

CITY OF STONECREST, GEORGIA

Planning Commission Meeting Minutes

Summary

November 7, 2018, 6:00 P.M.

Stonecrest City Hall's Chambers | 3120 Stonecrest Blvd., Suite 155 | Stonecrest, Georgia 30038 |

(770) 224-0200 | www.stonecrestga.gov

The Planning Commission met on Tuesday, November 7, 2018 at 6:09 p.m. in Stonecrest City Hall's Chamber in Stonecrest, Georgia.

I. The meeting was called to order by the Chairman Eric Hubbard.

II. **Roll Call - The Members**

Present:

Mr. J.W. Eady	District 1
Vacant	District 2
Mr. Eric Hubbard	District 3
Ms. Pearl Hollis	District 4
Ms. Lisa Wright	District 5

Staff Present:

Mrs. Nicole Dozier	Community Development Director
Mrs. Emily Macheski-Preston	City Attorney
Mr. Chris Wheeler	City Planner

The Chairman read the Rules and Procedures for the Planning Commission Meetings and Public Hearings and completed the roll call for the City of Stonecrest, Georgia. There was a quorum.

Mrs. Nicole Dozier interjected and stated that Commissioner Wanda McNeal, in District 2, had resigned and that the City Manager is working on a replacement for District 2.

III. **Minutes:** The Chairman asked for motion to accept the Planning Commission Meetings Minutes Summary dated October 9, 2018. Commissioner J.W. Eady motion to approve the Planning Commission Meetings Minutes Summary dated October 9, 2018. Commissioner Lisa Wright seconded the motion. The motion was approved. The vote was unanimously carried.

IV. **Old Business:** None

V. **New Business:**

Commissioner Eric Hubbard seconded the motion. The motion was approved. The vote was unanimously carried.

2. Public Hearing(s):

The following Petition(s) located within the city of Stonecrest was presented by City Planner Mr. Chris Wheeler.

LAND USE PETITION:	RZ-18-006
PETITIONER:	William R. Probst
LOCATION:	6206 Covington Hwy
CURRENT ZONING:	MU-4 (Mixed-Use High Density)
PROPOSED DEVELOPMENT:	Request to change the zoning from MU-4 to MR-1 for the construction of 94 townhome units.

Mr. Wheeler read out loud the Staff Report and stated that the applicant is requesting a change in zoned 13.53 acres from MU-4 (Mixed-Use High Density) to MR-1 (Med Density Residential). Allowing for the construction of ninety-four (94) attached single-family residential townhome units, east of Covington Highway and Panola Road. The townhomes will be a minimum of twelve hundred (1,200') square feet.

The proposed townhome units will be located off of Covington Highway. The traffic analysis was discussed as to what traffic expectations are when the development is completed. Also, includes traffic impacts at Covington Highway at Panola Road and Covington Highway at Glen Briar Way. Requires the Georgia Department of Transportation (GDOT) approval. The Department of Community Development recommends approval of RZ-18-006 with the fourteen (14) conditions. In addition, Mrs. Dozier stated that Staff recommends approval for RSM instead of MR-1 and the fourteen (14) conditions.

The Chairman asked if there were questions. There were none and the Chairman asked the applicant to come forth.

Mr. Harold Buckley Jr. Esq's., Attorney for applicant, address is Wilson Brock & Irby LLC, 2849 Paces Ferry Road, Suite 700, Atlanta, GA 30339, is in support and in agreement with conditions; and asked that conditions No. 3 and No. 7 be omitted. Stating that conditions No. 3 and No. 7, together, they would require reconfiguration to the entrance of the development, across the street. A new traffic signal would be required for the high-density mixed-use development. The number of housing units has been reduced; the traffic impact has been reduced; and asked that those conditions (No. 3 and No. 7) not be included in the conditions.

Mr. Buckley's engineer, Mr. Kenneth Wood of Peachtree Corners, Georgia, came forth and stated that the transition property is to the east – lower density. The site plan went from 115 to 105 units and now ninety-four (94) units; and generating less traffic. The Engineer spoke on the importance of greenspace and the future land use development that brings walkability and sidewalks on each side of the road. The

it takes a massive amount of volume to warrant a signal and does not warrant a traffic signal. The developers are looking at earth tones and two-story products.

Questions from the Commissioners:

The Chairman asked about the seventy-five (75') square feet undisturbed buffer on the stream. Mr. Wood stated, "Looking at No. 13, we are in compliance."

The Chairman asked if the townhomes are for home ownership. Mr. Wood stated for sale.

Commissioner Wright asked, "Who is the target market for the two-story units? Mr. Wood replied, "...families buying first home and young professionals."

Commissioner Wright asked about the zoning -- office space for business development. Mr. Wood replied it was not in the original plan.

Commissioner Wright asked about the traffic study and what type of study had been done? Mr. Wood stated that the *Traffic Impact Study* had been submitted. Mr. Wheeler stated that the *Traffic Impact Study* was in the Commissioners' packet.

Commissioner Wright asked, "What is the market range?" Mr. Wood replied Low 200s and up.

Commissioner Wright asked if there were other developments like this in Georgia. Mr. Wood replied, "Yes." Mr. Buckley stated there is Smokerise, located on the east side.

The Chairman asked those in **support** to come forth. There were none.

The Chairman asked those in **opposition** to come forth.

1. *Submitted a Public Comments - Rules card:* Ms. Rose Stewart lives at 2093 Countydown Long in Stone Mountain, GA came forth and asked Commissioners to delay ruling and opposed RZ-18-006.
2. Mr. Leonard Wilson lives east of the proposed development and stated problems with traffic and turning into his subdivision. Mr. Wilson opposed RZ-18-006.
3. Ms. Elizabeth Martinez(?), lives near the back of the proposed property, stated a traffic light is needed and is in opposition. Ms. Martinez(?) spoke on the noise, traffic, school buses and is not looking forward to the development. Ms. Martinez(?) did not ask the Commissioners to delay but, asked Commissioners to decline.

Mr. Buckley returned to the podium and stated that community meetings were held on September 19 and October 30, 2018. Adjustments were made to the site plan. The traffic study was distributed to the City; and agrees to have road improvements for Covington Highway. In turns of the impact of separation of homes in the rear -- it is about two hundred fifty (250') square feet.

Properties zoned as mixed-use development consisting of some type of commercial and non-commercial use on the site. They are asking for zoning for classification to allow residential. The City Engineer did review the traffic study submitted; created conditions No. 3 and No. 7; is aware of what is provided, and the traffic flaws.

The Commissioners went into the discussion.

Commissioner Hollis commented that this project is not for senior housing and the project price range starting from the Low \$200s does not indicate lots of partying overnight.

Per the Chairman, this project has been done in Smyrna, Brookhaven, and Covington. The Chairman said he appreciates the developers, the residents, and the neighbors for voicing their opinions. For the new attendees at tonight's meeting, the Planning Commission is a recommending body to the City Council and wants to build up the City. Covington Highway has lots of traffic problems and is a State road, HWY-278. Look to GDOT to make those necessary adjustments to the problems. There two (2) entity, State and Municipality. We need the State Representatives and Senators to address the issues. The city of Stonecrest does not have any control over how HWY-278 is controlled.

The Chairman motion to approve RZ-18-006 with the conditions that Staff recommended, and that conditions No. 3 and No. 7 be omitted. Commissioner Hollis seconded the motion to approve RZ-18-006 with the conditions that Staff recommended and the omission of conditions No. 3 and No. 7. The motion was unanimously passed.

Community Development Director Mrs. Dozier presented TMOD 18-0006.

00LAND USE PETITION:	TMOD 18-0006
PETITIONER:	Stonecrest Community Development Department
LOCATION:	Stonecrest Overlay District
PROPOSED TEXT AMENDMENT:	To allow addition of residential dwellings as part of mixed-use development projects in Tier III of Stonecrest Overlay District.

Mrs. Dozier read out loud the Staff Report and stated that the City of Stonecrest is recommending text amendment to the Stonecrest Overlay District to allow the addition of residential dwellings as part of a mixed-use development projects in Tier III. Two corrections to be made in Item F (*Interior Side Yard*). There will be other modifications in the future as this is Step 1. Staff recommends the ordinance.

The Chairman asked if there were questions. There were none.

The Chairman opened the floor to the public.

The Chairman asked those in **support** to come forth.

discussion.

The Chairman asked for a motion for TMOD 18-0006. Commissioner Eady motion to approve TMOD 18-0006 with the two (2) corrections to be made in Item F (*Interior Side Yard*). Commissioner Wright seconded the motion to approve TMOD 18-0006 with the two (2) corrections to be made in Item F. The motion was unanimously passed.

V. Adjournment

There being no further business, Commissioner Eady moved to adjourn. Commissioner Hollis seconded the motion. The vote was carried unanimously to adjourn the meeting at 7:20 p.m.

Approved:


Chairman

12-19-2018
Date

Attest:


Secretary

12-19-2018
Date

ATTACHMENT 1

RZ-18-006

Submitted by
William R. Probst

TRAFFIC IMPACT STUDY FOR BRIARCREST RESIDENTIAL DEVELOPMENT

DATE: August 22, 2018

LOCATION: Stonecrest, GA

PREPARED FOR: Planners & Engineers Collaborative

TRAFFIC IMPACT STUDY FOR

BRIARCREST RESIDENTIAL DEVELOPMENT

DATE:

August 22, 2018

LOCATION:

Stonecrest, GA

PREPARED FOR:

Planners & Engineers Collaborative

PREPARED BY:

John Karnowski, PE, PTOE, AICP

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A. Introduction

Briarcrest is a proposed residential development consisting of 105 townhomes on a site of 13.5 acres in Stonecrest (DeKalb County), GA. The site has one full access driveway located on Covington Highway approximately one-quarter mile east of the intersection of Covington Highway and Panola Road.

The traffic analysis in this report is for a single phase of construction. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is completed. The study includes existing (2018) traffic volumes, future traffic volumes (2021), trip generation, directional distribution, and traffic impacts at the following intersections:

1. Covington Hwy at Panola Road
2. Covington Hwy at Glen Briar Way

This report summarizes the data collected, projected traffic at the study locations, analysis of traffic impacts including level of service (LOS) and conclusions and recommendations from the analysis. Figure 1 shows the site location and Figure 2 shows the study intersections. A copy of the site plan is included in Appendix A.

Figure 1: Vicinity Map

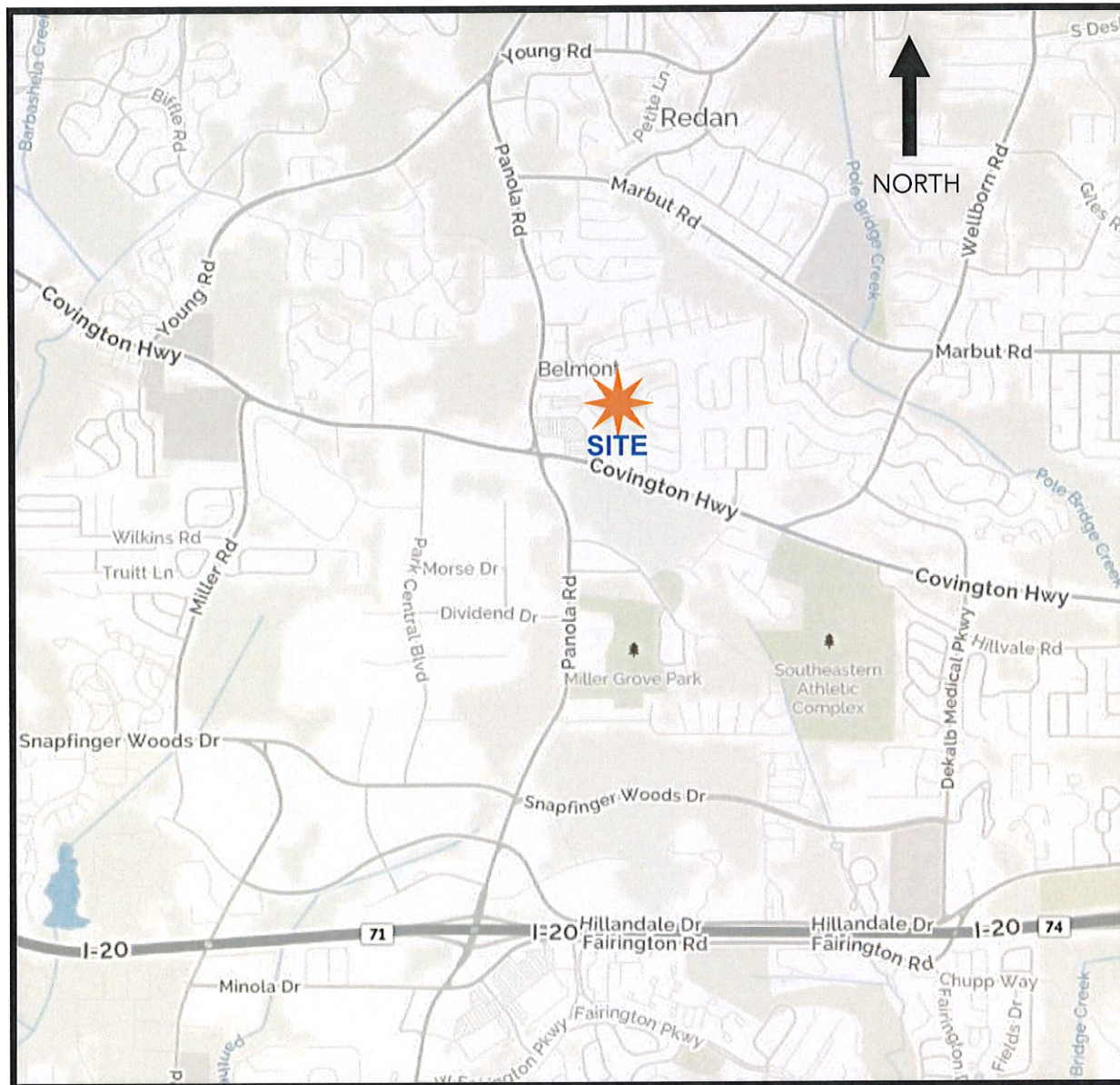
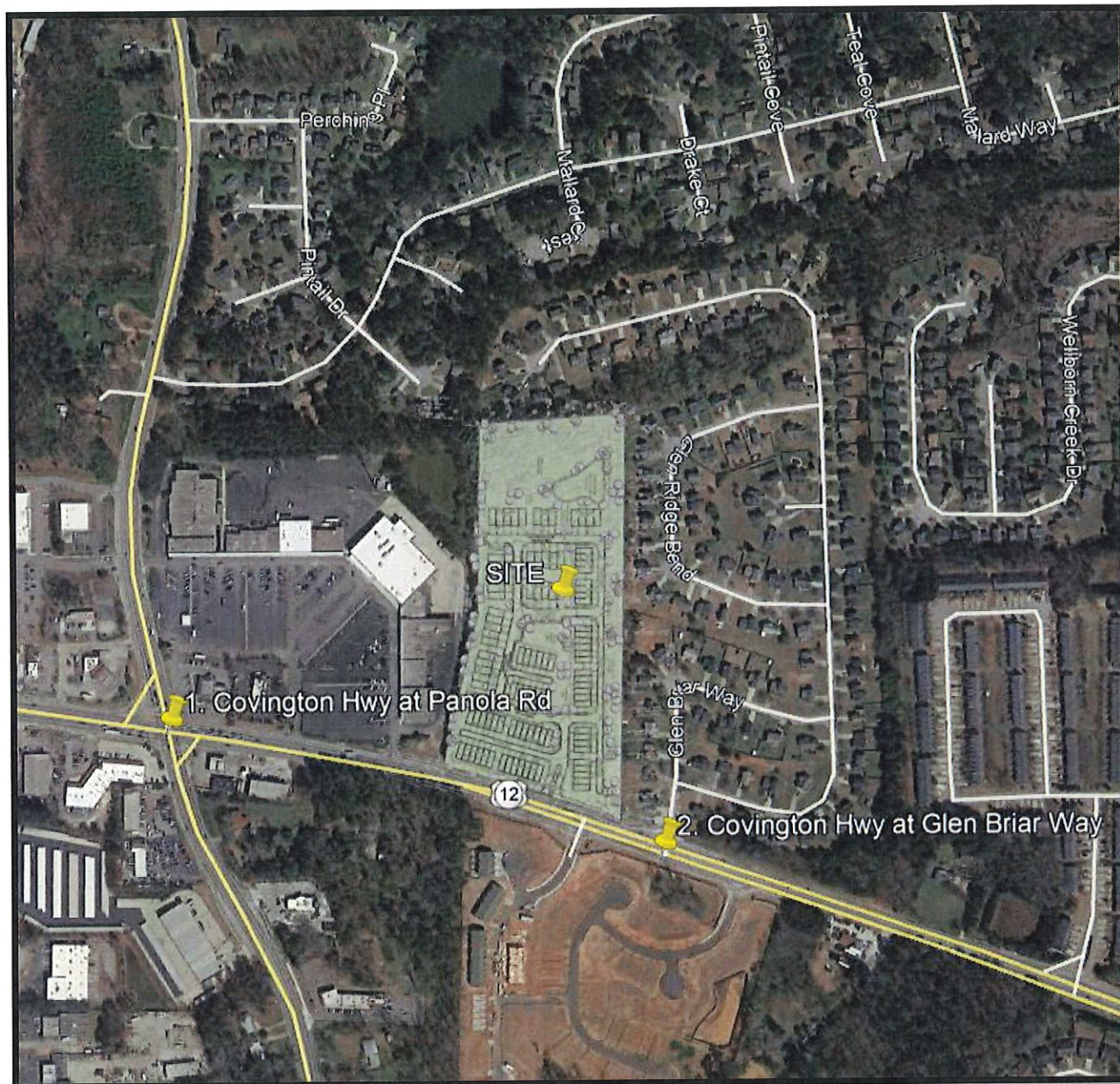


Figure 2: Study Intersections



B. Existing Conditions

B.1. Transportation Facilities

Covington Hwy (SR 12/US 278) is an east-west, four-lane undivided, minor arterial with some segments divided by a two-way left-turn lane. Within the metro Atlanta area, the roadway provides access to I-285 (westward) and I-20 (eastward). The roadway itself extends into the downtown Atlanta corridor. In the vicinity of the site, land uses along the roadway are residential and retail with access to some industrial. The roadway intersects Panola Road, a major thoroughfare, at a signalized intersection one-Quarter mile west of the site. The site driveway for the subject development will be along Covington Hwy.

Panola Road is a north-south, two-way left-turn lane divided, minor arterial with a posted speed of 45 MPH. The roadway stretches approximately 10 miles and terminates at Snapfinger Road to the south and Stone Mountain-Lithonia Road to the north. Panola Road provides direct access to I-20 south of the site. Land uses along the roadway are mostly residential with some retail near major thoroughfares such as I-20 and Covington Hwy. As a part of a recent approval of funding for projects in DeKalb County from the Atlanta Regional Commission (ARC), improvements along Panola Road include installation of bike lanes and sidewalks and optimization of traffic signals.

Glen Briar Way is a local roadway with a posted speed of 25 MPH. The roadway is the only access point to the Covington Place subdivision of over 100 single-family housing units built in the 1990's. The roadway intersects Covington Hwy at a stop-controlled intersection and provides no outlet to other major thoroughways. The roadway is located approximately 400 feet west of the proposed driveway for the new development.

Santander Drive is the western access point for a new townhome development under construction opposite the subject development. When complete, there will be 105 housing units with primary access along Covington Hwy across from the subject development and right-in/right-out access across from Glen Briar Way.

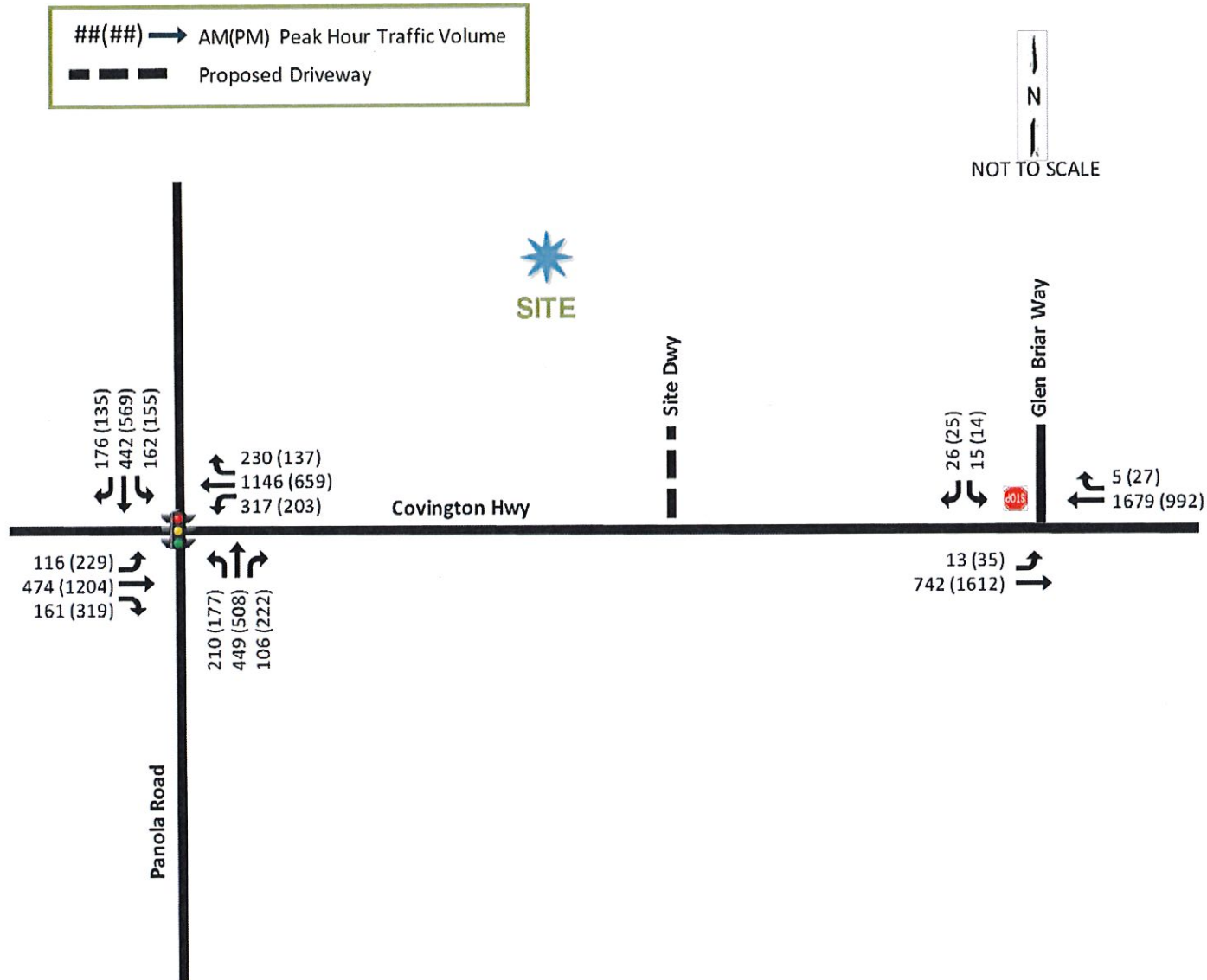
B.2. Traffic Volumes

New traffic counts were collected on Tuesday, August 7, 2018, from 7-9 AM and 4-6 PM while schools were in session (1st week) at the following intersections:

1. Covington Hwy and Panola Road
2. Covington Hwy and Glen Briar Way

The peak hours for both intersections begin at 7:30 AM and 4:30 PM. The existing morning and evening peak hour turning movement counts at the study intersections are shown in Figure 3. The count worksheets are included in the Appendix.

Figure 3: Existing Traffic Volumes



C. Future Conditions

C.1. Growth Rate and Background Development

For analysis of background growth in the area, traffic counts were acquired from the Georgia Department of Transportation's (GDOT) GEOCOUNTS traffic count database in three of the nearest locations to the site. The most recent five consecutive years of available traffic count data (Annual Daily Traffic [ADT]) for three surrounding locations was forecasted to the year 2021 and provided an approximate annual growth rate of 2.7%. Table 1 below depicts a summary of the existing and forecasted counts. With new construction and roadway improvements, the growth rate is reflective of growth in eastern DeKalb County and nearby Rockdale County.

Table 1: GDOT Existing and Forecasted Counts

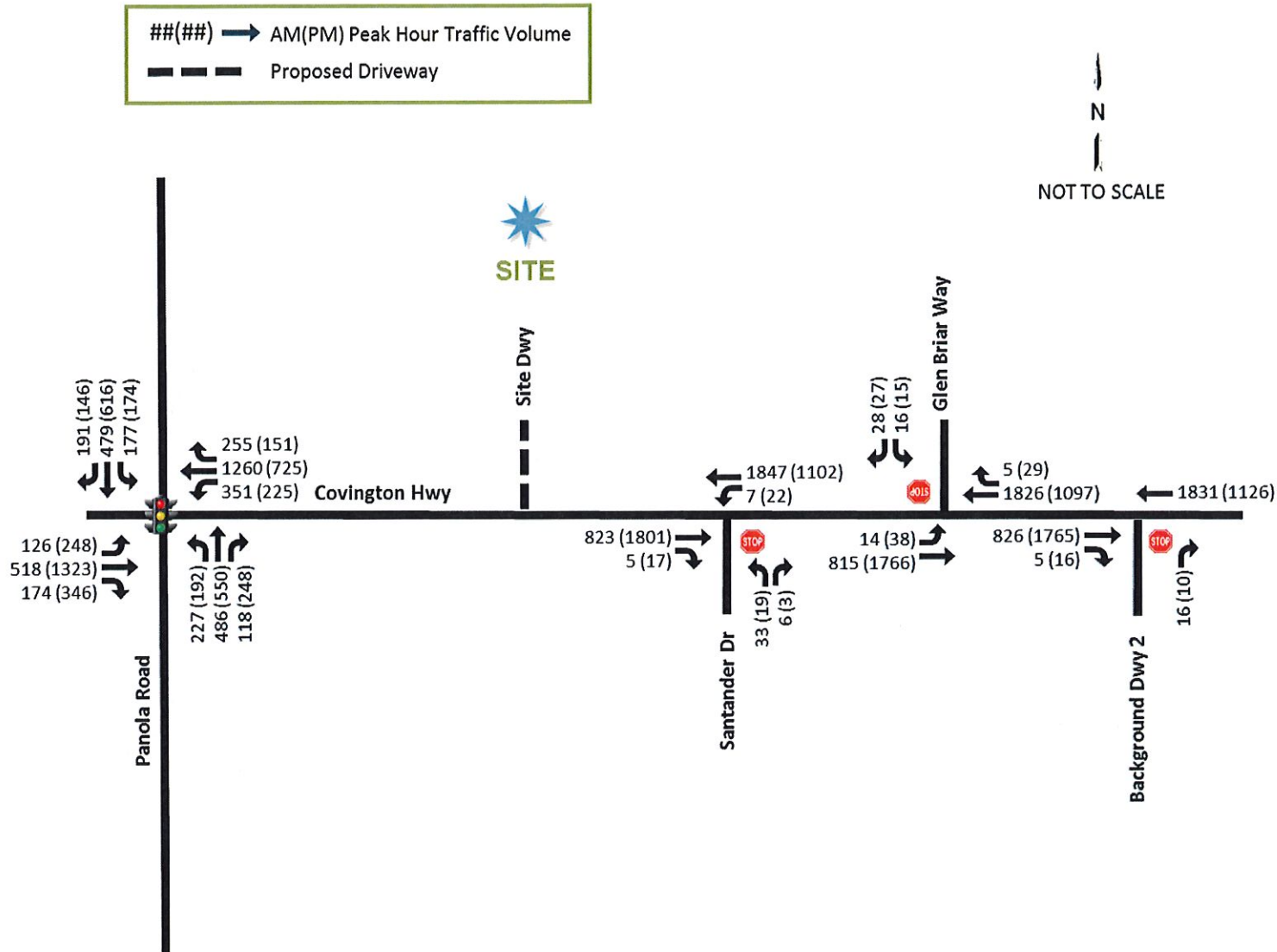
Location ID	Roadway	2012	2013	2014	2015	2016	2021
891001200	Covington Hwy (W)	32,040	29,680	29,700	31,600	32,600	33,252
0892515000	Panola Rd	26,580	26,710	26,700	28,700	28,000	30,719
891001200	Covington Hwy (E)	22,820	22,930	22,900	24,600	26,800	30,751
	Totals	81,440	79,320	79,300	84,900	87,400	94,722
Avg APGR	2.66%						
	2.70%						

In addition to accounting for background growth, the traffic from a new development of townhomes located directly across from the project site was accounted for using the 10th Edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual and information from the development's website. The development was observed to be at approximately 40% completion as of this traffic study. The development encompasses two access points, both on the south side of Covington Hwy. The west access point, Santander Drive, provides full access and is located just over 100 feet east of the proposed site driveway. The east access point provides right in/right out access and is located approximately 250 ft east of Glen Briar Way. Table 2 below summarizes the amount of peak hour traffic expected to be generated from the development in progress. The trips were dispersed between the two access points using the trip distribution evidenced by analysis of the traffic counts.

Table 2: Background Trip Generation

Land Use	Code	Project Density		Total	Inbound	Outbound
Multi-Family Housing	220	155 DU	Daily	1,130	565	565
			AM	72	17	55

Figure 4: 2021 No-Build Traffic Volumes



C.2. Project Trip Generation

Table 3 summarizes the project/development trip generation calculated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition, 2017.

Table 3: Project Trip Generation

Land Use	Code	Project Density		Total	Inbound	Outbound
Multi-Family Housing (Low-Rise)	220	105 DU	Daily	752	376	376
			AM	50	12	38
			PM	62	39	23

C.3. Trip Distribution and Assignment

Trip Distribution for the site is based on an evaluation of the traffic patterns as evidenced by the counts collected at the study intersections. The traffic developed from the new development will mimic those to/from the neighborhood at Glen Briar Way. Approximately 60% of the traffic will be dispersed to/from the north, south, and west of the site via I-285 and I-20. The remaining 40% of the traffic will be dispersed to/from the east of the site via SR 124 (Turner Hill Road/ Centerville Hwy) and US 78. Figure 5 depicts the trip distribution with respect to the development. Figure 6 depicts the applied trip distribution to the peak hour traffic volumes generated to/from the development. Figure 7 depicts the 2021 Build Traffic Volumes and includes the Project Development Traffic Volumes added to the 2021 No-Build Traffic Volumes.

Figure 5: Trip Distribution

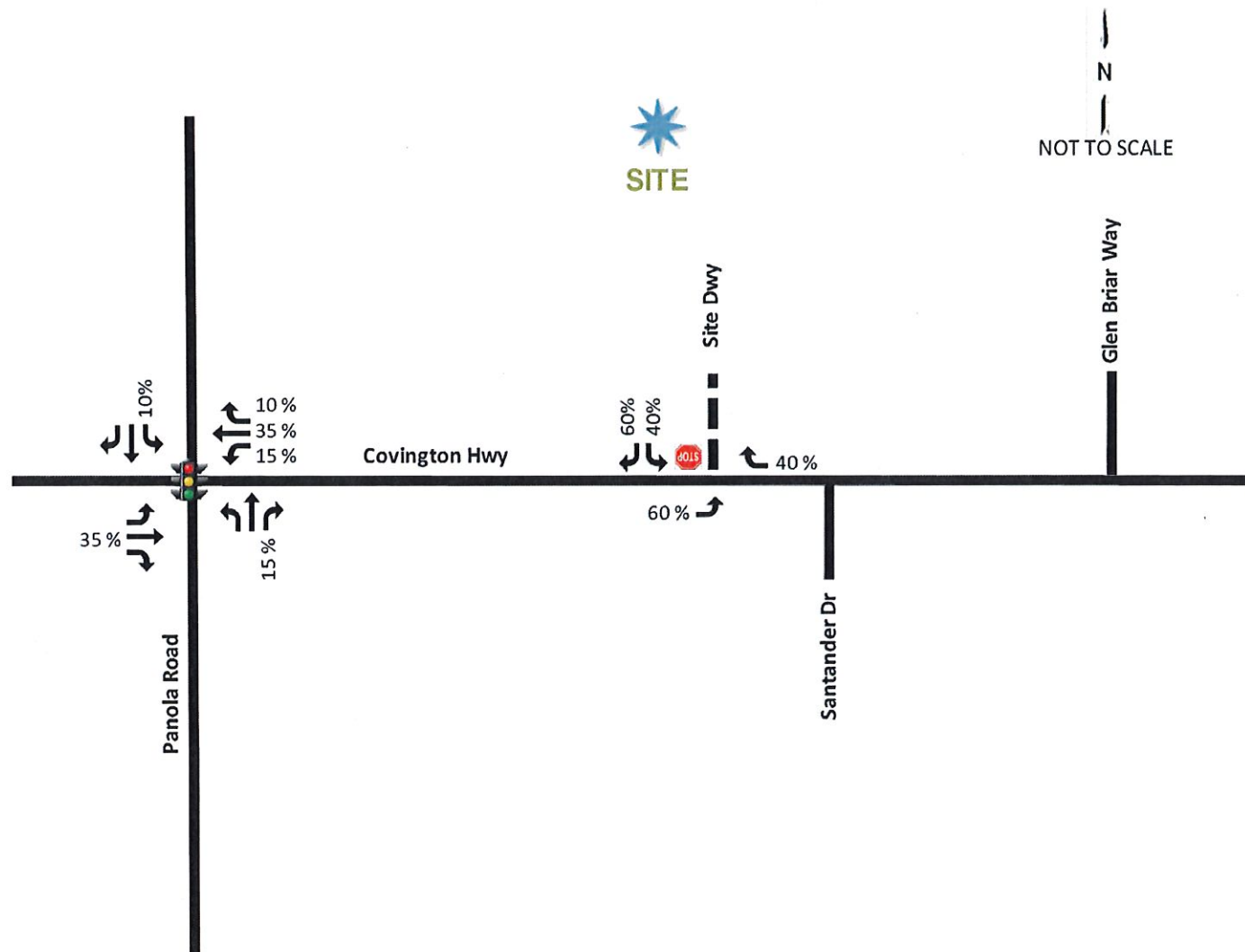
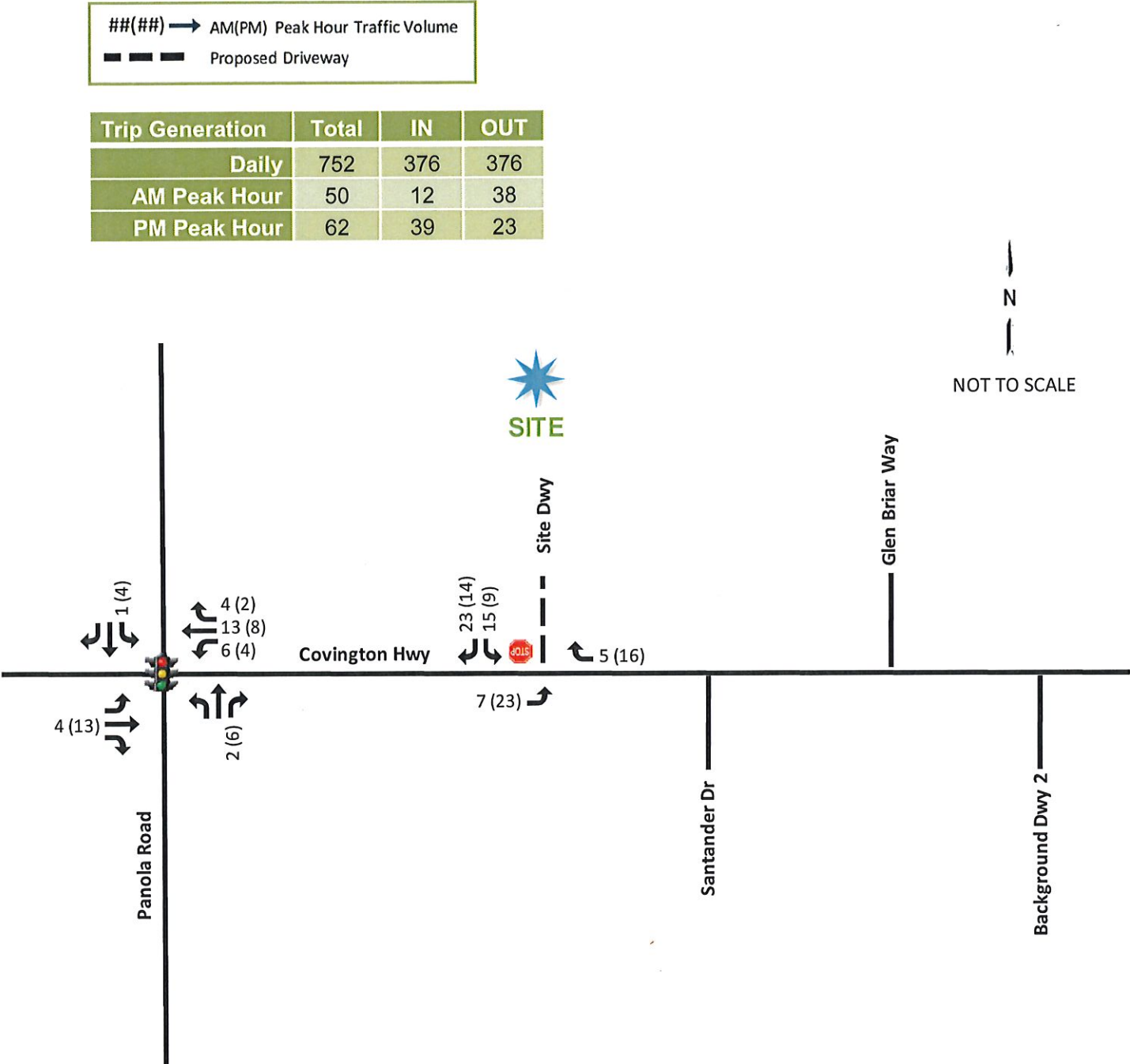
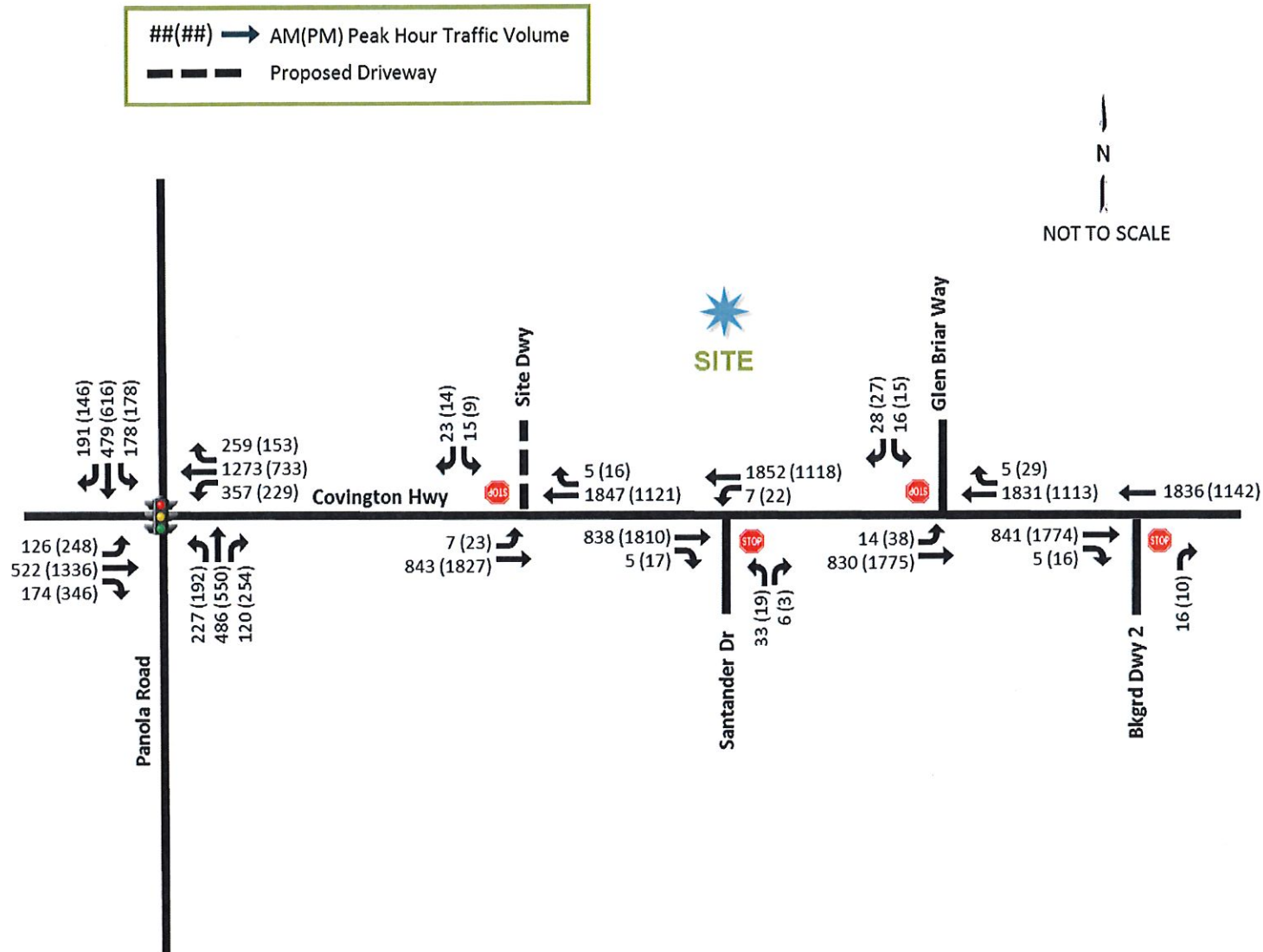


Figure 6: Project Development Traffic Volumes



NOT TO SCALE

Figure 7: 2021 Build Traffic Volumes



D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 10. The timing plan for the traffic signal at the Covington Hwy-Panola Road intersection was obtained from DeKalb County. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Synchro® output reports are included in Appendix C.

D.1. Existing Capacity Analysis

The results of the existing intersection capacity analysis are shown in Table 4 for existing volumes.

Table 4: Existing Intersection Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
1. Covington Hwy @ Panola Road	Traffic Signal	EB	39	D	55	D
		WB	38	D	50	D
		NB	66	E	63	E
		SB	70	E	64	E
		Overall	49	D	57	E
2. Glen Briar Way @ Covington Hwy	Stop-Control	EBL	17	C	12	B
		SB	152	F	75	F

As evidenced by Table 4, the Covington at Panola Rd intersection operates at an overall LOS E. The delays and LOS seen at the Glen Briar intersection are not necessarily indicative of poor performance at the intersection due to factors such as arrival frequency from the minor street and proximity to the signal to the west of the intersection allowing for gaps in eastbound traffic.

D.2. Background/ 2021 No-Build Capacity Analysis

The results of the background (No-Build) capacity analysis are shown in Table 5 and includes analysis of the volumes presented in Figure 4.

Table 5: 2021 No-Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
1. Covington Hwy @ Panola Road	Traffic Signal	EB	45	D	61	E
		WB	44	D	59	E
		NB	66	E	62	E
		SB	69	E	66	E
		Overall	53	D	62	E
2. Glen Briar Way @ Covington Hwy	Stop-Control	EBL	20	C	12	B
		SB	290	F	100	F
3. Santander Dr @ Covington Hwy	Stop-Control	WBL	10	B	18	C
		NB	30	D	72	F

Per Table 5, the increase in traffic volumes only presents expected increases in delay to the intersections and no increases in overall LOS.

D.3. 2021 Build Conditions Capacity Analysis

The results of the 2021 Build Conditions intersection capacity analysis are shown in Table 6 for 2021 Build Conditions (Figure 7). Left turn storage and right turn deceleration lanes were assumed at the site accesses in the analysis.

Table 6: 2021 Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
1. Covington Hwy @ Panola Road	Traffic Signal	EB	40	D	63	E
		WB	49	D	61	E
		NB	65	E	62	E
		SB	61	E	66	E
		Overall	52	D	63	E
2. Glen Briar Way @ Covington Hwy	Stop-Control	EBL	20	C	12	B
		SB	290	F	104	F
3. Santander Dr @ Covington Hwy	Stop-Control	WBL	10	B	19	C
		NB	183	F	> 300	F
4. Site Dwy @ Covington Hwy	Stop-Control	EBL	19	C	12	B
		SB	251	F	83	F

The conditions for the 2021 Build scenario present expected increases in delays and no changes to LOS with the addition of project traffic. The conditions at the site driveway follow the same as those previously for the other full access, T-intersection roadways. However, there is for mitigation that can decrease delay and increase safety at the site driveway. As seen in Table 7, the addition of left and right turn lanes out of the proposed development significantly decreases the delay during the AM Peak hour, however only marginally decreases the delay in the PM Peak hour. The LOS does not change in neither the AM nor PM Peak hours.

Table 7: 2021 Build—Mitigation to Site Driveway

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Site Drwy @ Covington Hwy	Stop-Control	EBL	19	C	12	B

E. Conclusions and Recommendations

The additional new trips generated by the proposed development will have minimal incremental effect on the external study intersections. Per GDOT's Access Manual, it is expected that the site will warrant both left and right turn lanes on Covington Hwy.

In an effort to improve safety at the driveway, the alignment of the driveway with the opposing approach at Santander Drive should be considered. While the alignment of the approaches would have little to no impact on improving the intersection LOS, the alignment would reduce possible conflict points for vehicles making simultaneous left-turns out of the developments. Aligning the approaches is also a less disruptive strategy in securing space for a left turn lane into the proposed development. Should the driveway remain at the current proposed location, more roadway will need to be widened to accommodate the left turn lane. Should alignment of the approaches be implemented, consideration should be taken to acquiring right-of-way for the right-turn lane into the proposed development and its impact on the short acceleration lane from Glen Briar Way.

Appendix



2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034	2034-2035	2035-2036	2036-2037	2037-2038	2038-2039	2039-2040	2040-2041	2041-2042	2042-2043	2043-2044	2044-2045	2045-2046	2046-2047	2047-2048	2048-2049	2049-2050	2050-2051	2051-2052	2052-2053	2053-2054	2054-2055	2055-2056	2056-2057	2057-2058	2058-2059	2059-2060	2060-2061	2061-2062	2062-2063	2063-2064	2064-2065	2065-2066	2066-2067	2067-2068	2068-2069	2069-2070	2070-2071	2071-2072	2072-2073	2073-2074	2074-2075	2075-2076	2076-2077	2077-2078	2078-2079	2079-2080	2080-2081	2081-2082	2082-2083	2083-2084	2084-2085	2085-2086	2086-2087	2087-2088	2088-2089	2089-2090	2090-2091	2091-2092	2092-2093	2093-2094	2094-2095	2095-2096	2096-2097	2097-2098	2098-2099	2099-2100	2100-2101	2101-2102	2102-2103	2103-2104	2104-2105	2105-2106	2106-2107	2107-2108	2108-2109	2109-2110	2110-2111	2111-2112	2112-2113	2113-2114	2114-2115	2115-2116	2116-2117	2117-2118	2118-2119	2119-2120	2120-2121	2121-2122	2122-2123	2123-2124	2124-2125	2125-2126	2126-2127	2127-2128	2128-2129	2129-2130	2130-2131	2131-2132	2132-2133	2133-2134	2134-2135	2135-2136	2136-2137	2137-2138	2138-2139	2139-2140	2140-2141	2141-2142	2142-2143	2143-2144	2144-2145	2145-2146	2146-2147	2147-2148	2148-2149	2149-2150	2150-2151	2151-2152	2152-2153	2153-2154	2154-2155	2155-2156	2156-2157	2157-2158	2158-2159	2159-2160	2160-2161	2161-2162	2162-2163	2163-2164	2164-2165	2165-2166	2166-2167	2167-2168	2168-2169	2169-2170	2170-2171	2171-2172	2172-2173	2173-2174	2174-2175	2175-2176	2176-2177	2177-2178	2178-2179	2179-2180	2180-2181	2181-2182	2182-2183	2183-2184	2184-2185	2185-2186	2186-2187	2187-2188	2188-2189	2189-2190	2190-2191	2191-2192	2192-2193	2193-2194	2194-2195	2195-2196	2196-2197	2197-2198	2198-2199	2199-2200	2200-2201	2201-2202	2202-2203	2203-2204	2204-2205	2205-2206	2206-2207	2207-2208	2208-2209	2209-2210	2210-2211	2211-2212	2212-2213	2213-2214	2214-2215	2215-2216	2216-2217	2217-2218	2218-2219	2219-2220	2220-2221	2221-2222	2222-2223	2223-2224	2224-2225	2225-2226	2226-2227	2227-2228	2228-2229	2229-2230	2230-2231	2231-2232	2232-2233	2233-2234	2234-2235	2235-2236	2236-2237	2237-2238	2238-2239	2239-2240	2240-2241	2241-2242	2242-2243	2243-2244	2244-2245	2245-2246	2246-2247	2247-2248	2248-2249	2249-2250	2250-2251	2251-2252	2252-2253	2253-2254	2254-2255	2255-2256	2256-2257	2257-2258	2258-2259	2259-2260	2260-2261	2261-2262	2262-2263	2263-2264	2264-2265	2265-2266	2266-2267	2267-2268	2268-2269	2269-2270	2270-2271	2271-2272	2272-2273	2273-2274	2274-2275	2275-2276	2276-2277	2277-2278	2278-2279	2279-2280	2280-2281	2281-2282	2282-2283	2283-2284	2284-2285	2285-2286	2286-2287	2287-2288	2288-2289	2289-2290	2290-2291	2291-2292	2292-2293	2293-2294	2294-2295	2295-2296	2296-2297	2297-2298	2298-2299	2299-2300	2300-2301	2301-2302	2302-2303	2303-2304	2304-2305	2305-2306	2306-2307	2307-2308	2308-2309
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CONCEPTUAL MASTER PLAN

SCALE:
DATE:
PROJECT:

THIS SEAL IS ONLY VALID IF COUNTER SIGNED
AND DATED WITH AN ORIGINAL SIGNATURE.

PRELIMINARY



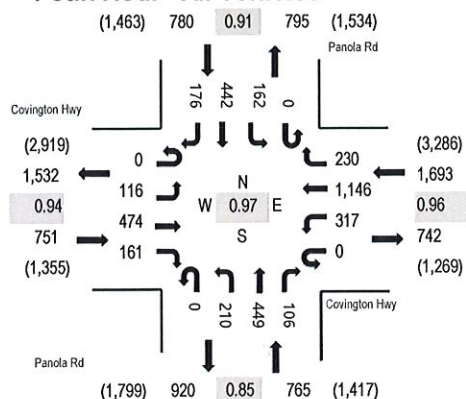
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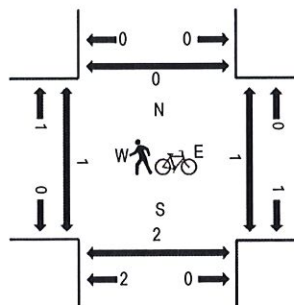
Location: 1 Panola Rd & Covington Hwy AM
Date and Start Time: Tuesday, August 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Covington Hwy Eastbound				Covington Hwy Westbound				Panola Rd Northbound				Panola Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	43	58	29	0	82	281	80	0	41	141	18	0	14	115	44	946	3,879	0	2	1	0
7:15 AM	0	29	92	26	0	86	300	63	0	30	87	22	0	28	118	57	938	3,934	0	0	0	0
7:30 AM	0	27	138	30	0	78	281	60	0	39	96	21	0	51	117	30	968	3,989	1	0	2	0
7:45 AM	0	29	132	38	0	80	262	63	0	63	113	28	0	40	119	60	1,027	3,876	0	1	0	0
8:00 AM	0	30	103	43	0	79	299	56	0	62	132	31	0	36	89	41	1,001	3,642	0	0	0	0
8:15 AM	0	30	101	50	0	80	304	51	0	46	108	26	0	35	117	45	993		0	0	0	0
8:30 AM	0	23	92	35	0	75	267	42	0	38	102	19	0	23	114	25	855		0	0	0	0
8:45 AM	0	15	115	47	0	50	234	33	1	49	81	23	0	23	101	21	793		1	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	1	5	0	0	2	1	0	0	0	0	0	11
Lights	0	112	442	154	0	306	1,104	220	0	204	431	100	0	155	429	172	3,829
Mediums	0	4	31	6	0	10	37	10	0	4	17	6	0	7	13	4	149
Total	0	116	474	161	0	317	1,146	230	0	210	449	106	0	162	442	176	3,989



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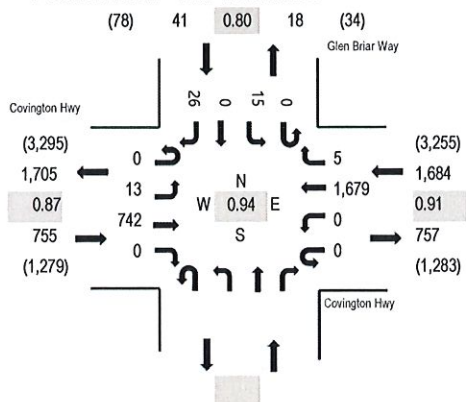
Location: 2 Glen Briar Way & Covington Hwy AM

Date and Start Time: Tuesday, August 7, 2018

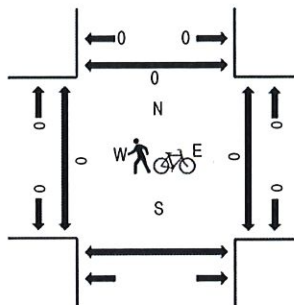
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Covington Hwy Eastbound				Covington Hwy Westbound				Northbound				Glen Briar Way Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	92	0	0	0	0	464	3				0	4	0	10	574	2,403	0	0	0	0
7:15 AM	0	2	140	0	0	0	0	414	3				0	2	0	6	567	2,471	0	0	0	0
7:30 AM	0	4	212	0	0	0	0	433	1				0	2	0	10	662	2,480	0	0	0	0
7:45 AM	0	2	199	0	0	0	0	388	0				0	6	0	5	600	2,339	0	0	0	0
8:00 AM	0	4	168	0	0	0	0	458	3				0	4	0	5	642	2,209	0	0	0	0
8:15 AM	0	3	163	0	0	0	0	400	1				0	3	0	6	576		0	0	0	0
8:30 AM	0	0	131	0	0	0	0	379	3				0	1	0	7	521		0	0	1	1
8:45 AM	0	3	155	0	0	0	0	305	0				1	1	0	5	470		0	0	0	0

Peak Rolling Hour Flow Rates

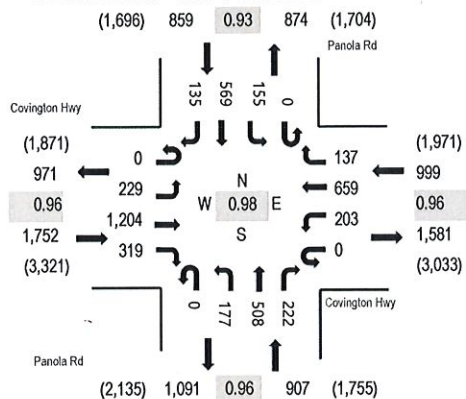
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	7	0				0	0	0	0	8
Lights	0	13	697	0	0	0	1,616	4					0	15	0	24	2,369
Mediums	0	0	44	0	0	0	56	1					0	0	0	2	103
Total	0	13	742	0	0	0	1,679	5					0	15	0	26	2,480



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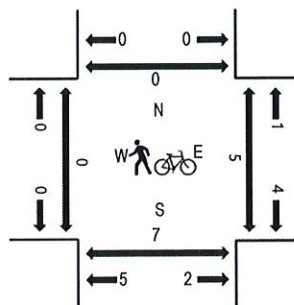
Location: 1 Panola Rd & Covington Hwy PM
Date and Start Time: Tuesday, August 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Covington Hwy Eastbound				Covington Hwy Westbound				Panola Rd Northbound				Panola Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	53	244	70	0	50	162	38	0	31	114	63	0	32	129	35	1,021	4,322	0	0	1	0
4:15 PM	0	49	283	63	0	46	140	44	0	31	118	64	0	30	154	31	1,053	4,456	0	0	0	1
4:30 PM	0	57	301	81	0	37	176	36	0	45	116	48	0	40	127	41	1,105	4,517	0	4	5	0
4:45 PM	0	55	324	79	0	55	152	36	0	44	126	65	0	37	141	29	1,143	4,514	0	1	1	0
5:00 PM	0	66	285	76	0	55	173	33	0	41	136	57	0	40	161	32	1,155	4,421	0	0	1	0
5:15 PM	0	51	294	83	0	56	158	32	0	47	130	52	0	38	140	33	1,114		0	0	0	0
5:30 PM	0	44	286	89	0	53	156	45	0	42	122	45	0	47	136	37	1,102		0	1	2	0
5:45 PM	0	48	267	73	0	53	156	29	0	40	126	52	0	39	128	39	1,050		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	0	1	0	0	4	0	2	0	0	2	0	12
Lights	0	227	1,175	313	0	198	629	136	0	169	499	216	0	149	553	133	4,397
Mediums	0	2	27	5	0	5	29	1	0	4	9	4	0	6	14	2	108
Total	0	229	1,204	319	0	203	659	137	0	177	508	222	0	155	569	135	4,517



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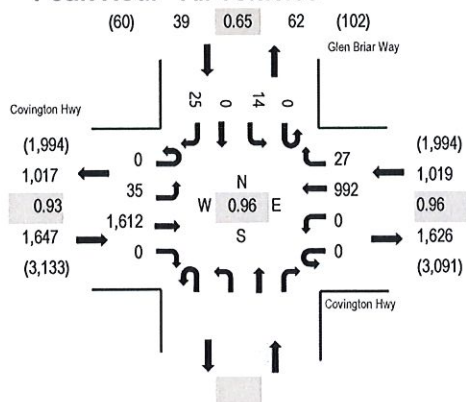
Location: 2 Glen Briar Way & Covington Hwy PM

Date and Start Time: Tuesday, August 7, 2018

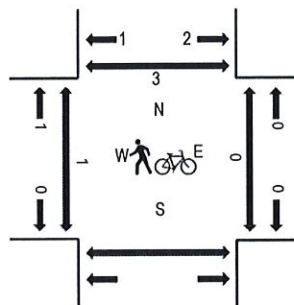
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Covington Hwy Eastbound				Covington Hwy Westbound				Northbound				Glen Briar Way Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	7	335	0	0	0	0	227	4				0	2	0	4	580	2,602	0	0	0	0
4:15 PM	0	3	387	0	0	0	0	242	6				0	2	0	3	643	2,675	0	0	0	0
4:30 PM	0	4	405	0	0	0	0	240	10				0	5	0	10	674	2,705	0	0	1	1
4:45 PM	0	8	434	0	0	0	0	251	5				0	2	0	5	705	2,668	1	0	0	0
5:00 PM	0	12	382	0	0	0	0	241	7				0	5	0	6	653	2,585	0	0	0	0
5:15 PM	0	11	391	0	0	0	0	260	5				0	2	0	4	673		0	0	2	2
5:30 PM	0	8	382	0	0	0	0	238	3				0	2	0	4	637		1	0	0	0
5:45 PM	1	8	354	0	0	0	0	254	1				0	1	0	3	622		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	0	1	0				0	0	0	0	6
Lights	0	35	1,571	0	0	0	0	954	26				0	14	0	24	2,624
Mediums	0	0	36	0	0	0	0	37	1				0	0	0	1	75
Total	0	35	1,612	0	0	0	0	992	27				0	14	0	25	2,705

HCM 6th Signalized Intersection Summary 1: Panola Road & Covington Hwy

Briarcrest Residential
2018 Existing_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	474	161	317	1146	230	210	449	106	162	442	176
Future Volume (veh/h)	116	474	161	317	1146	230	210	449	106	162	442	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	123	504	171	330	1194	240	247	528	0	178	486	0
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.85	0.85	0.85	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	4	4	4	4	4	4	3	3	3
Cap, veh/h	203	1365	609	477	1642	733	352	766		320	674	
Arrive On Green	0.05	0.40	0.40	0.12	0.47	0.47	0.15	0.22	0.00	0.12	0.19	0.00
Sat Flow, veh/h	1725	3441	1535	1753	3497	1560	1753	3589	0	1767	3526	1572
Grp Volume(v), veh/h	123	504	171	330	1194	240	247	528	0	178	486	0
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1753	1749	1560	1753	1749	0	1767	1763	1572
Q Serve(g_s), s	7.6	18.6	13.6	19.6	49.5	17.4	19.5	25.0	0.0	13.9	23.3	0.0
Cycle Q Clear(g_c), s	7.6	18.6	13.6	19.6	49.5	17.4	19.5	25.0	0.0	13.9	23.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1365	609	477	1642	733	352	766		320	674	
V/C Ratio(X)	0.61	0.37	0.28	0.69	0.73	0.33	0.70	0.69		0.56	0.72	
Avail Cap(c_a), veh/h	242	1365	609	555	1642	733	352	766		320	674	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.8	38.4	36.9	26.5	38.4	29.9	47.8	64.7	0.0	49.0	68.3	0.0
Incr Delay (d2), s/veh	3.1	0.8	1.2	3.0	2.9	1.2	11.1	5.0	0.0	6.8	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.0	5.3	8.5	21.4	6.8	9.5	11.6	0.0	6.7	11.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	39.2	38.0	29.5	41.3	31.1	58.8	69.7	0.0	55.9	74.9	0.0
LnGrp LOS	D	D	D	C	D	C	E	E		E	E	
Approach Vol, veh/h	798			1764			775			A		
Approach Delay, s/veh	38.7			37.7			66.3			69.8		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	77.9	33.0	41.0	15.0	91.0	28.0	46.0				
Change Period (Y+Rc), s	5.9	6.5	6.6	6.6	* 5.3	6.5	6.6	6.6				
Max Green Setting (Gmax), s	30.3	63.3	26.4	34.4	* 14	80.5	21.4	39.4				
Max Q Clear Time (g_c+I1), s	21.6	20.6	21.5	25.3	9.6	51.5	15.9	27.0				
Green Ext Time (p_c), s	0.6	3.9	0.3	1.9	0.1	10.6	0.2	2.5				

Intersection Summary

HCM Ctrl. Chd. 1 12.0

HCM 6th TWSC
2: Covington Hwy & Glen Briar Way

Briarcrest Residential
2018 Existing_AM

Intersection

Int Delay, s/veh 2.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations	↖	↗	↗	↖	↖	↗
Traffic Vol, veh/h	13	742	1679	5	15	26
Future Vol, veh/h	13	742	1679	5	15	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	91	91	80	80
Heavy Vehicles, %	6	6	4	4	5	5
Mvmt Flow	15	853	1845	5	19	33

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	1850	0	-	0	2302	923
Stage 1	-	-	-	-	1845	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	4.22	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.26	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	308	-	-	-	31	266
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	308	-	-	-	29	266
Mov Cap-2 Maneuver	-	-	-	-	29	-
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	596	-

Approach EB WB SB

HCM Control Delay, s	0.3	0	151.8
HCM LOS			F

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	308	-	-	-	67
HCM Lane V/C Ratio	0.049	-	-	-	0.765
HCM Control Delay (s)	17.3	-	-	-	151.8

HCM 6th Signalized Intersection Summary

1: Panola Road/Pnaola Road & Covington Hwy

Briarcrest Residential
2018 Existing_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	229	1204	319	203	659	137	177	508	222	155	569	135
Future Volume (veh/h)	229	1204	319	203	659	137	177	508	222	155	569	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	239	1254	332	211	686	143	184	529	0	167	612	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	4	4	4	3	3	3	3	3	3
Cap, veh/h	382	1464	653	229	1457	650	301	897		323	874	
Arrive On Green	0.09	0.41	0.41	0.09	0.42	0.42	0.11	0.25	0.00	0.10	0.25	0.00
Sat Flow, veh/h	1781	3554	1585	1753	3497	1560	1767	3618	0	1767	3526	1572
Grp Volume(v), veh/h	239	1254	332	211	686	143	184	529	0	167	612	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1753	1749	1560	1767	1763	0	1767	1763	1572
Q Serve(g_s), s	13.9	57.7	28.0	14.3	25.6	10.6	13.5	23.7	0.0	12.3	28.4	0.0
Cycle Q Clear(g_c), s	13.9	57.7	28.0	14.3	25.6	10.6	13.5	23.7	0.0	12.3	28.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	382	1464	653	229	1457	650	301	897		323	874	
V/C Ratio(X)	0.63	0.86	0.51	0.92	0.47	0.22	0.61	0.59		0.52	0.70	
Avail Cap(c_a), veh/h	442	1464	653	249	1457	650	301	897		323	874	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.4	48.1	39.4	48.1	38.1	33.7	44.8	58.9	0.0	44.0	61.6	0.0
Incr Delay (d2), s/veh	2.2	6.7	2.8	35.0	1.1	0.8	9.0	2.8	0.0	5.8	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	26.4	11.4	11.8	11.2	4.2	6.6	10.8	0.0	5.9	13.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	54.8	42.2	83.1	39.2	34.5	53.8	61.7	0.0	49.8	66.3	0.0
LnGrp LOS	C	D	D	F	D	C	D	E		D	E	
Approach Vol, veh/h		1825			1040			713	A		779	A
Approach Delay, s/veh		49.3			47.5			59.7			62.8	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.4	80.6	25.8	51.2	21.5	81.5	24.6	52.4				
Change Period (Y+Rc), s	5.9	6.5	6.6	6.6	* 5.3	6.5	6.6	6.6				
Max Green Setting (Gmax), s	18.5	72.1	19.2	44.6	* 22	68.9	18.0	45.8				
Max Q Clear Time (g_c+I1), s	16.3	59.7	15.5	30.4	15.9	27.6	14.3	25.7				
Green Ext Time (p_c), s	0.1	7.3	0.2	3.2	0.3	5.4	0.1	3.1				

Intersection Summary

53.0

HCM 6th TWSC
2: Covington Hwy & Glen Briar Way

Briarcrest Residential
2018 Existing_PM

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↗↗	↗↗	↰	↰↰	
Traffic Vol, veh/h	35	1612	992	27	14	25
Future Vol, veh/h	35	1612	992	27	14	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	96	96	65	65
Heavy Vehicles, %	6	6	4	4	5	5
Mvmt Flow	38	1733	1033	28	22	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1061	0	-	0	1976	517
Stage 1	-	-	-	-	1033	-
Stage 2	-	-	-	-	943	-
Critical Hdwy	4.22	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.26	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	629	-	-	-	52	495
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	332	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	629	-	-	-	49	495
Mov Cap-2 Maneuver	-	-	-	-	49	-
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	332	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		65.3		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	629	-	-	-	116	
HCM Lane V/C Ratio	0.06	-	-	-	0.517	
HCM Control Delay (s)	11.1	-	-	-	65.3	

HCM 6th Signalized Intersection Summary 1: Panola Road & Covington Hwy

Briarcrest Residential
2021 No Build_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	518	174	351	1260	255	227	486	118	177	479	191
Future Volume (veh/h)	126	518	174	351	1260	255	227	486	118	177	479	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	134	551	185	366	1312	266	267	572	0	195	526	0
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.85	0.85	0.85	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	4	4	4	4	4	4	3	3	3
Cap, veh/h	182	1261	563	464	1582	706	348	824		312	729	
Arrive On Green	0.06	0.37	0.37	0.14	0.45	0.45	0.14	0.24	0.00	0.11	0.21	0.00
Sat Flow, veh/h	1725	3441	1535	1753	3497	1560	1753	3589	0	1767	3526	1572
Grp Volume(v), veh/h	134	551	185	366	1312	266	267	572	0	195	526	0
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1753	1749	1560	1753	1749	0	1767	1763	1572
Q Serve(g_s), s	8.7	21.7	15.6	22.8	59.2	20.3	20.9	26.9	0.0	15.2	25.0	0.0
Cycle Q Clear(g_c), s	8.7	21.7	15.6	22.8	59.2	20.3	20.9	26.9	0.0	15.2	25.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	1261	563	464	1582	706	348	824		312	729	
V/C Ratio(X)	0.74	0.44	0.33	0.79	0.83	0.38	0.77	0.69		0.62	0.72	
Avail Cap(c_a), veh/h	212	1261	563	559	1582	706	348	824		312	729	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.0	43.0	41.1	29.4	43.2	32.5	47.2	62.9	0.0	48.5	66.6	0.0
Incr Delay (d2), s/veh	10.7	1.1	1.6	6.2	5.2	1.5	15.0	4.8	0.0	9.1	6.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	9.4	6.2	10.2	26.2	7.9	10.5	12.4	0.0	7.4	11.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	44.1	42.6	35.7	48.4	34.1	62.2	67.7	0.0	57.6	72.7	0.0
LnGrp LOS	D	D	D	D	D	C	E	E		E	E	
Approach Vol, veh/h	870			1944			839			721		
Approach Delay, s/veh	44.9			44.0			65.9			68.6		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.5	72.5	32.2	43.8	16.1	87.9	27.0	49.0				
Change Period (Y+Rc), s	5.9	6.5	6.6	6.6	* 5.3	6.5	6.6	6.6				
Max Green Setting (Gmax), s	35.4	56.2	25.6	37.2	* 14	78.3	20.4	42.4				
Max Q Clear Time (g_c+I1), s	24.8	23.7	22.9	27.0	10.7	61.2	17.2	28.9				
Green Ext Time (p_c), s	0.8	4.3	0.2	2.3	0.1	9.2	0.2	2.9				

Intersection Summary

HCM 6th Std Delay: 52.5

HCM 6th TWSC
2: Covington Hwy & Glen Briar Way

Briarcrest Residential
2021 No Build_AM

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↗↗	↗↗	↰	↰	↰
Traffic Vol, veh/h	14	815	1826	5	16	28
Future Vol, veh/h	14	815	1826	5	16	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	91	91	80	80
Heavy Vehicles, %	6	6	4	4	5	5
Mvmt Flow	16	937	2007	5	20	35
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	2012	0	-	0	2508	1004
Stage 1	-	-	-	-	2007	-
Stage 2	-	-	-	-	501	-
Critical Hdwy	4.22	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.26	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	265	-	-	-	22	235
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	265	-	-	-	21	235
Mov Cap-2 Maneuver	-	-	-	-	21	-
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	565	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		289.6		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	265	-	-	-	50	
HCM Lane V/C Ratio	0.061	-	-	-	1.1	
HCM Control Delay (s)	19.5	-	-	-	289.6	
HCM LOS	F					

HCM 6th TWSC
3: Santander Dr. & Covington Hwy

Briarcrest Residential
2021 No Build_AM

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
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Traffic Vol, veh/h	823	5	7	1847	33	6
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Future Vol, veh/h	823	5	7	1847	33	6
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	185	50	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	87	87	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	946	6	8	2008	36	7
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	952	0	1966	473
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Stage 1	-	-	-	-	946	-
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Stage 2	-	-	-	-	1020	-
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Critical Hdwy	-	-	4.14	-	6.84	6.94
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Critical Hdwy Stg 1	-	-	-	-	5.84	-
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Critical Hdwy Stg 2	-	-	-	-	5.84	-
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Follow-up Hdwy	-	-	2.22	-	3.52	3.32
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Pot Cap-1 Maneuver	-	-	717	-	55	538
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Stage 1	-	-	-	-	338	-
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Stage 2	-	-	-	-	309	-
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Platoon blocked, %	-	-	-	-	-	-
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Mov Cap-1 Maneuver	-	-	717	-	54	538
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Mov Cap-2 Maneuver	-	-	-	-	169	-
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Stage 1	-	-	-	-	334	-
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Stage 2	-	-	-	-	309	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	0	29.5
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HCM LOS			D
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	189	-	-	717	-
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HCM Lane V/C Ratio	0.224	-	-	0.011	-
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HCM Control Delay (s)	29.5	-	-	10.1	-
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HCM 6th TWSC
4: Bkgrd Dwy 2 & Covington Hwy

Briarcrest Residential
2021 No Build_AM

Intersection

Int Delay, s/veh 0.1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations ↑↑ ↑ ↑↑ ↑

Traffic Vol, veh/h 826 5 0 1831 0 16

Future Vol, veh/h 826 5 0 1831 0 16

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - Free - Free - Yield

Storage Length - 195 - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 898 5 0 1990 0 17

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 - - - - 449

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - - - - - 6.94

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - - - - - 3.32

Pot Cap-1 Maneuver - 0 0 - 0 557

Stage 1 - 0 0 - 0 -

Stage 2 - 0 0 - 0 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver - - - - - 557

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach EB WB NB

HCM Control Delay, s 0 0 11.7

HCM LOS B

Minor Lane/Major Mvmt NBLn1 EBT WBT

Capacity (veh/h) 557 - -

HCM Lane V/C Ratio 0.031 - -

HCM Control Delay (s) 11.7 - -

HCM 6th Signalized Intersection Summary 1: Panola Road & Covington Hwy

Briarcrest Residential
2021 No Build_PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	248	1323	346	225	725	151	192	550	248	174	616	146
Future Volume (veh/h)	248	1323	346	225	725	151	192	550	248	174	616	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	258	1378	360	234	755	157	200	573	0	187	662	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	4	4	4	3	3	3	3	3	3
Cap, veh/h	365	1423	635	226	1430	638	285	897		308	874	
Arrive On Green	0.10	0.40	0.40	0.10	0.41	0.41	0.11	0.25	0.00	0.10	0.25	0.00
Sat Flow, veh/h	1781	3554	1585	1753	3497	1560	1767	3618	0	1767	3526	1572
Grp Volume(v), veh/h	258	1378	360	234	755	157	200	573	0	187	662	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1753	1749	1560	1767	1763	0	1767	1763	1572
Q Serve(g_s), s	15.3	68.3	31.7	18.5	29.3	11.9	14.8	26.0	0.0	13.9	31.3	0.0
Cycle Q Clear(g_c), s	15.3	68.3	31.7	18.5	29.3	11.9	14.8	26.0	0.0	13.9	31.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	1423	635	226	1430	638	285	897		308	874	
V/C Ratio(X)	0.71	0.97	0.57	1.04	0.53	0.25	0.70	0.64		0.61	0.76	
Avail Cap(c_a), veh/h	411	1423	635	226	1430	638	285	897		308	874	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.2	52.8	41.8	60.7	40.1	35.0	46.0	59.7	0.0	45.0	62.7	0.0
Incr Delay (d2), s/veh	4.8	17.4	3.6	69.6	1.4	0.9	13.5	3.5	0.0	8.6	6.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	33.1	12.9	14.7	12.8	4.7	7.5	12.0	0.0	6.8	14.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	70.2	45.5	130.3	41.5	35.9	59.5	63.2	0.0	53.6	68.8	0.0
LnGrp LOS	C	E	D	F	D	D	E	E		D	E	
Approach Vol, veh/h		1996			1146			773	A		849	A
Approach Delay, s/veh		61.2			58.9			62.2			65.5	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.4	78.6	25.8	51.2	22.9	80.1	24.6	52.4				
Change Period (Y+Rc), s	5.9	6.5	6.6	6.6	* 5.3	6.5	6.6	6.6				
Max Green Setting (Gmax), s	18.5	72.1	19.2	44.6	* 22	68.9	18.0	45.8				
Max Q Clear Time (g_c+I1), s	20.5	70.3	16.8	33.3	17.3	31.3	15.9	28.0				
Green Ext Time (p_c), s	0.0	1.4	0.1	3.1	0.3	6.0	0.1	3.3				

Intersection Summary

HCM 6th Std Delay: 61.6

HCM 6th TWSC
2: Covington Hwy & Glen Briar Way

Briarcrest Residential
2021 No Build_PM

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱↱	↱↱	↰	↰↰	
Traffic Vol, veh/h	38	1766	1097	29	15	27
Future Vol, veh/h	38	1766	1097	29	15	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	50	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	96	96	75	75
Heavy Vehicles, %	3	3	4	4	3	3
Mvmt Flow	41	1899	1143	30	20	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1173	0	-	0	2175 572
Stage 1	-	-	-	-	1143 -
Stage 2	-	-	-	-	1032 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	586	-	-	-	39 461
Stage 1	-	-	-	-	264 -
Stage 2	-	-	-	-	302 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	586	-	-	-	36 461
Mov Cap-2 Maneuver	-	-	-	-	36 -
Stage 1	-	-	-	-	246 -
Stage 2	-	-	-	-	302 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	99.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	586	-	-	-	88
HCM Lane V/C Ratio	0.07	-	-	-	0.636
HCM Control Delay (s)	11.6	-	-	-	99.8

HCM 6th TWSC
3: Santander Dr & Covington Hwy

Briarcrest Residential
2021 No Build_PM

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Vol, veh/h	1801	17	22	1102	19	3
Future Vol, veh/h	1801	17	22	1102	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	185	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	96	96	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1937	18	23	1148	25	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1955
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	295
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	295
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	71.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	82	-	-	295	-
HCM Lane V/C Ratio	0.358	-	-	0.078	-
HCM Control Delay (s)	71.6	-	-	18.2	-

HCM 6th TWSC
4: Bkgrd Dwy 2 & Covington Hwy

Briarcrest Residential
2021 No Build_PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1765	16	0	1126	0	10
Future Vol, veh/h	1765	16	0	1126	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	195	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	96	96	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1898	17	0	1173	0	13
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	-	-	-	949
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	261
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	261
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		19.5		
HCM LOS				C		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	261	-	-			
HCM Lane V/C Ratio	0.051	-	-			
HCM Control Delay (s)	19.5	-	-			
HCM LOS	C					

HCM 6th Signalized Intersection Summary 1: Panola Road & Covington Hwy

Briarcrest Residential
2021 Build_AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	522	174	357	1273	259	227	486	120	178	479	191
Future Volume (veh/h)	126	522	174	357	1273	259	227	486	120	178	479	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	134	555	185	372	1326	270	267	572	0	196	526	0
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.85	0.85	0.85	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	4	4	4	4	4	4	3	3	3
Cap, veh/h	175	1378	615	422	1569	700	327	890		307	874	
Arrive On Green	0.06	0.40	0.40	0.10	0.45	0.45	0.11	0.25	0.00	0.10	0.25	0.00
Sat Flow, veh/h	1725	3441	1535	1753	3497	1560	1753	3589	0	1767	3526	1572
Grp Volume(v), veh/h	134	555	185	372	1326	270	267	572	0	196	526	0
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1753	1749	1560	1753	1749	0	1767	1763	1572
Q Serve(g_s), s	8.2	20.7	14.8	18.5	60.6	20.8	19.2	26.2	0.0	14.6	23.7	0.0
Cycle Q Clear(g_c), s	8.2	20.7	14.8	18.5	60.6	20.8	19.2	26.2	0.0	14.6	23.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	1378	615	422	1569	700	327	890		307	874	
V/C Ratio(X)	0.77	0.40	0.30	0.88	0.84	0.39	0.82	0.64		0.64	0.60	
Avail Cap(c_a), veh/h	288	1378	615	422	1569	700	327	890		307	874	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.4	38.6	36.8	35.8	44.1	33.1	48.4	59.8	0.0	45.3	59.9	0.0
Incr Delay (d2), s/veh	6.9	0.9	1.3	19.0	5.8	1.6	19.8	3.6	0.0	9.7	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	8.9	5.8	8.5	26.9	8.1	10.8	12.0	0.0	7.2	10.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	39.4	38.0	54.8	49.8	34.7	68.1	63.4	0.0	55.1	62.9	0.0
LnGrp LOS	D	D	D	D	D	C	E	E		E	E	
Approach Vol, veh/h	874			1968			839			722		
Approach Delay, s/veh	40.4			48.7			64.9			60.8		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.4	78.6	25.8	51.2	15.7	87.3	24.6	52.4				
Change Period (Y+Rc), s	5.9	6.5	6.6	6.6	* 5.3	6.5	6.6	6.6				
Max Green Setting (Gmax), s	18.5	72.1	19.2	44.6	* 22	68.9	18.0	45.8				
Max Q Clear Time (g_c+1), s	20.5	22.7	21.2	25.7	10.2	62.6	16.6	28.2				
Green Ext Time (p_c), s	0.0	4.4	0.0	3.0	0.2	4.5	0.1	3.2				

Intersection Summary

HCM 6th Ctrl Delay 52.1

HCM 6th TWSC
2: Covington Hwy & Glen Briar Way

Briarcrest Residential
2021 Build_AM

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↗	↗	↰	↰	↰
Traffic Vol, veh/h	14	830	1831	5	16	28
Future Vol, veh/h	14	830	1831	5	16	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	91	91	80	80
Heavy Vehicles, %	6	6	4	4	5	5
Mvmt Flow	16	954	2012	5	20	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2017	0	-	0	2521 1006
Stage 1	-	-	-	-	2012 -
Stage 2	-	-	-	-	509 -
Critical Hdwy	4.22	-	-	-	6.9 7
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.26	-	-	-	3.55 3.35
Pot Cap-1 Maneuver	264	-	-	-	22 234
Stage 1	-	-	-	-	86 -
Stage 2	-	-	-	-	560 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	264	-	-	-	21 234
Mov Cap-2 Maneuver	-	-	-	-	21 -
Stage 1	-	-	-	-	81 -
Stage 2	-	-	-	-	560 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	289.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	264	-	-	-	50
HCM Lane V/C Ratio	0.061	-	-	-	1.1
HCM Control Delay (s)	19.5	-	-	-	289.6
HCM LOS	F				F

HCM 6th TWSC
3: Santander Dr & Covington Hwy

Briarcrest Residential
2021 Build_AM

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Vol, veh/h	838	5	7	1852	33	6
Future Vol, veh/h	838	5	7	1852	33	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	-	185	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	91	91	80	80
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	963	6	8	2035	41	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	969	0	1997
Stage 1	-	-	-	-	963
Stage 2	-	-	-	-	1034
Critical Hdwy	-	-	4.18	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.24	-	3.52
Pot Cap-1 Maneuver	-	-	695	-	52
Stage 1	-	-	-	-	331
Stage 2	-	-	-	-	304
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	695	-	51
Mov Cap-2 Maneuver	-	-	-	-	51
Stage 1	-	-	-	-	327
Stage 2	-	-	-	-	304

Approach	EB	WB	NB
HCM Control Delay, s	0	0	182.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	695	-
HCM Lane V/C Ratio	0.826	-	-	0.011	-
HCM Control Delay (s)	182.5	-	-	10.2	-
HCM LOS	F	-	-	D	-

HCM 6th TWSC
4: Bkgrd Dwy 2 & Covington Hwy

Briarcrest Residential
2021 Build_AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	841	5	0	1836	0	16
Future Vol, veh/h	841	5	0	1836	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	195	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	91	91	80	80
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	967	6	0	2018	0	20
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	-	-	-	484
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	529
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	529
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		12.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	529	-	-			
HCM Lane V/C Ratio	0.038	-	-			
HCM Control Delay (s)	12.1	-	-			
HCM LOS	B					

HCM 6th TWSC
5: Covington Hwy & Site Dwy

Briarcrest Residential
2021 Build_AM

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↗	↗	↰	↰	↰
Traffic Vol, veh/h	7	843	1847	5	15	23
Future Vol, veh/h	7	843	1847	5	15	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	50	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	91	91	80	80
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	8	969	2030	5	19	29

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2035	0	0 2531 1015
Stage 1	-	-	- 2030 -
Stage 2	-	-	- 501 -
Critical Hdwy	4.22	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.26	-	- 3.52 3.32
Pot Cap-1 Maneuver	260	-	- 23 236
Stage 1	-	-	- 87 -
Stage 2	-	-	- 574 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	260	-	- 22 236
Mov Cap-2 Maneuver	-	-	- 22 -
Stage 1	-	-	- 84 -
Stage 2	-	-	- 574 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	250.7
HCM LOS	F		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	260	-	-	-	49
HCM Lane V/C Ratio	0.031	-	-	-	0.969
HCM Control Delay (s)	19.3	-	-	-	250.7

HCM 6th Signalized Intersection Summary
1: Panola Road & Covington Hwy

Briarcrest Residential
2021 Build_PM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	248	1336	346	229	733	153	192	550	254	178	616	146	
Future Volume (veh/h)	248	1336	346	229	733	153	192	550	254	178	616	146	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	258	1392	360	239	764	159	200	573	0	191	662	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.93	
Percent Heavy Veh, %	2	2	2	4	4	4	3	3	3	3	3	3	
Cap, veh/h	362	1423	635	224	1430	638	285	897		308	874		
Arrive On Green	0.10	0.40	0.40	0.10	0.41	0.41	0.11	0.25	0.00	0.10	0.25	0.00	
Sat Flow, veh/h	1781	3554	1585	1753	3497	1560	1767	3618	0	1767	3526	1572	
Grp Volume(v), veh/h	258	1392	360	239	764	159	200	573	0	191	662	0	
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1753	1749	1560	1767	1763	0	1767	1763	1572	
Q Serve(g_s), s	15.3	69.5	31.7	18.5	29.7	12.1	14.8	26.0	0.0	14.2	31.3	0.0	
Cycle Q Clear(g_c), s	15.3	69.5	31.7	18.5	29.7	12.1	14.8	26.0	0.0	14.2	31.3	0.0	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00	
Lane Grp Cap(c), veh/h	362	1423	635	224	1430	638	285	897		308	874		
V/C Ratio(X)	0.71	0.98	0.57	1.07	0.53	0.25	0.70	0.64		0.62	0.76		
Avail Cap(c_a), veh/h	408	1423	635	224	1430	638	285	897		308	874		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	30.3	53.2	41.8	61.4	40.2	35.0	46.0	59.7	0.0	45.1	62.7	0.0	
Incr Delay (d2), s/veh	5.0	19.1	3.6	78.8	1.4	0.9	13.5	3.5	0.0	9.0	6.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.0	34.0	12.9	15.2	13.0	4.8	7.5	12.0	0.0	7.0	14.6	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	35.4	72.3	45.5	140.2	41.7	36.0	59.5	63.2	0.0	54.2	68.8	0.0	
LnGrp LOS	D	E	D	F	D	D	E	E		D	E		
Approach Vol, veh/h	2010			1162			773			A	853		A
Approach Delay, s/veh	62.8			61.2			62.2				65.5		
Approach LOS	E			E			E				E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	24.4	78.6	25.8	51.2	22.9	80.1	24.6	52.4					
Change Period (Y+Rc), s	5.9	6.5	6.6	6.6	* 5.3	6.5	6.6	6.6					
Max Green Setting (Gmax), s	18.5	72.1	19.2	44.6	* 22	68.9	18.0	45.8					
Max Q Clear Time (g_c+l1), s	20.5	71.5	16.8	33.3	17.3	31.7	16.2	28.0					
Green Ext Time (p_c), s	0.0	0.5	0.1	3.1	0.3	6.1	0.1	3.3					

Intersection Summary

HCM 6th Ctrl Delay 62.8

HCM 6th TWSC
2: Covington Hwy & Glen Briar Way

Briarcrest Residential
2021 Build_PM

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↗↗	↗↗	↰	↰	↰
Traffic Vol, veh/h	38	1775	1113	29	15	27
Future Vol, veh/h	38	1775	1113	29	15	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	50	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	96	96	75	75
Heavy Vehicles, %	3	3	4	4	3	3
Mvmt Flow	41	1909	1159	30	20	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1189	0	-	0	2196 580
Stage 1	-	-	-	-	1159 -
Stage 2	-	-	-	-	1037 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	577	-	-	-	38 455
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	300 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	577	-	-	-	35 455
Mov Cap-2 Maneuver	-	-	-	-	35 -
Stage 1	-	-	-	-	241 -
Stage 2	-	-	-	-	300 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	104.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	577	-	-	-	86
HCM Lane V/C Ratio	0.071	-	-	-	0.651
HCM Control Delay (s)	11.7	-	-	-	104.1
HCM LOS	D				F

HCM 6th TWSC
3: Santander Dr & Covington Hwy

Briarcrest Residential
2021 Build_PM

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Vol, veh/h	1810	17	22	1118	19	3
Future Vol, veh/h	1810	17	22	1118	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	185	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	96	96	75	75
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	1946	18	23	1165	25	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1964
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.24
Pot Cap-1 Maneuver	-	-	285
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	285
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	\$ 565.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	22	-	-	285	-
HCM Lane V/C Ratio	1.333	-	-	0.08	-
HCM Control Delay (s)	\$ 565.8	-	-	18.7	-

HCM 6th TWSC
4: Bkgrd Dwy 2 & Covington Hwy

Briarcrest Residential
2021 Build_PM

Intersection

Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1774	16	0	1142	0	10
Future Vol, veh/h	1774	16	0	1142	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Stop
Storage Length	-	195	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	96	96	75	75
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	1908	17	0	1190	0	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	- 954
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	-	- 6.94
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	-	- 3.32
Pot Cap-1 Maneuver	-	0	0 - 259
Stage 1	-	0	0 -
Stage 2	-	0	0 -
Platoon blocked, %	-		-
Mov Cap-1 Maneuver	-	-	- 259
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	259	-	-
HCM Lane V/C Ratio	0.051	-	-
HCM Control Delay (s)	19.7	-	-
HCM LOS	C		

HCM 6th TWSC
5: Covington Hwy & Site Dwy

Briarcrest Residential
2021 Build_PM

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱↱	↱↱	↰	↰↰	
Traffic Vol, veh/h	23	1827	1121	16	9	14
Future Vol, veh/h	23	1827	1121	16	9	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	92	92	75	75
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	25	1965	1218	17	12	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1235	0	0	2251	609
Stage 1	-	-	-	1218	-
Stage 2	-	-	-	1033	-
Critical Hdwy	4.16	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.23	-	-	3.52	3.32
Pot Cap-1 Maneuver	554	-	-	35	438
Stage 1	-	-	-	243	-
Stage 2	-	-	-	304	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	554	-	-	33	438
Mov Cap-2 Maneuver	-	-	-	33	-
Stage 1	-	-	-	232	-
Stage 2	-	-	-	304	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	82.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	554	-	-	-	75
HCM Lane V/C Ratio	0.045	-	-	-	0.409
HCM Control Delay (s)	11.8	-	-	-	82.9

HCM 6th TWSC
5: Covington Hwy & Site Dwy

Briarcrest Residential
2021 Build_AM w/ mitigation

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↗	↗	↰	↰	↰
Traffic Vol, veh/h	7	843	1847	5	15	23
Future Vol, veh/h	7	843	1847	5	15	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	50	-	-	165	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	91	91	80	80
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	8	969	2030	5	19	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2035	0	-	0	2531 1015
Stage 1	-	-	-	-	2030 -
Stage 2	-	-	-	-	501 -
Critical Hdwy	4.22	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.26	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	260	-	-	-	23 236
Stage 1	-	-	-	-	87 -
Stage 2	-	-	-	-	574 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	260	-	-	-	22 236
Mov Cap-2 Maneuver	-	-	-	-	22 -
Stage 1	-	-	-	-	84 -
Stage 2	-	-	-	-	574 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	166.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	260	-	-	-	22	236
HCM Lane V/C Ratio	0.031	-	-	-	0.852	0.122
HCM Control Delay (s)	19.3	-	-	-	388.1	22.4
HCM LOS					F	C

HCM 6th TWSC
2: Covington Hwy & Glen Briar Way

Briarcrest Residential
2021 Build_PM w mitigation

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↱	↕↕	↕↕	↱	↱	↱
Traffic Vol, veh/h	38	1775	1113	29	15	27
Future Vol, veh/h	38	1775	1113	29	15	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	50	-	-	165	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	96	96	75	75
Heavy Vehicles, %	3	3	4	4	3	3
Mvmt Flow	41	1909	1159	30	20	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1189	0	-	0	2196 580
Stage 1	-	-	-	-	1159 -
Stage 2	-	-	-	-	1037 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	577	-	-	-	38 455
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	300 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	577	-	-	-	35 455
Mov Cap-2 Maneuver	-	-	-	-	35 -
Stage 1	-	-	-	-	241 -
Stage 2	-	-	-	-	300 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	80.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	577	-	-	-	35	455
HCM Lane V/C Ratio	0.071	-	-	-	0.571	0.079
HCM Control Delay (s)	11.7	-	-	-	200.5	13.6
HCM LOS	D	-	-	-	F	D