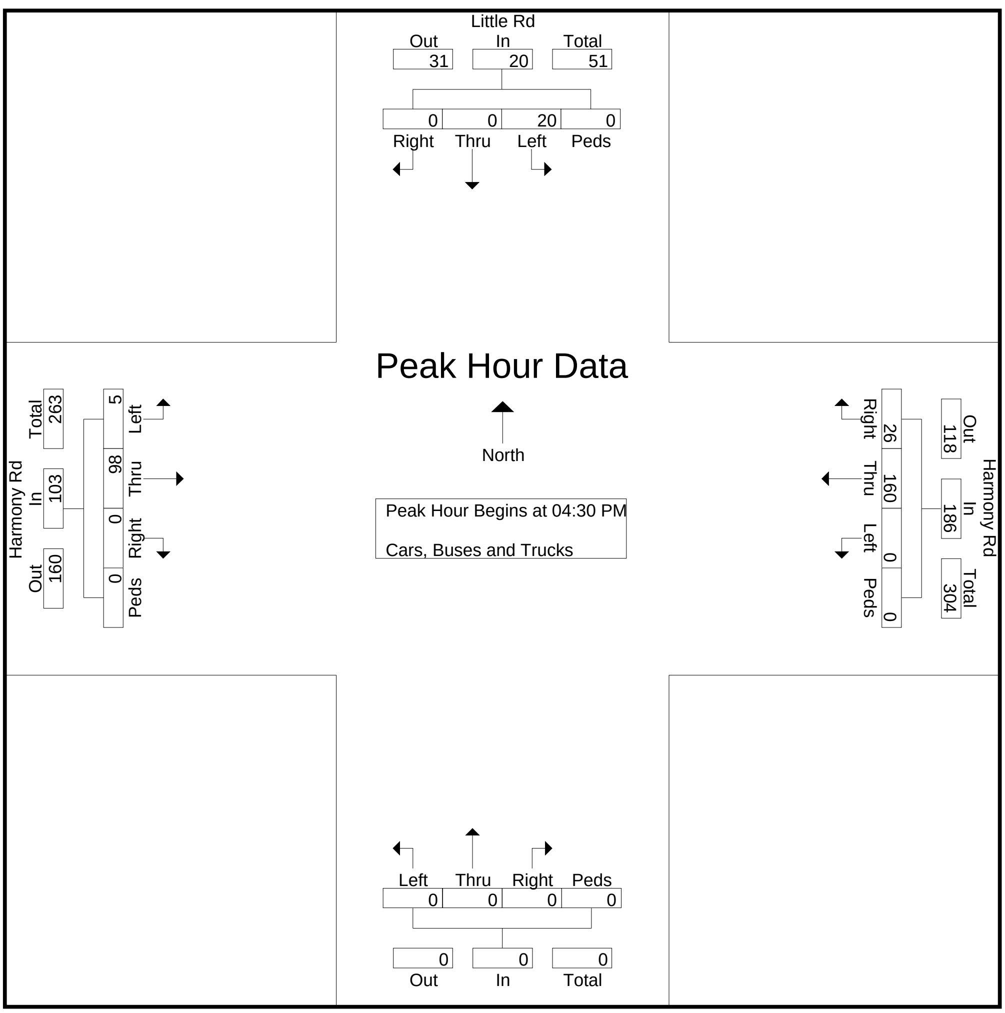
TMC Data
Little Rd @ Harmony Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200005
Site Code : 46200005
Start Date : 3/22/2022
Page No : 3

	Northbound					Little Rd Southbound					Harmony Rd Eastbound					Harmony Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	**7**	0	0	0	**7**	1	22	0	0	23	0	29	5	0	34	64
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	**29**	0	0	**29**	0	35	5	0	40	72
05:00 PM	0	0	0	0	0	4	0	0	0	4	**2**	22	0	0	24	0	**50**	**8**	0	**58**	86
05:15 PM	0	0	0	0	0	6	0	0	0	6	2	25	0	0	27	0	46	8	0	54	**87**
Total Volume	0	0	0	0	0	20	0	0	0	20	5	98	0	0	103	0	160	26	0	186	309
% App. Total												95.1									
PHF	.000	.000	.000	.000	.000	.714	.000	.000	.000	.714	.625	.845	.000	.000	.888	.000	.800	.813	.000	.802	.888



TMC Data
Harmony Rd @ Parks Mill Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200006
Site Code : 46200006
Start Date : 3/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Northbound					Parks Mill Rd Southbound					Harmony Rd Eastbound					Harmony Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	10	0	10	0	20	3	24	0	0	27	0	23	4	0	27	74
07:15 AM	0	0	0	0	0	16	0	14	0	30	1	22	0	0	23	0	24	6	0	30	83
07:30 AM	0	0	0	0	0	23	0	12	0	35	3	46	0	0	49	0	19	4	0	23	107
07:45 AM	0	0	0	0	0	20	0	6	0	26	4	66	0	0	70	0	37	6	0	43	139
Total	0	0	0	0	0	69	0	42	0	111	11	158	0	0	169	0	103	20	0	123	403
08:00 AM	0	0	0	0	0	19	0	4	0	23	8	67	0	0	75	0	18	8	0	26	124
08:15 AM	0	0	0	0	0	14	0	5	0	19	8	47	0	0	55	0	22	11	0	33	107
08:30 AM	0	0	0	0	0	13	0	3	0	16	8	43	0	0	51	0	21	12	0	33	100
08:45 AM	0	0	0	0	0	19	0	4	0	23	6	32	0	0	38	0	23	9	0	32	93
Total	0	0	0	0	0	65	0	16	0	81	30	189	0	0	219	0	84	40	0	124	424
*** BREAK ***																					
04:00 PM	0	0	0	0	0	16	0	6	0	22	6	23	0	0	29	0	30	17	0	47	98
04:15 PM	0	0	0	0	0	15	0	7	0	22	4	21	0	0	25	0	27	23	0	50	97
04:30 PM	0	0	0	0	0	12	0	4	0	16	5	26	0	0	31	0	35	20	0	55	102
04:45 PM	0	0	0	0	0	13	0	5	0	18	8	24	0	0	32	0	37	21	0	58	108
Total	0	0	0	0	0	56	0	22	0	78	23	94	0	0	117	0	129	81	0	210	405
05:00 PM	0	0	0	0	0	10	0	4	0	14	6	21	0	0	27	0	49	23	0	72	113
05:15 PM	0	0	0	0	0	11	0	6	0	17	7	26	0	0	33	0	44	28	0	72	122
05:30 PM	0	0	0	0	0	14	0	4	0	18	5	31	0	0	36	0	32	23	0	55	109
05:45 PM	0	0	0	0	0	12	0	2	0	14	4	29	0	0	33	0	27	18	0	45	92
Total	0	0	0	0	0	47	0	16	0	63	22	107	0	0	129	0	152	92	0	244	436
Grand Total	0	0	0	0	0	237	0	96	0	333	86	548	0	0	634	0	468	233	0	701	1668
Apprch %	0	0	0	0		71.2	0	28.8	0		13.6	86.4	0	0		0	66.8	33.2	0		
Total %	0	0	0	0	0	14.2	0	5.8	0	20	5.2	32.9	0	0	38	0	28.1	14	0	42	

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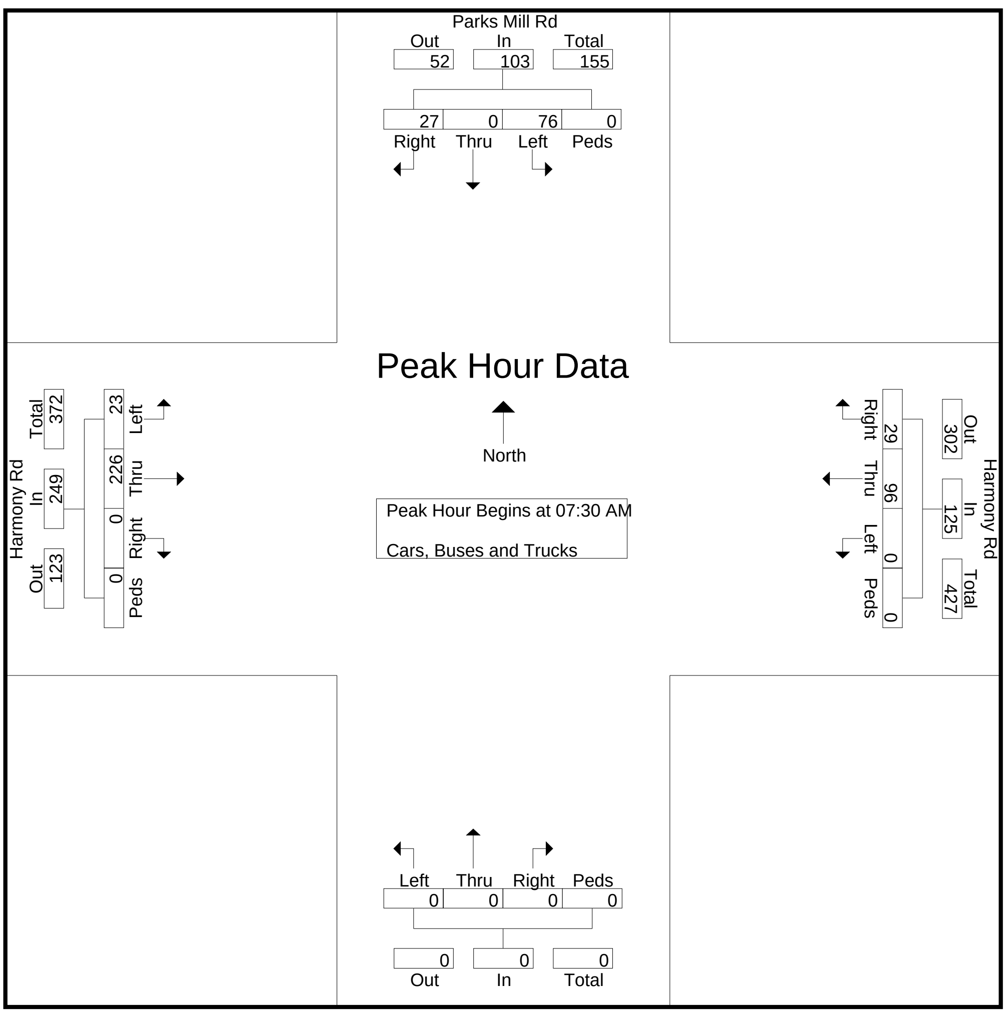
TMC Data
Harmony Rd @ Parks Mill Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200006
Site Code : 46200006
Start Date : 3/22/2022
Page No : 2

	Northbound					Parks Mill Rd Southbound					Harmony Rd Eastbound					Harmony Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	**23**	0	**12**	0	**35**	3	46	0	0	49	0	19	4	0	23	107
07:45 AM	0	0	0	0	0	20	0	6	0	26	4	66	0	0	70	0	**37**	6	0	**43**	**139**
08:00 AM	0	0	0	0	0	19	0	4	0	23	**8**	**67**	0	0	**75**	0	18	8	0	26	124
08:15 AM	0	0	0	0	0	14	0	5	0	19	8	47	0	0	55	0	22	**11**	0	33	107
Total Volume	0	0	0	0	0	76	0	27	0	103	23	226	0	0	249	0	96	29	0	125	477
% App. Total						73.8		26.2				90.8					76.8	23.2			
PHF	.000	.000	.000	.000	.000	.826	.000	.563	.000	.736	.719	.843	.000	.000	.830	.000	.649	.659	.000	.727	.858



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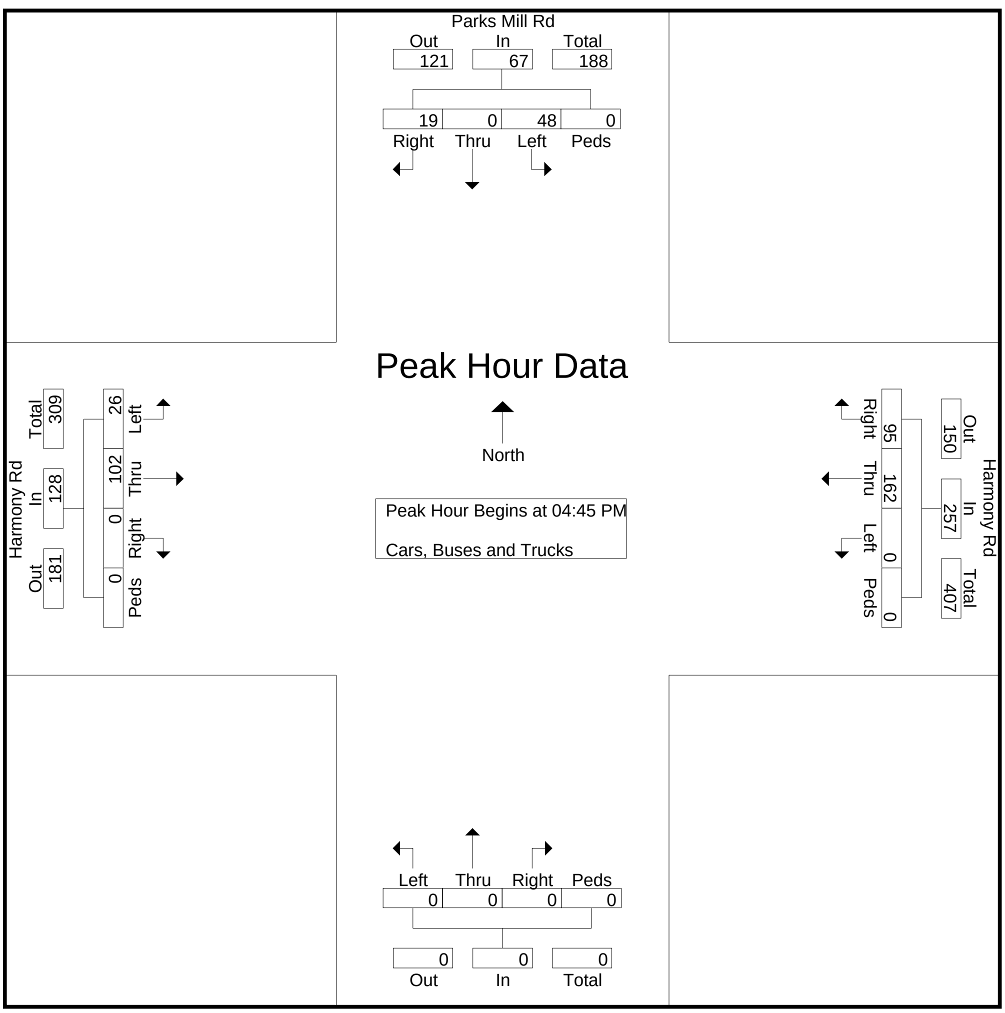
TMC Data
Harmony Rd @ Parks Mill Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200006
Site Code : 46200006
Start Date : 3/22/2022
Page No : 3

	Northbound					Parks Mill Rd Southbound					Harmony Rd Eastbound					Harmony Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	13	0	5	0	**18**	**8**	24	0	0	32	0	37	21	0	58	108
05:00 PM	0	0	0	0	0	10	0	4	0	14	6	21	0	0	27	0	**49**	23	0	**72**	113
05:15 PM	0	0	0	0	0	11	0	**6**	0	17	7	26	0	0	33	0	44	**28**	0	72	**122**
05:30 PM	0	0	0	0	0	**14**	0	4	0	18	5	**31**	0	0	**36**	0	32	23	0	55	109
Total Volume	0	0	0	0	0	48	0	19	0	67	26	102	0	0	128	0	162	95	0	257	452
% App. Total						71.6		28.4			20.3	79.7									
PHF	.000	.000	.000	.000	.000	.857	.000	.792	.000	.931	.813	.823	.000	.000	.889	.000	.827	.848	.000	.892	.926



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TMC Data
Parks Mill Rd @ N Sugar Creek Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200007
Site Code : 46200007
Start Date : 3/22/2022

Groups Printed- Cars, Buses and Trucks

	Parks Mill Rd Northbound					Parks Mill Rd Southbound					N Sugar Creek Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	5	0	0	5	0	15	0	0	15	2	0	5	0	7	0	0	0	0	0	27
07:15 AM	0	8	0	0	8	0	28	0	0	28	2	0	2	0	4	0	0	0	0	0	40
07:30 AM	0	7	0	0	7	0	30	0	0	30	2	0	3	0	5	0	0	0	0	0	42
07:45 AM	0	10	0	0	10	0	17	1	0	18	1	0	2	0	3	0	0	0	0	0	31
Total	0	30	0	0	30	0	90	1	0	91	7	0	12	0	19	0	0	0	0	0	140
08:00 AM	2	13	0	0	15	0	19	1	0	20	0	0	0	0	0	0	0	0	0	0	35
08:15 AM	1	15	0	0	16	0	18	0	0	18	1	0	0	0	1	0	0	0	0	0	35
08:30 AM	1	16	0	0	17	0	15	1	0	16	2	0	3	0	5	0	0	0	0	0	38
08:45 AM	0	14	0	0	14	0	13	1	0	14	1	0	5	0	6	0	0	0	0	0	34
Total	4	58	0	0	62	0	65	3	0	68	4	0	8	0	12	0	0	0	0	0	142
*** BREAK ***																					
04:00 PM	2	25	0	0	27	0	27	1	0	28	0	0	1	0	1	0	0	0	0	0	56
04:15 PM	3	22	0	0	25	0	13	0	0	13	0	0	1	0	1	0	0	0	0	0	39
04:30 PM	2	20	0	0	22	0	15	0	0	15	0	0	4	0	4	0	0	0	0	0	41
04:45 PM	2	26	0	0	28	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	40
Total	9	93	0	0	102	0	66	2	0	68	0	0	6	0	6	0	0	0	0	0	176
05:00 PM	2	24	0	0	26	0	13	3	0	16	1	0	0	0	1	0	0	0	0	0	43
05:15 PM	4	33	0	0	37	0	16	1	0	17	1	0	4	0	5	0	0	0	0	0	59
05:30 PM	4	23	0	0	27	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	39
05:45 PM	2	18	0	0	20	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	37
Total	12	98	0	0	110	0	58	4	0	62	2	0	4	0	6	0	0	0	0	0	178
Grand Total	25	279	0	0	304	0	279	10	0	289	13	0	30	0	43	0	0	0	0	0	636
Apprch %	8.2	91.8	0	0		0	96.5	3.5	0		30.2	0	69.8	0		0	0	0	0		
Total %	3.9	43.9	0	0	47.8	0	43.9	1.6	0	45.4	2	0	4.7	0	6.8	0	0	0	0	0	

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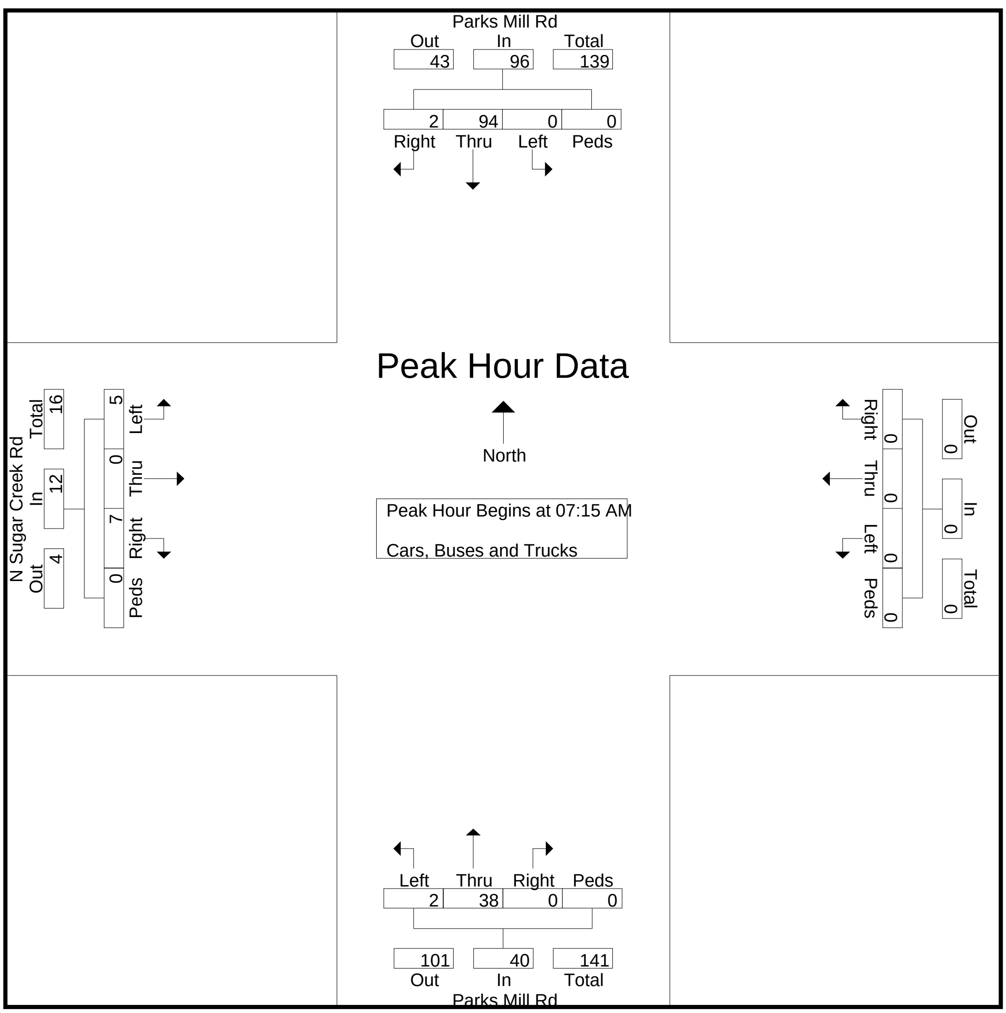
TMC Data
Parks Mill Rd @ N Sugar Creek Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200007
Site Code : 46200007
Start Date : 3/22/2022
Page No : 2

	Parks Mill Rd Northbound					Parks Mill Rd Southbound					N Sugar Creek Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	8	0	0	8	0	28	0	0	28	**2**	0	2	0	4	0	0	0	0	0	40
07:30 AM	0	7	0	0	7	0	**30**	0	0	**30**	2	0	**3**	0	**5**	0	0	0	0	0	**42**
07:45 AM	0	10	0	0	10	0	17	**1**	0	18	1	0	2	0	3	0	0	0	0	0	31
08:00 AM	**2**	**13**	0	0	**15**	0	19	1	0	20	0	0	0	0	0	0	0	0	0	0	35
Total Volume	2	38	0	0	40	0	94	2	0	96	5	0	7	0	12	0	0	0	0	0	148
% App. Total							97.9				41.7		58.3								
PHF	.250	.731	.000	.000	.667	.000	.783	.500	.000	.800	.625	.000	.583	.000	.600	.000	.000	.000	.000	.000	.881



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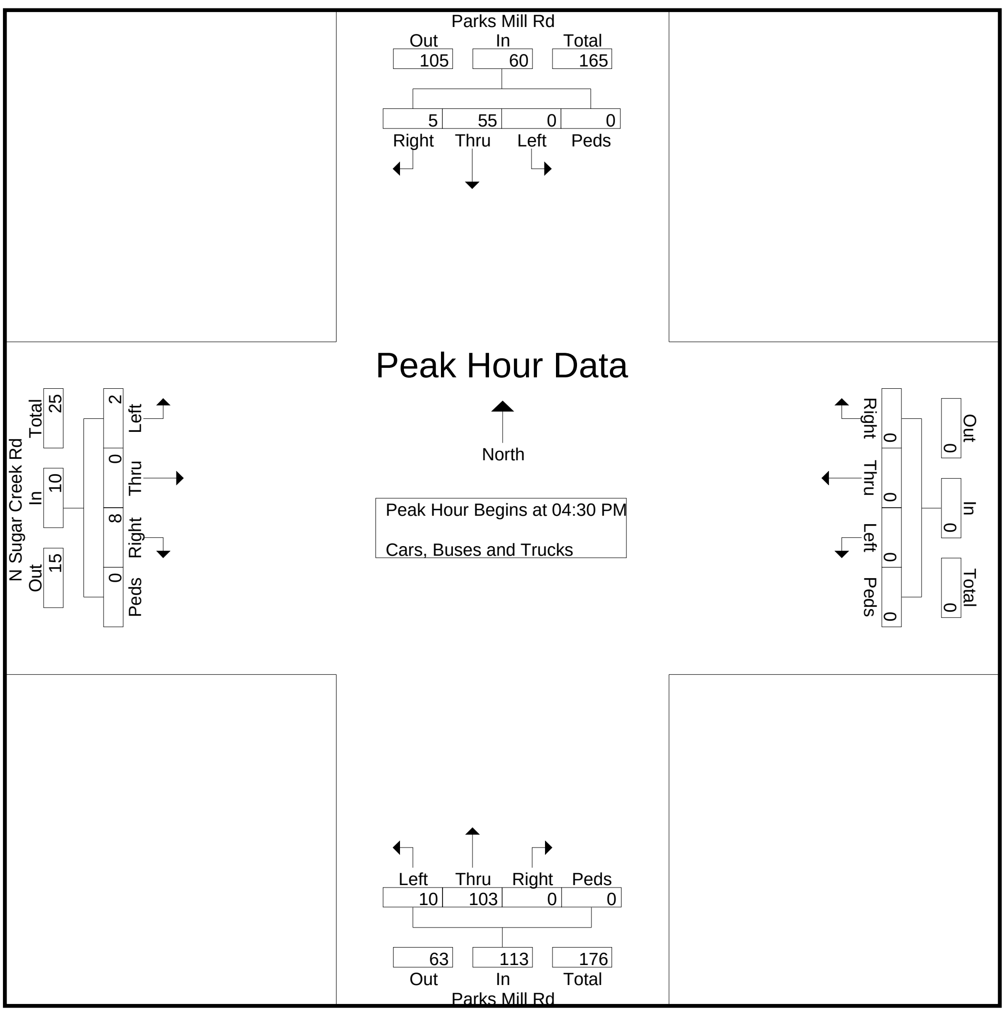
TMC Data
Parks Mill Rd @ N Sugar Creek Rd
Buckhead, GA
7-9 AM | 4-6 PM

File Name : 46200007
Site Code : 46200007
Start Date : 3/22/2022
Page No : 3

	Parks Mill Rd Northbound					Parks Mill Rd Southbound					N Sugar Creek Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	20	0	0	22	0	15	0	0	15	0	0	**4**	0	4	0	0	0	0	0	41
04:45 PM	2	26	0	0	28	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	40
05:00 PM	2	24	0	0	26	0	13	**3**	0	16	**1**	0	0	0	1	0	0	0	0	0	43
05:15 PM	**4**	**33**	0	0	**37**	0	**16**	1	0	**17**	1	0	4	0	**5**	0	0	0	0	0	**59**
Total Volume	10	103	0	0	113	0	55	5	0	60	2	0	8	0	10	0	0	0	0	0	183
% App. Total		91.2					91.7														
PHF	.625	.780	.000	.000	.764	.000	.859	.417	.000	.882	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.775



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RR Counts

Site Code: 46200101
Kingston Rd North of Cochran Rd
Buckhead, GA

Start	22-Mar-22	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	6			0	4				
12:15		0	6			0	6				
12:30		0	7			0	4				
12:45		0	6	0	25	0	6	0	20	0	45
01:00		0	6			0	7				
01:15		0	7			0	6				
01:30		0	7			0	6				
01:45		0	6	0	26	0	6	0	25	0	51
02:00		0	6			0	4				
02:15		0	6			1	6				
02:30		0	6			0	3				
02:45		0	6	0	24	0	6	1	19	1	43
03:00		0	4			0	3				
03:15		0	3			0	6				
03:30		0	6			0	6				
03:45		1	4	1	17	1	4	1	19	2	36
04:00		1	4			0	6				
04:15		0	6			1	3				
04:30		1	6			0	6				
04:45		0	4	2	20	0	4	1	19	3	39
05:00		0	7			0	3				
05:15		0	6			0	6				
05:30		0	6			0	8				
05:45		1	7	1	26	1	3	1	20	2	46
06:00		4	7			6	2				
06:15		1	6			1	6				
06:30		0	2			1	2				
06:45		1	1	6	16	3	2	11	12	17	28
07:00		1	4			6	7				
07:15		6	2			2	2				
07:30		4	2			7	3				
07:45		6	1	17	9	8	3	23	15	40	24
08:00		4	4			9	1				
08:15		6	1			6	6				
08:30		6	3			6	2				
08:45		3	2	19	10	6	2	27	11	46	21
09:00		4	0			6	1				
09:15		3	0			3	2				
09:30		4	1			6	0				
09:45		3	1	14	2	4	1	19	4	33	6
10:00		4	0			6	1				
10:15		7	1			6	2				
10:30		6	0			6	0				
10:45		6	1	23	2	6	1	24	4	47	6
11:00		7	0			4	0				
11:15		6	0			3	0				
11:30		4	1			4	1				
11:45		6	0	23	1	6	1	17	2	40	3
Total		106	178			125	170			231	348
Percent		37.3%	62.7%			42.4%	57.6%			39.9%	60.1%
Grand Total		106	178			125	170			231	348
Percent		37.3%	62.7%			42.4%	57.6%			39.9%	60.1%

ADT	ADT 579	AADT 579	

Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

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

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

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

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

Source: Highway Capacity Manual 6

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

Table B – Level of Service Criteria for Unsignalized Intersections

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

Source: Highway Capacity Manual 6

Appendix C

Existing Intersection Operational Analysis

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	41	17	0	21	14
Future Vol, veh/h	2	41	17	0	21	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	53	53	80	80
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	3	68	32	0	26	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	102	32	0	0	32	0
Stage 1	32	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	870	1011	-	-	1512	-
Stage 1	963	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	855	1011	-	-	1512	-
Mov Cap-2 Maneuver	855	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1002	1512	-
HCM Lane V/C Ratio	-	-	0.072	0.017	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	5	24	5	14	0	19	0	2	1	0	0
Future Vol, veh/h	2	5	24	5	14	0	19	0	2	1	0	0
Peak Hour Factor	0.71	0.71	0.71	0.79	0.79	0.79	0.66	0.66	0.66	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	3	7	34	6	18	0	29	0	3	4	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.4	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	90%	6%	26%	100%
Vol Thru, %	0%	16%	74%	0%
Vol Right, %	10%	77%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	31	19	1
LT Vol	19	2	5	1
Through Vol	0	5	14	0
RT Vol	2	24	0	0
Lane Flow Rate	32	44	24	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.045	0.029	0.005
Departure Headway (Hd)	4.366	3.75	4.27	4.463
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	820	953	838	800
Service Time	2.394	1.78	2.298	2.5
HCM Lane V/C Ratio	0.039	0.046	0.029	0.005
HCM Control Delay	7.6	7	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	2	15	27	1
Future Vol, veh/h	1	4	2	15	27	1
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	63	63	85	85	64	64
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	2	6	2	18	42	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	65	43	44	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	914	997	1496	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	913	997	1496	-	-	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s	8.7		0.9		0	
HCM LOS	A					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1496	-	979	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	18	0	1	0
Future Vol, veh/h	0	36	18	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	83	83	25	25
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	48	22	0	4	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	70	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	934	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	934	1055
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1593	-	-	-	934
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	194	124	13	31	6
Future Vol, veh/h	1	194	124	13	31	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	66	66
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	1	243	155	16	47	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	408	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1371	-	-	-	588	866
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1371	-	-	-	587	866
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	782	-

Approach	EB		WB		SB	
HCM Control Delay, s	0		0		11.4	
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1371	-	-	-	619
HCM Lane V/C Ratio	0.001	-	-	-	0.091
HCM Control Delay (s)	7.6	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	226	96	29	76	27
Future Vol, veh/h	23	226	96	29	76	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	73	73	74	74
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	28	272	132	40	103	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	172	0	-	0	480	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1381	-	-	-	537	884
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1381	-	-	-	524	884
Mov Cap-2 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1381	-	-	-	587
HCM Lane V/C Ratio	0.02	-	-	-	0.237
HCM Control Delay (s)	7.7	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection						
Int Delay, s/veh	1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	7	2	38	94	2
Future Vol, veh/h	5	7	2	38	94	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	67	67	80	80
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	8	12	3	57	118	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	183	120	121	0	-	0
Stage 1	120	-	-	-	-	-
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	806	931	1467	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	804	931	1467	-	-	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1467	-	874	-	-
HCM Lane V/C Ratio	0.002	-	0.023	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	24	0	34	22
Future Vol, veh/h	0	27	24	0	34	22
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	68	68	67	67	82	82
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	0	40	36	0	41	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	145	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	822	1006	-	-	1507	-
Stage 1	959	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	799	1006	-	-	1507	-
Mov Cap-2 Maneuver	799	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1006	1507	-
HCM Lane V/C Ratio	-	-	0.039	0.028	-
HCM Control Delay (s)	-	-	8.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	19	18	4	8	1	19	0	2	0	0	0
Future Vol, veh/h	0	19	18	4	8	1	19	0	2	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.65	0.65	0.65	0.58	0.58	0.58	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	23	21	6	12	2	33	0	3	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.4	7.6	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	90%	0%	31%	0%
Vol Thru, %	0%	51%	62%	100%
Vol Right, %	10%	49%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	37	13	0
LT Vol	19	0	4	0
Through Vol	0	19	8	0
RT Vol	2	18	1	0
Lane Flow Rate	36	44	20	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.048	0.024	0
Departure Headway (Hd)	4.356	3.907	4.233	4.26
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	915	845	0
Service Time	2.385	1.936	2.264	2.3
HCM Lane V/C Ratio	0.044	0.048	0.024	0
HCM Control Delay	7.6	7.1	7.4	7.3
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	0.1	0.2	0.1	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	5	21	14	1
Future Vol, veh/h	2	2	5	21	14	1
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	33	33	93	93	63	63
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	6	6	5	23	22	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	56	23	24	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	925	1023	1522	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	922	1023	1522	-	-	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	970	-	-
HCM Lane V/C Ratio	0.004	-	0.012	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	30	0	0	0
Future Vol, veh/h	0	18	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	83	83	25	25
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	24	36	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	36	0	-	0	60	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1575	-	-	-	947	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	947	1037
Mov Cap-2 Maneuver	-	-	-	-	947	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.9					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	98	160	26	20	0
Future Vol, veh/h	5	98	160	26	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	80	80	71	71
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	6	110	200	33	28	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	233	0	-	0	339	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	122	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1300	-	-	-	645	808
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1300	-	-	-	642	808
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1300	-	-	-	642
HCM Lane V/C Ratio	0.004	-	-	-	0.044
HCM Control Delay (s)	7.8	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	102	162	95	48	19
Future Vol, veh/h	26	102	162	95	48	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	93	93
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	29	115	182	107	52	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	289	0	-	0	409	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1250	-	-	-	591	793
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1250	-	-	-	576	793
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	848	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.6		0		11.5	
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1250	-	-	-	624
HCM Lane V/C Ratio	0.023	-	-	-	0.115
HCM Control Delay (s)	7.9	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	10	103	55	5
Future Vol, veh/h	2	8	10	103	55	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	76	76	88	88
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	4	16	13	136	63	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	228	66	69	0	-	0
Stage 1	66	-	-	-	-	-
Stage 2	162	-	-	-	-	-
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	760	998	1532	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	753	998	1532	-	-	-
Mov Cap-2 Maneuver	753	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1532	-	937	-	-
HCM Lane V/C Ratio	0.009	-	0.021	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Appendix D

No-Build Intersection Operational Analysis

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	50	21	0	26	17
Future Vol, veh/h	2	50	21	0	26	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	60	60	53	53	80	80
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	3	83	40	0	33	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	127	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	842	1001	-	-	1502	-
Stage 1	955	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	823	1001	-	-	1502	-
Mov Cap-2 Maneuver	823	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	1502	-
HCM Lane V/C Ratio	-	-	0.087	0.022	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	6	29	6	17	0	23	0	2	1	0	0
Future Vol, veh/h	2	6	29	6	17	0	23	0	2	1	0	0
Peak Hour Factor	0.71	0.71	0.71	0.79	0.79	0.79	0.66	0.66	0.66	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	3	8	41	8	22	0	35	0	3	4	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7			7.5			7.6			7.6		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	92%	5%	26%	100%
Vol Thru, %	0%	16%	74%	0%
Vol Right, %	8%	78%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	37	23	1
LT Vol	23	2	6	1
Through Vol	0	6	17	0
RT Vol	2	29	0	0
Lane Flow Rate	38	52	29	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.054	0.035	0.005
Departure Headway (Hd)	4.401	3.758	4.287	4.491
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	812	951	834	794
Service Time	2.435	1.791	2.32	2.535
HCM Lane V/C Ratio	0.047	0.055	0.035	0.005
HCM Control Delay	7.6	7	7.5	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0

Intersection						
Int Delay, s/veh	1.2					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	2	18	33	1
Future Vol, veh/h	1	5	2	18	33	1
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	63	63	85	85	64	64
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	2	8	2	21	52	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	78	53	54	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	898	984	1484	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	897	984	1484	-	-	-
Mov Cap-2 Maneuver	897	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	968	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	44	22	0	1	0
Future Vol, veh/h	0	44	22	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	83	83	25	25
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	59	27	0	4	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	86	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	915	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	964	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	915	1048
Mov Cap-2 Maneuver	-	-	-	-	915	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	964	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	915
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	236	151	16	38	7
Future Vol, veh/h	1	236	151	16	38	7
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	80	80	80	80	66	66
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	1	295	189	20	58	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	209	0	-	0	496	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	297	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1327	-	-	-	523	827
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1327	-	-	-	522	827
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1327	-	-	-	554
HCM Lane V/C Ratio	0.001	-	-	-	0.123
HCM Control Delay (s)	7.7	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	275	117	35	93	33
Future Vol, veh/h	28	275	117	35	93	33
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	83	83	73	73	74	74
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	34	331	160	48	126	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	208	0	-	0	583	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1339	-	-	-	468	848
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1339	-	-	-	453	848
Mov Cap-2 Maneuver	-	-	-	-	453	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	516
HCM Lane V/C Ratio	0.025	-	-	-	0.33
HCM Control Delay (s)	7.8	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	9	2	46	115	2
Future Vol, veh/h	6	9	2	46	115	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	67	67	80	80
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	10	15	3	69	144	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	221	146	147	0	-	0
Stage 1	146	-	-	-	-	-
Stage 2	75	-	-	-	-	-
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	767	901	1435	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	765	901	1435	-	-	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1435	-	841	-	-
HCM Lane V/C Ratio	0.002	-	0.03	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.6					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	29	0	41	27
Future Vol, veh/h	0	33	29	0	41	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	67	67	82	82
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	0	49	43	0	50	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	176	43	0	0	43	0
Stage 1	43	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	789	997	-	-	1498	-
Stage 1	952	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	762	997	-	-	1498	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	1498	-
HCM Lane V/C Ratio	-	-	0.049	0.033	-
HCM Control Delay (s)	-	-	8.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	0	23	22	5	10	1	23	0	2	0	0	0
Future Vol, veh/h	0	23	22	5	10	1	23	0	2	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.65	0.65	0.65	0.58	0.58	0.58	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	27	26	8	15	2	40	0	3	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.4	7.7	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	92%	0%	31%	0%
Vol Thru, %	0%	51%	62%	100%
Vol Right, %	8%	49%	6%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	45	16	0
LT Vol	23	0	5	0
Through Vol	0	23	10	0
RT Vol	2	22	1	0
Lane Flow Rate	43	54	25	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.058	0.029	0
Departure Headway (Hd)	4.393	3.921	4.262	4.291
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	911	838	0
Service Time	2.426	1.957	2.3	2.337
HCM Lane V/C Ratio	0.053	0.059	0.03	0
HCM Control Delay	7.7	7.2	7.4	7.3
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	0.2	0.2	0.1	0

Intersection						
Int Delay, s/veh	2.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	6	26	17	1
Future Vol, veh/h	2	2	6	26	17	1
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	33	33	93	93	63	63
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	6	6	6	28	27	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	68	28	29	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	910	1016	1516	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	906	1016	1516	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1516	-	958	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	22	37	0	0	0
Future Vol, veh/h	0	22	37	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	83	83	25	25
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	29	45	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	74	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	930	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	930	1025
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	119	195	32	24	0
Future Vol, veh/h	6	119	195	32	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	80	80	71	71
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	7	134	244	40	34	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	284	0	-	0	412	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1245	-	-	-	585	760
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1245	-	-	-	581	760
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	865	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1245	-	-	-	581
HCM Lane V/C Ratio	0.005	-	-	-	0.058
HCM Control Delay (s)	7.9	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	2.3					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	124	197	116	59	23
Future Vol, veh/h	32	124	197	116	59	23
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	89	89	89	89	93	93
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	36	139	221	130	63	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	351	0	-	0	497	286
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1186	-	-	-	525	744
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1186	-	-	-	508	744
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1186	-	-	-	558
HCM Lane V/C Ratio	0.03	-	-	-	0.158
HCM Control Delay (s)	8.1	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection						
Int Delay, s/veh	1.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	12	126	67	6
Future Vol, veh/h	2	10	12	126	67	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	76	76	88	88
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	4	20	16	166	76	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	278	80	83	0	-	0
Stage 1	80	-	-	-	-	-
Stage 2	198	-	-	-	-	-
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	712	980	1514	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	703	980	1514	-	-	-
Mov Cap-2 Maneuver	703	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	920	-	-
HCM Lane V/C Ratio	0.01	-	0.026	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Appendix E

Future Intersection Operational Analysis

Intersection						
Int Delay, s/veh	6.9					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	88	18	0	37	15
Future Vol, veh/h	2	88	18	0	37	15
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	60	60	53	53	80	80
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	3	147	34	0	46	19

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	145	34	0	0	34	0
Stage 1	34	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	822	1009	-	-	1509	-
Stage 1	961	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	797	1009	-	-	1509	-
Mov Cap-2 Maneuver	797	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	5.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1003	1509	-
HCM Lane V/C Ratio	-	-	0.15	0.031	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	20	77	4	8	1	34	0	2	0	0	0
Future Vol, veh/h	0	20	77	4	8	1	34	0	2	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.65	0.65	0.65	0.58	0.58	0.58	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	24	92	6	12	2	59	0	3	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.5	7.9	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	94%	0%	31%	0%
Vol Thru, %	0%	21%	62%	100%
Vol Right, %	6%	79%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	97	13	0
LT Vol	34	0	4	0
Through Vol	0	20	8	0
RT Vol	2	77	1	0
Lane Flow Rate	62	115	20	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.121	0.024	0
Departure Headway (Hd)	4.512	3.768	4.333	4.406
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	945	819	0
Service Time	2.559	1.819	2.396	2.474
HCM Lane V/C Ratio	0.078	0.122	0.024	0
HCM Control Delay	7.9	7.3	7.5	7.5
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	0.3	0.4	0.1	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	4	2	37	89	7
Future Vol, veh/h	3	4	2	37	89	7
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	63	63	85	85	64	64
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	5	6	2	44	139	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	193	145	150	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	772	874	1367	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	771	874	1367	-	-	-
Mov Cap-2 Maneuver	771	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1367	-	827	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Control Delay (s)	7.6	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	98	40	0	1	0
Future Vol, veh/h	0	98	40	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	83	83	25	25
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	131	48	0	4	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	48	0	-	0	179	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1559	-	-	-	811	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1559	-	-	-	811	1021
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	895	-

Approach	EB		WB		SB	
HCM Control Delay, s	0		0		9.5	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1559	-	-	-	811
HCM Lane V/C Ratio	-	-	-	-	0.005
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	206	132	26	68	31
Future Vol, veh/h	10	206	132	26	68	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	80	80	80	80	66	66
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	13	258	165	33	103	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	198	0	-	0	466	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1339	-	-	-	544	845
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1339	-	-	-	538	845
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	751	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	607
HCM Lane V/C Ratio	0.009	-	-	-	0.247
HCM Control Delay (s)	7.7	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	257	108	31	81	33
Future Vol, veh/h	36	257	108	31	81	33
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	83	83	73	73	74	74
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	43	310	148	42	109	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	190	0	-	0	565	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1360	-	-	-	479	865
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1360	-	-	-	461	865
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1360	-	-	-	533
HCM Lane V/C Ratio	0.032	-	-	-	0.289
HCM Control Delay (s)	7.7	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	7	2	52	104	2
Future Vol, veh/h	5	7	2	52	104	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	67	67	80	80
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	8	12	3	78	130	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	216	132	133	0	-	0
Stage 1	132	-	-	-	-	-
Stage 2	84	-	-	-	-	-
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	772	917	1452	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	770	917	1452	-	-	-
Mov Cap-2 Maneuver	770	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1452	-	849	-	-
HCM Lane V/C Ratio	0.002	-	0.024	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	47	26	18	15	33
Future Vol, veh/h	52	47	26	18	15	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	85	85	64	64
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	65	59	31	21	23	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	129	31	0	0	52	0
Stage 1	31	-	-	-	-	-
Stage 2	98	-	-	-	-	-
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	865	1043	-	-	1554	-
Stage 1	992	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	852	1043	-	-	1554	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	852	1043	1554	-
HCM Lane V/C Ratio	-	-	0.076	0.056	0.015	-
HCM Control Delay (s)	-	-	9.6	8.7	7.4	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0	-

Intersection						
Int Delay, s/veh	1.6					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	3	41	5	2	83
Future Vol, veh/h	14	3	41	5	2	83
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	50	50	85	85	64	64
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	28	6	48	6	3	130

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	187	51	0	0	54	0
Stage 1	51	-	-	-	-	-
Stage 2	136	-	-	-	-	-
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	802	1017	-	-	1551	-
Stage 1	971	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	800	1017	-	-	1551	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	831	1551	-
HCM Lane V/C Ratio	-	-	0.041	0.002	-
HCM Control Delay (s)	-	-	9.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	25	0	87	23
Future Vol, veh/h	0	59	25	0	87	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	67	67	82	82
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	0	87	37	0	106	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	37	0	0	37	0
Stage 1	37	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	690	1005	-	-	1505	-
Stage 1	958	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	640	1005	-	-	1505	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1505	-
HCM Lane V/C Ratio	-	-	0.086	0.07	-
HCM Control Delay (s)	-	-	8.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	0	20	77	4	8	1	34	0	2	0	0	0
Future Vol, veh/h	0	20	77	4	8	1	34	0	2	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.65	0.65	0.65	0.58	0.58	0.58	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	24	92	6	12	2	59	0	3	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.5	7.9	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	94%	0%	31%	0%
Vol Thru, %	0%	21%	62%	100%
Vol Right, %	6%	79%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	97	13	0
LT Vol	34	0	4	0
Through Vol	0	20	8	0
RT Vol	2	77	1	0
Lane Flow Rate	62	115	20	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.121	0.024	0
Departure Headway (Hd)	4.512	3.768	4.333	4.406
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	945	819	0
Service Time	2.559	1.819	2.396	2.474
HCM Lane V/C Ratio	0.078	0.122	0.024	0
HCM Control Delay	7.9	7.3	7.5	7.5
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	0.3	0.4	0.1	0

Intersection						
Int Delay, s/veh	1.6					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	5	90	55	5
Future Vol, veh/h	9	2	5	90	55	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	33	33	93	93	63	63
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	27	6	5	97	87	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	198	91	95	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	766	937	1433	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	763	937	1433	-	-	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1433	-	790	-	-
HCM Lane V/C Ratio	0.004	-	0.042	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	100	0	0	0
Future Vol, veh/h	0	59	100	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	83	83	25	25
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	79	120	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	199	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1468	-	-	-	790	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1468	-	-	-	790	931
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1468	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	104	170	68	45	16
Future Vol, veh/h	33	104	170	68	45	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	80	80	71	71
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	37	117	213	85	63	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	298	0	-	0	447	256
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1230	-	-	-	558	768
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1230	-	-	-	540	768
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1230	-	-	-	586
HCM Lane V/C Ratio	0.03	-	-	-	0.147
HCM Control Delay (s)	8	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection						
Int Delay, s/veh	2.4					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	120	192	101	51	33
Future Vol, veh/h	36	120	192	101	51	33
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	89	89	89	89	93	93
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	40	135	216	113	55	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	329	0	-	0	488	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1208	-	-	-	532	756
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1208	-	-	-	513	756
Mov Cap-2 Maneuver	-	-	-	-	513	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	811	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1208	-	-	-	587
HCM Lane V/C Ratio	0.033	-	-	-	0.154
HCM Control Delay (s)	8.1	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection						
Int Delay, s/veh	1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	11	117	71	5
Future Vol, veh/h	2	8	11	117	71	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	76	76	88	88
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	4	16	14	154	81	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	266	84	87	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	723	975	1509	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	975	1509	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	909	-	-
HCM Lane V/C Ratio	0.01	-	0.022	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	47	30	60	53	26
Future Vol, veh/h	52	47	30	60	53	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	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	93	93	63	63
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	74	67	32	65	84	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	241	32	0	0	97	0
Stage 1	32	-	-	-	-	-
Stage 2	209	-	-	-	-	-
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	747	1042	-	-	1496	-
Stage 1	991	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	705	1042	-	-	1496	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	5.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	705	1042	1496	-
HCM Lane V/C Ratio	-	-	0.105	0.064	0.056	-
HCM Control Delay (s)	-	-	10.7	8.7	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.2	-

Intersection						
Int Delay, s/veh	1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	2	88	15	5	56
Future Vol, veh/h	9	2	88	15	5	56
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	60	60	93	93	63	63
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	15	3	95	16	8	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	208	103	0	0	111	0
Stage 1	103	-	-	-	-	-
Stage 2	105	-	-	-	-	-
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	780	952	-	-	1479	-
Stage 1	921	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	952	-	-	1479	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	802	1479	-
HCM Lane V/C Ratio	-	-	0.023	0.005	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	8.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	174	19	0	70	16
Future Vol, veh/h	2	174	19	0	70	16
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	60	60	53	53	80	80
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	3	290	36	0	88	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	232	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	733	1006	-	-	1507	-
Stage 1	959	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	690	1006	-	-	1507	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	6.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1001	1507	-
HCM Lane V/C Ratio	-	-	0.293	0.058	-
HCM Control Delay (s)	-	-	10.1	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	6	79	6	16	0	166	0	2	1	0	0
Future Vol, veh/h	2	6	79	6	16	0	166	0	2	1	0	0
Peak Hour Factor	0.71	0.71	0.71	0.79	0.79	0.79	0.66	0.66	0.66	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	3	8	111	8	20	0	252	0	3	4	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.2	9.9	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	99%	2%	27%	100%
Vol Thru, %	0%	7%	73%	0%
Vol Right, %	1%	91%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	87	22	1
LT Vol	166	2	6	1
Through Vol	0	6	16	0
RT Vol	2	79	0	0
Lane Flow Rate	255	123	28	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.324	0.145	0.038	0.006
Departure Headway (Hd)	4.577	4.259	4.956	4.959
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	774	847	725	724
Service Time	2.673	2.261	2.965	2.976
HCM Lane V/C Ratio	0.329	0.145	0.039	0.006
HCM Control Delay	9.9	8	8.2	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.5	0.1	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	5	2	80	150	13
Future Vol, veh/h	7	5	2	80	150	13
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	63	63	85	85	64	64
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	11	8	2	94	234	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	342	244	254	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	632	769	1250	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	631	769	1250	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1250	-	682	-	-
HCM Lane V/C Ratio	0.002	-	0.028	-	-
HCM Control Delay (s)	7.9	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	216	83	0	1	0
Future Vol, veh/h	0	216	83	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	83	83	25	25
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	288	100	0	4	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	388	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1493	-	-	-	616	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1493	-	-	-	616	956
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	616
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	10.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	218	140	51	136	81
Future Vol, veh/h	28	218	140	51	136	81
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	80	80	80	80	66	66
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	35	273	175	64	206	123

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	550	207
Stage 1	-	-	-	-	207	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1293	-	-	-	486	818
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1293	-	-	-	470	818
Mov Cap-2 Maneuver	-	-	-	-	470	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1293	-	-	-	559
HCM Lane V/C Ratio	0.027	-	-	-	0.588
HCM Control Delay (s)	7.9	0	-	-	20.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.8

Intersection						
Int Delay, s/veh	4.4					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	304	126	33	86	42
Future Vol, veh/h	60	304	126	33	86	42
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	83	83	73	73	74	74
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	72	366	173	45	116	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	218	0	-	0	706	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	510	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1328	-	-	-	396	835
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1328	-	-	-	369	835
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	595	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1328	-	-	-	452
HCM Lane V/C Ratio	0.054	-	-	-	0.383
HCM Control Delay (s)	7.9	0	-	-	17.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8

Intersection						
Int Delay, s/veh	0.9					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	8	2	77	118	2
Future Vol, veh/h	6	8	2	77	118	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	67	67	80	80
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	10	13	3	115	148	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	271	150	151	0	-	0
Stage 1	150	-	-	-	-	-
Stage 2	121	-	-	-	-	-
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	718	896	1430	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	717	896	1430	-	-	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	904	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1430	-	809	-	-
HCM Lane V/C Ratio	0.002	-	0.029	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	172	138	32	65	49	36
Future Vol, veh/h	172	138	32	65	49	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	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	85	85	64	64
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	215	173	38	76	77	56

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	248	38	0	0	114	0
Stage 1	38	-	-	-	-	-
Stage 2	210	-	-	-	-	-
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	740	1034	-	-	1475	-
Stage 1	984	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	1034	-	-	1475	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	782	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	4.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	702	1034	1475	-
HCM Lane V/C Ratio	-	-	0.306	0.167	0.052	-
HCM Control Delay (s)	-	-	12.4	9.2	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.6	0.2	-

Intersection						
Int Delay, s/veh	1.3					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	7	90	4	3	205
Future Vol, veh/h	20	7	90	4	3	205
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	50	50	85	85	64	64
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	40	14	106	5	5	320

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	439	109	0	0	111	0
Stage 1	109	-	-	-	-	-
Stage 2	330	-	-	-	-	-
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	575	945	-	-	1479	-
Stage 1	916	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	573	945	-	-	1479	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	638	1479	-
HCM Lane V/C Ratio	-	-	0.085	0.003	-
HCM Control Delay (s)	-	-	11.2	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	119	27	0	183	25
Future Vol, veh/h	0	119	27	0	183	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	67	67	82	82
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	0	175	40	0	223	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	516	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	500	1001	-	-	1502	-
Stage 1	955	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	1001	-	-	1502	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	6.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1001	1502	-
HCM Lane V/C Ratio	-	-	0.175	0.149	-
HCM Control Delay (s)	-	-	9.4	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.5	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	0	21	184	5	9	1	122	0	2	0	0	0
Future Vol, veh/h	0	21	184	5	9	1	122	0	2	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.65	0.65	0.65	0.58	0.58	0.58	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	25	219	8	14	2	210	0	3	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.2	9.9	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	98%	0%	33%	0%
Vol Thru, %	0%	10%	60%	100%
Vol Right, %	2%	90%	7%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	205	15	0
LT Vol	122	0	5	0
Through Vol	0	21	9	0
RT Vol	2	184	1	0
Lane Flow Rate	214	244	23	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.29	0.282	0.032	0
Departure Headway (Hd)	4.888	4.167	4.964	4.978
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	864	722	0
Service Time	2.917	2.183	2.991	3.016
HCM Lane V/C Ratio	0.291	0.282	0.032	0
HCM Control Delay	9.9	8.8	8.2	8
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	1.2	1.2	0.1	0

Intersection						
Int Delay, s/veh	1.6					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	2	6	222	191	18
Future Vol, veh/h	21	2	6	222	191	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	33	33	93	93	63	63
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	64	6	6	239	303	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	569	318	332	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	466	698	1168	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	463	698	1168	-	-	-
Mov Cap-2 Maneuver	463	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1168	-	477	-	-
HCM Lane V/C Ratio	0.006	-	0.146	-	-
HCM Control Delay (s)	8.1	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection						
Int Delay, s/veh	0					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	140	233	0	0	0
Future Vol, veh/h	0	140	233	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	83	83	25	25
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	187	281	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	281	0	-	0	468	281
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1282	-	-	-	553	758
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1282	-	-	-	553	758
Mov Cap-2 Maneuver	-	-	-	-	553	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1282	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	5.6					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	110	180	143	93	50
Future Vol, veh/h	91	110	180	143	93	50
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	89	89	80	80	71	71
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	102	124	225	179	131	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	404	0	-	0	643	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1123	-	-	-	428	712
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1123	-	-	-	386	712
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	717	-

Approach	EB		WB		SB	
HCM Control Delay, s	3.9		0		18.8	
HCM LOS					C	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1123	-	-	-	460
HCM Lane V/C Ratio	0.091	-	-	-	0.438
HCM Control Delay (s)	8.5	0	-	-	18.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2.2

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	150	239	107	54	59
Future Vol, veh/h	52	150	239	107	54	59
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	89	89	89	89	93	93
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	58	169	269	120	58	63

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	389	0	-	0	614	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1148	-	-	-	449	703
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1148	-	-	-	424	703
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1148	-	-	-	535
HCM Lane V/C Ratio	0.051	-	-	-	0.227
HCM Control Delay (s)	8.3	0	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

Intersection						
Int Delay, s/veh	0.9					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	9	11	139	100	6
Future Vol, veh/h	2	9	11	139	100	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	76	76	88	88
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	4	18	14	183	114	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	329	118	121	0	-	0
Stage 1	118	-	-	-	-	-
Stage 2	211	-	-	-	-	-
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	665	934	1467	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	658	934	1467	-	-	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1467	-	868	-	-
HCM Lane V/C Ratio	0.01	-	0.025	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	120	96	34	206	156	31
Future Vol, veh/h	120	96	34	206	156	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	93	93	63	63
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	171	137	37	222	248	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	582	37	0	0	259	0
Stage 1	37	-	-	-	-	-
Stage 2	545	-	-	-	-	-
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	475	1035	-	-	1306	-
Stage 1	985	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	385	1035	-	-	1306	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	385	1035	1306	-
HCM Lane V/C Ratio	-	-	0.445	0.133	0.19	-
HCM Control Delay (s)	-	-	21.6	9	8.4	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	2.2	0.5	0.7	-

Intersection						
Int Delay, s/veh	0.4					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	5	235	12	8	143
Future Vol, veh/h	2	5	235	12	8	143
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	60	60	93	93	63	63
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	3	8	253	13	13	227

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	513	260	0	0	266	0
Stage 1	260	-	-	-	-	-
Stage 2	253	-	-	-	-	-
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	521	779	-	-	1298	-
Stage 1	783	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	515	779	-	-	1298	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	1298	-
HCM Lane V/C Ratio	-	-	0.017	0.01	-
HCM Control Delay (s)	-	-	10.4	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	9.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	259	52	0	101	28
Future Vol, veh/h	2	259	52	0	101	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	53	53	80	80
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	3	432	98	0	126	35

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	385	98	0	0	98	0
Stage 1	98	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	597	929	-	-	1429	-
Stage 1	899	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	543	929	-	-	1429	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	6.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	924	1429	-
HCM Lane V/C Ratio	-	-	0.471	0.088	-
HCM Control Delay (s)	-	-	12.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.6	0.3	-

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	2	6	115	6	16	0	263	0	2	1	0	0
Future Vol, veh/h	2	6	115	6	16	0	263	0	2	1	0	0
Peak Hour Factor	0.71	0.71	0.71	0.79	0.79	0.79	0.66	0.66	0.66	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	3	8	162	8	20	0	398	0	3	4	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.7	13.3	8.4
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	99%	2%	27%	100%
Vol Thru, %	0%	5%	73%	0%
Vol Right, %	1%	93%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	123	22	1
LT Vol	263	2	6	1
Through Vol	0	6	16	0
RT Vol	2	115	0	0
Lane Flow Rate	402	173	28	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.535	0.223	0.042	0.006
Departure Headway (Hd)	4.799	4.632	5.43	5.295
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	751	774	658	673
Service Time	2.836	2.663	3.476	3.35
HCM Lane V/C Ratio	0.535	0.224	0.043	0.006
HCM Control Delay	13.3	9	8.7	8.4
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.2	0.9	0.1	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	34	131	142	32
Future Vol, veh/h	12	17	34	131	142	32
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	63	63	85	85	64	64
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	19	27	40	154	222	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	481	247	272	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	525	766	1230	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	506	766	1230	-	-	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1230	-	632	-	-
HCM Lane V/C Ratio	0.033	-	0.073	-	-
HCM Control Delay (s)	8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	8.6					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	126	51	55	152	116
Future Vol, veh/h	39	126	51	55	152	116
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	75	75	83	83	70	70
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	52	168	61	66	217	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	366	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1459	-	-	-	634	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1459	-	-	-	609	963
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	774	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.8		0		15.4	
HCM LOS					C	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	724
HCM Lane V/C Ratio	0.036	-	-	-	0.529
HCM Control Delay (s)	7.6	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.1

Intersection						
Int Delay, s/veh	13					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	51	236	151	50	132	146
Future Vol, veh/h	51	236	151	50	132	146
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	80	80	80	80	66	66
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	64	295	189	63	200	221

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	252	0	-	0	644	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	423	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1279	-	-	-	428	804
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1279	-	-	-	402	804
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	30.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1279	-	-	-	545
HCM Lane V/C Ratio	0.05	-	-	-	0.773
HCM Control Delay (s)	8	0	-	-	30.6
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	7

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	338	140	46	125	33
Future Vol, veh/h	28	338	140	46	125	33
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	83	83	73	73	74	74
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	34	407	192	63	169	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	255	0	-	0	699	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1287	-	-	-	400	806
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1287	-	-	-	386	806
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1287	-	-	-	433
HCM Lane V/C Ratio	0.026	-	-	-	0.493
HCM Control Delay (s)	7.9	0	-	-	21.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	69	41	13	46	115	25
Future Vol, veh/h	69	41	13	46	115	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	67	67	80	80
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	99	59	19	69	144	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	267	160	175	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	107	-	-	-	-	-
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	722	885	1401	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	885	1401	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	917	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1401	-	768	-	-
HCM Lane V/C Ratio	0.014	-	0.205	-	-
HCM Control Delay (s)	7.6	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	101	125	142	36	53	65
Future Vol, veh/h	101	125	142	36	53	65
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	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	85	85	64	64
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	126	156	167	42	83	102

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	435	167	0	0	209	0
Stage 1	167	-	-	-	-	-
Stage 2	268	-	-	-	-	-
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	578	877	-	-	1362	-
Stage 1	863	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	543	877	-	-	1362	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	3.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	543	877	1362	-
HCM Lane V/C Ratio	-	-	0.233	0.178	0.061	-
HCM Control Delay (s)	-	-	13.6	10	7.8	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.6	0.2	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	31	147	4	3	163
Future Vol, veh/h	12	31	147	4	3	163
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	50	50	85	85	64	64
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	24	62	173	5	5	255

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	441	176	0	0	178	0
Stage 1	176	-	-	-	-	-
Stage 2	265	-	-	-	-	-
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	574	867	-	-	1398	-
Stage 1	855	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	572	867	-	-	1398	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	758	1398	-
HCM Lane V/C Ratio	-	-	0.113	0.003	-
HCM Control Delay (s)	-	-	10.4	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	179	51	0	287	64
Future Vol, veh/h	0	179	51	0	287	64
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	68	68	67	67	82	82
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	0	263	76	0	350	78

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	854	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.23	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.317	-
Pot Cap-1 Maneuver	315	955	-	-	1456	-
Stage 1	920	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	236	955	-	-	1456	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	6.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	955	1456	-
HCM Lane V/C Ratio	-	-	0.276	0.24	-
HCM Control Delay (s)	-	-	10.2	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.9	-

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	0	23	300	5	9	1	191	0	2	0	0	0
Future Vol, veh/h	0	23	300	5	9	1	191	0	2	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.65	0.65	0.65	0.58	0.58	0.58	0.25	0.25	0.25
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	27	357	8	14	2	329	0	3	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	8.8	13.2	0
HCM LOS	B	A	B	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	99%	0%	33%	0%
Vol Thru, %	0%	7%	60%	100%
Vol Right, %	1%	93%	7%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	323	15	0
LT Vol	191	0	5	0
Through Vol	0	23	9	0
RT Vol	2	300	1	0
Lane Flow Rate	333	385	23	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.484	0.482	0.035	0
Departure Headway (Hd)	5.238	4.509	5.525	5.646
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	682	796	642	0
Service Time	3.314	2.551	3.607	3.646
HCM Lane V/C Ratio	0.488	0.484	0.036	0
HCM Control Delay	13.2	11.7	8.8	8.6
HCM Lane LOS	B	B	A	N
HCM 95th-tile Q	2.7	2.7	0.1	0

Intersection						
Int Delay, s/veh	5.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	39	28	180	171	23
Future Vol, veh/h	38	39	28	180	171	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	33	33	93	93	63	63
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	115	118	30	194	271	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	544	290	308	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	482	724	1193	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	469	724	1193	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1193	-	571	-	-
HCM Lane V/C Ratio	0.025	-	0.409	-	-
HCM Control Delay (s)	8.1	0	15.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	79	132	176	106	81
Future Vol, veh/h	34	79	132	176	106	81
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	75	75	83	83	60	60
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	45	105	159	212	177	135

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	371	0	-	0	460	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1188	-	-	-	559	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	537	774
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	619
HCM Lane V/C Ratio	0.038	-	-	-	0.504
HCM Control Delay (s)	8.2	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.8

Intersection						
Int Delay, s/veh	9.8					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	167	119	195	142	90	97
Future Vol, veh/h	167	119	195	142	90	97
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	89	89	80	80	71	71
Heavy Vehicles, %	8	6	6	8	8	8
Mvmt Flow	188	134	244	178	127	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	422	0	-	0	843	333
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	510	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1106	-	-	-	326	695
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	591	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1106	-	-	-	266	695
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	SB
HCM Control Delay, s	5.2	0	31.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1106	-	-	-	391
HCM Lane V/C Ratio	0.17	-	-	-	0.674
HCM Control Delay (s)	8.9	0	-	-	31.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.6	-	-	-	4.8

Intersection						
Int Delay, s/veh	2.6					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	168	270	153	81	23
Future Vol, veh/h	32	168	270	153	81	23
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	89	89	89	89	93	93
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	36	189	303	172	87	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	475	0	-	0	650	389
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1066	-	-	-	428	651
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1066	-	-	-	412	651
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1066	-	-	-	448
HCM Lane V/C Ratio	0.034	-	-	-	0.25
HCM Control Delay (s)	8.5	0	-	-	15.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Intersection						
Int Delay, s/veh	3.6					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	32	49	126	67	79
Future Vol, veh/h	46	32	49	126	67	79
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	65	65	76	76	88	88
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	71	49	64	166	76	90

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	415	121	166	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	294	-	-	-	-	-
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	594	930	1412	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	564	930	1412	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1412	-	673	-	-
HCM Lane V/C Ratio	0.046	-	0.178	-	-
HCM Control Delay (s)	7.7	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	87	113	118	171	131
Future Vol, veh/h	71	87	113	118	171	131
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	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	93	93	63	63
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	101	124	122	127	271	208

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	872	122	0	0	249	0
Stage 1	122	-	-	-	-	-
Stage 2	750	-	-	-	-	-
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	321	929	-	-	1317	-
Stage 1	903	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	255	929	-	-	1317	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	371	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	4.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	255	929	1317	-
HCM Lane V/C Ratio	-	-	0.398	0.134	0.206	-
HCM Control Delay (s)	-	-	28.1	9.5	8.4	-
HCM Lane LOS	-	-	D	A	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0.5	0.8	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	11	209	13	10	192
Future Vol, veh/h	8	11	209	13	10	192
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	60	60	93	93	63	63
Heavy Vehicles, %	2	2	13	2	2	13
Mvmt Flow	13	18	225	14	16	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	569	232	0	0	239	0
Stage 1	232	-	-	-	-	-
Stage 2	337	-	-	-	-	-
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	484	807	-	-	1328	-
Stage 1	807	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	477	807	-	-	1328	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	625	1328	-
HCM Lane V/C Ratio	-	-	0.051	0.012	-
HCM Control Delay (s)	-	-	11.1	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-