# SAGEFIELD

## Transportation Impact Study

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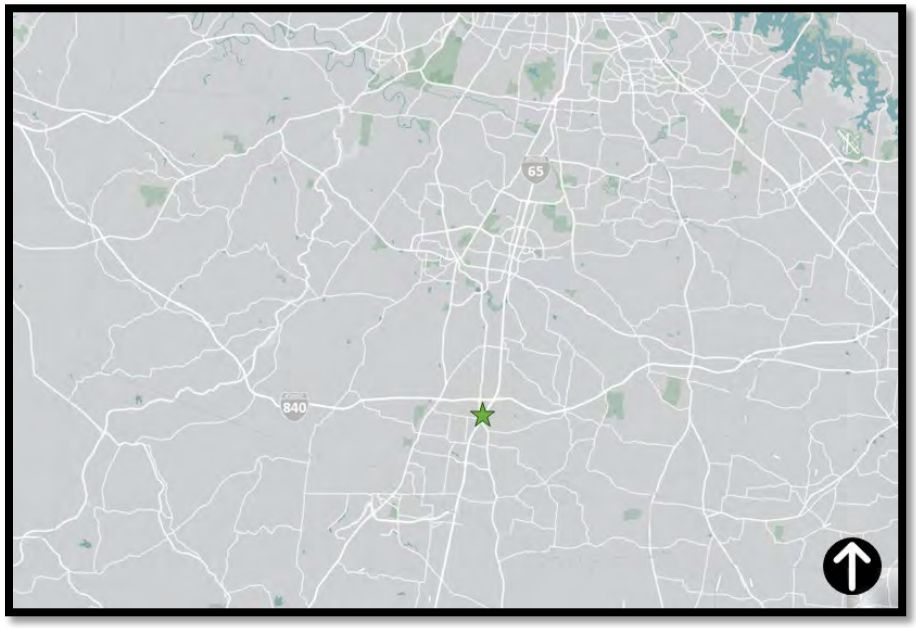


Vicinity Map

(Not to Scale)

1733 Lewisburg Pike

Thompson's Station, Tennessee

Prepared For:

**SIMON**

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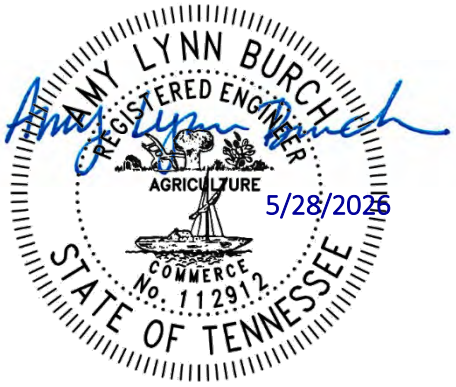
# SAGEFIELD
# TRANSPORTATION IMPACT STUDY

PREPARED FOR:

SIMON




PREPARED BY:

BURCH TRANSPORTATION, LLC

BURCH
TRANSPORTATION

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# 1. Executive Summary

The Sagefield commercial development is proposed to be located on approximately 100 acres along the east side of Lewisburg Pike (US 431/SR 106) just south of I-840 in the Town of Thompson's Station, TN. According to project's developers, Simon and AJ Capital Partners, the proposed Sagefield will be a new luxury lifestyle destination. The development programming includes: premium retail brands, boutique shops, restaurants and cafes, entertainment/music venues, and a boutique health and wellness hotel with a spa, pool, club, tennis/pickleball courts, and restaurants geared toward families. The development will be pedestrian-centered with walkways and nature trails and connectivity between the 500,000 square-foot retail/restaurant/entertainment center and the 125-room hotel with another 50,000 square feet of restaurants and a 10,000-square foot spa and wellness center. The lifestyle destination is envisioned to serve the surrounding community as well as have a regional draw. The project site is well-located adjacent to the I-840 interchange at Lewisburg Pike, providing good vehicular access. Currently, the development is anticipated to open in Fall 2028.

Per the concept plan, three full-access vehicular points of access are planned for the site and are planned to be signalized plus one right-in/right-out access. The northern two will provide primary signalized access to the retail/restaurant center. The southern access will provide signalized access to the hotel and its accessory uses, i.e. spa, restaurants, and club, and the proposed right-in/right-out is located between the middle access and the southern access and would provide access to a parking area for the hotel use that is also connected to the primary central entrance to the Sagefield development.

In order to provide data for this study, turning movement counts were conducted at the following intersections along the Lewisburg Pike corridor: I-840 Westbound Ramps, I-840 Eastbound Ramps, Tom Anderson Road, Critz Lane, Harpeth School Road, Harpeth-Peytonsville Road, Bethesda Road, and Thompson's Station Road E. Traffic data was collected and analyzed for the weekday AM and PM peak hours and the Saturday afternoon peak hour. The count data utilized for the TIS was collected on Saturday, August 16, 2025, and Tuesday, August 19, 2025, when local schools were in session.

The analyses presented in this report indicate that the proposed development will generate a fairly significant amount of new vehicular traffic to the study area. In total, the project is expected to generate approximately 14,681 new daily trips, 323 new AM peak hour trips, 1,261 new PM peak hour trips, and 1,632 new Saturday afternoon peak hour trips. This amount of development and trip generation results in a substantial impact to the study area according to the Town's LDO and Transportation Impact Study guidelines. Capacity analyses indicate that the study intersections and site access points will operate acceptably following completion of the proposed development with the addition of roadway infrastructure mitigation improvements and offsets at the access points and along Lewisburg Pike.

Below presents a summary of the Preexisting Substandard Conditions and the Substantial Impacts for each of the study intersections.

| Intersection | Pre-Existing Substandard Condition | Substantial Impact |
|---|---|---|
| Lewisburg Pk & I-840 Westbound Ramps | Yes | Yes |
| Lewisburg Pk & I-840 Eastbound Ramps | Yes | Yes |
| Lewisburg Pk & Tom Anderson Rd/Site Access #1 | Yes | Yes |
| Lewisburg Pk & Site Access #2 | N/A | N/A |
| Lewisburg Pk & Hotel Right-in/Right-out (Site Access #4) | N/A | N/A |
| Lewisburg Pk & Site Access #3 | N/A | N/A |
| Lewisburg Pk & Critz Ln | Yes | Yes |
| Lewisburg Pk & Harpeth School Rd | No | Yes |
| Lewisburg Pk & Serina's Way | No | Yes |
| Lewisburg Pk & Harpeth-Peytonsville Rd/Nita Dr | No | Yes |
| Lewisburg Pk & Savannah Springs Dr | No | Yes |
| Lewisburg Pk & Bethesda Rd | Yes | Yes |
| Lewisburg Pk & Thompson's Station Rd E | Yes | Yes |
| Lewisburg Pk & Blackberry Estates Dr | No | Yes |

Based on the analyses presented in this study and review of the study area and proposed development information, the following is recommended in order to accommodate the proposed development and provide for efficient traffic operations and safety:

<u>Lewisburg Pike (US 431/SR 106)</u>
Lewisburg Pike has one lane in each direction adjacent to the site and currently carries approximately 16,000 vehicles per weekday. This traffic is largely characterized by commuter patterns with heavy northbound flows in the AM and heavy southbound flows in the PM. During off-peak times of day, traffic volumes are fairly low and directionally balanced. With the significant increase in traffic generated by the Sagefield development, Lewisburg Pike will require improvements that increase the roadway's capacity.

The Town of Thompson's Station's Major Thoroughfare Plan (MTP), which was adopted in March 2023, identifies Lewisburg Pike as a High Priority Project and calls for the corridor to be widened to a median divided, 4-Lane cross-section. The MTP identifies the project for Lewisburg Pike as a 4 Lane Country Arterial as referenced in Appendix K; however, Town Planning Staff has indicated that the 4 Lane Town Arterial cross-section is appropriate for the character context adjacent to the Sagefield site. The 4 Lane Town Arterial includes two 11-foot travel lanes in each direction, an 18-foot landscaped median, curb and gutter to the outside and inside median a 10-foot multiuse path on one side and a 6-foot sidewalk on the other, with additional width for buffers and frontage zones/utilities. Left turn lanes are provided within the grass median width at intersections. Based on the existing operational constraints and identified capacity improvements in the MTP, the following recommendations for Lewisburg Pike should be implemented:

- Widen Lewisburg Pike to the planned 4-lane cross-section from approximately 500 feet north of I-840 to the Critz Lane intersection.
    - With the widening and reconstruction of Lewisburg Pike, a 40-mph speed limit is recommended for the roadway design, which will provide safer operations and more appropriate for the future character context of the roadway and surrounding development.

  - Approximately 200 feet north of the I-840 Westbound Ramp intersection, a 'Lane Ends Merge Left' sign (W9-2L) should be installed on Lewisburg Pike facing northbound traffic along with complimentary arrow pavement markings to inform drivers of the required merge condition back to the existing 2-lane cross section.
  - The roadway widening will require widening, replacement with a wider bridge, or a second bridge to continue the 4 lane arterial cross-section over Kennedy Creek, north of Critz Lane. Specific details of the Kennedy Creek Bridge Improvements will need to be resolved during the off-site infrastructure improvements design phase. Unknowns such as right-of-way, environmental impacts, adjacent property impacts, and cost will factor into the final design and whether this section includes four lanes, four lanes with median, or five lanes.
- Traffic signals should be constructed at each of the I-840 ramp intersections with Lewisburg Pike and at Site Access 1, Site Access 2, and Site Access 3 on Lewisburg Pike.
  - The traffic signals should be designed and constructed to provide signal coordination and interconnect along the corridor. This shall also include the inclusion of infrastructure upgrades for the optimization (detection technology, cabinets, etc.), and evaluate optimization of the corridor as a whole.

<u>I-840 WB Ramps at Lewisburg Pike</u>

- Widen Lewisburg Pike to provide an additional northbound and southbound lane in each direction. On the northbound approach, the additional capacity will serve as a dedicated through lane, and on the southbound approach the additional capacity will serve as a shared through/right turn lane.
- Extend the northbound left turn lane storage to 250 feet plus taper.
- Widen the ramp approach to provide 1 left turn lane with approximately 300 feet of storage and 2 right turn lanes with approximately 300 feet of storage and channelization onto Lewisburg Pike. The ramp approach should be modified to reduce the channelization radius and improve sight lines for merging. The two right turn lanes on the ramp should be controlled by the traffic signal.
- Install an 'Advance Intersection Lane Control' sign (R3-8) on the I-840 ramp approach to inform drivers of the intersection lane assignments.
- A traffic signal will be warranted and should be installed at the westbound I-840 ramp intersection. Protected/permissive left turn signal phasing should be provided for the northbound approach. The dual right turn lanes off the ramp should be controlled by the traffic signal. A right turn overlap should be provided for the ramp approach during the northbound left turn protected phase.

<u>I-840 EB Ramps at Lewisburg Pike</u>

- Widen Lewisburg Pike to provide 1 additional northbound through lane and 1 southbound shared through/right turn lane.
- Widen Lewisburg Pike to provide side-by-side left turn lanes between the I-840 EB Ramps and Tom Anderson Road/Site Access 1. At the ramp intersection, the northbound left turn lane should include approximately 475 feet of storage plus taper. In the future, TDOT or others could modify the side-by-side left turns to provide dual left turns onto the ramp, which would require widening the I-840 on-ramp.

- Southbound right turns should continue to be channelized with yield control onto the I-840 on ramp.
- Widen the ramp approach to provide 1 left turn lane with 300 feet of storage and 1 right turn lane with 300 feet of storage. The ramp approach should be modified to remove the channelization.
- A traffic signal will be warranted and should be installed at the eastbound I-840 ramp intersection. Protected/permissive left turn signal phasing should be provided for the northbound approach. The right turn lane off the ramp should be controlled by the traffic signal. A right turn overlap should be provided during the northbound left turn protected phase.

Lewisburg Pike at Tom Anderson Road/Site Access 1

- Tom Anderson Road should be realigned to the south to align with Site Access 1. If the necessary right-of-way cannot be acquired, the intersection design and alignment should be re-evaluated.
- Site Access 1 should be designed to include width for two entering lanes and two exiting lanes as shown on the site plan. The westbound Site Access 1 approach should include 1 left turn lane with at least 300 feet of storage and 1 shared through/right turn lane.
- Widen Lewisburg Pike to provide 1 through lane and 1 shared through/right turn lane in each direction.
- Widen Lewisburg Pike to provide side-by-side left turn lanes between the I-840 EB Ramps and Tom Anderson Road/Site Access 1. At Site Access 1, the southbound left turn lane should include approximately 250 feet of storage plus taper. In the future, TDOT or others could modify the side-by-side left turns to provide dual left turns onto the ramp, which would require widening the I-840 on-ramp. If that occurs, dual southbound left turns into Site Access 1 could be provided with a back-to-back dual left turn lane design with shorter storage lengths.
- Construct a northbound left turn lane with approximately 100 feet of storage plus taper.
- Construct an eastbound left turn lane on Tom Anderson Road with approximately 50 feet of storage plus taper.
- A traffic signal will be warranted and should be installed at the Site Access 1 intersection. Protected/permissive left turn signal phasing should be provided for the northbound and southbound approaches of Lewisburg Pike. Protected/permissive left turn signal phasing should be provided for the eastbound and westbound approaches of Tom Anderson Road and Site Access 1.

Lewisburg Pike at Site Access 2

- Site Access 2 should be located at the approximate center of the property frontage at the crest of the vertical curve along Lewisburg Pike. This will align Site Access 2 with a private driveway on the west side of Lewisburg Pike.
- Site Access 2 should be designed to include width for 1 entering lane and 2 exiting lanes. The exiting lanes should include 1 shared left turn/through lane with 300 feet of storage and 1 right turn lane.
- Widen Lewisburg Pike to provide 1 through lane and 1 shared through/right turn lane in each direction.
- Construct a southbound left turn lane with approximately 200 feet of storage plus taper.
- If Site Access 2 is aligned with the aforementioned private driveway, construct a northbound left turn lane with approximately 100 feet of storage.

- A traffic signal will be warranted and should be installed at the Site Access 2 intersection. Protected only left turn signal phasing should be provided for the southbound and northbound approaches of Lewisburg Pike. A westbound right turn overlap phase should be provided during the southbound protected left turn phase.
- Due to the roadway curvature on Lewisburg Pike that limits sight distance for southbound left turns, the traffic signal should not be programmed for FLASH mode during overnight hours, and the westbound Site Access 2 approach should be signed "No Right Turn on Red".

Lewisburg Pike at Site Access 3

- Site Access 3 should be located at the southern boundary of the property frontage on Lewisburg Pike.
- Site Access 3 should be designed to provide 1 entering lane and 2 exiting lanes. The exiting lanes should include 1 left turn lane with approximately 200 feet of storage and 1 right turn lane.
- Widen Lewisburg Pike to provide 1 through lane and 1 shared through/right turn lane in each direction.
- Construct a southbound left turn deceleration lane with approximately 200 feet of storage
- Site Access 3 will primarily serve the hotel development and its accessory uses. It is anticipated that a traffic signal will be warranted and should be installed at the Site Access 3 intersection once these are constructed. Protected/permissive left turn signal phasing should be provided for the southbound approach of Lewisburg Pike. A westbound right turn overlap phase should be providing during the southbound protected left turn phase. Prior to the installation of a traffic signal, if the hotel and accessory uses are not opened when the retail portion of Sagefield is opened, stop control should be provided for the Site Access 3 approach to Lewisburg Pike. A Stop sign (R1-1) and a stop line pavement marking should be installed for the westbound approach.
- Due to the roadway curvature on Lewisburg Pike that limits sight distance for the southbound approach and left turns from Site Access 3, the traffic signal should not be programmed for FLASH mode during overnight hours.

Lewisburg Pike at Hotel Right-in/Right-out Access (Site Access 4)

- If secondary access is provided between Site Access 2 and Site Access 3, it should be designed as a right-in/right-out with a raised median within Lewisburg Pike to physically restrict left turn movements.

Lewisburg Pike and Critz Lane

- With limited private driveways and the need to widen the Kennedy Creek bridge, Lewisburg Pike should be widened to a 4-lane cross section with 2 travel lanes in each direction from Site Access 3 to Critz Lane. If feasible, the center median or center two-way left turn lane can be extended across the bridge section.
- The outside southbound lane on Lewisburg Pike should tie into the existing southbound right turn lane that drops at the Critz Lane signal.
- With the additional capacity north of the intersection, the northbound approach of Lewisburg Pike should be widened to provide an additional outside through lane. The storage length for the additional northbound through lane is limited by the I-65 overpass located approximately 660 feet south of Critz Lane.
- The eastbound approach of Critz Lane currently includes one exclusive left turn lane and one exclusive right turn lane. With the additional capacity on Lewisburg Pike and the heavy eastbound

left turn movement, the eastbound approach should be restriped to include one exclusive left turn lane and one shared left/right turn lane.

- Signal timings should be optimized for this new lane assignment and should be coordinated with the other future traffic signals recommended along this corridor. This also includes the inclusion of infrastructure upgrades necessary for the corridor coordination and optimization (detection technology, interconnect, traffic controller, cabinets, etc.).

Lewisburg Pike and Harpeth-Peytonsville Road/Nita Drive

- Provide signal coordination and optimization along the corridor.

Lewisburg Pike and Bethesda Road

- Install a traffic signal, including necessary signal infrastructure for corridor coordination and optimization. With the understanding that the south segment of Lewisburg Pike will be widened sometime in the future, the traffic signal should be a span-wire design. Provide permissive left turn signal phasing for the southbound approach.

Lewisburg Pike and Thompson's Station Road East

- Install a traffic signal, including necessary signal infrastructure for corridor coordination and optimization. With the understanding that the south segment of Lewisburg Pike will be widened sometime in the future, the traffic signal should be a span-wire design.

Onsite Infrastructure Recommendations

The internal street network should be fully connected for both vehicular and pedestrian traffic to promote circulation and access for the Sagefield development and promote shared parking between the hotel uses and commercial retail/restaurant uses. A connected internal street network will help to disperse the traffic among the three access points and allow for circulation between the shopping and restaurant center and the hotel site. Onsite pedestrian infrastructure should connect to the multiuse path to be constructed along Lewisburg Pike.

When events occur at the nearby First Bank Amphitheater (Quarry), a shuttle service would be beneficial between the hotel and Sagefield Mall and the event venue to help reduce traffic entering and exiting the quarry as well as reduce parking demand at the event venue. Simon should coordinate with First Bank Amphitheater to establish a shuttle plan and designated pick-up/drop-off and staging areas for both Sagefield and the Quarry.

Based on the analyses presented in this report, no further improvements are recommended in association with the proposed Sagefield development.

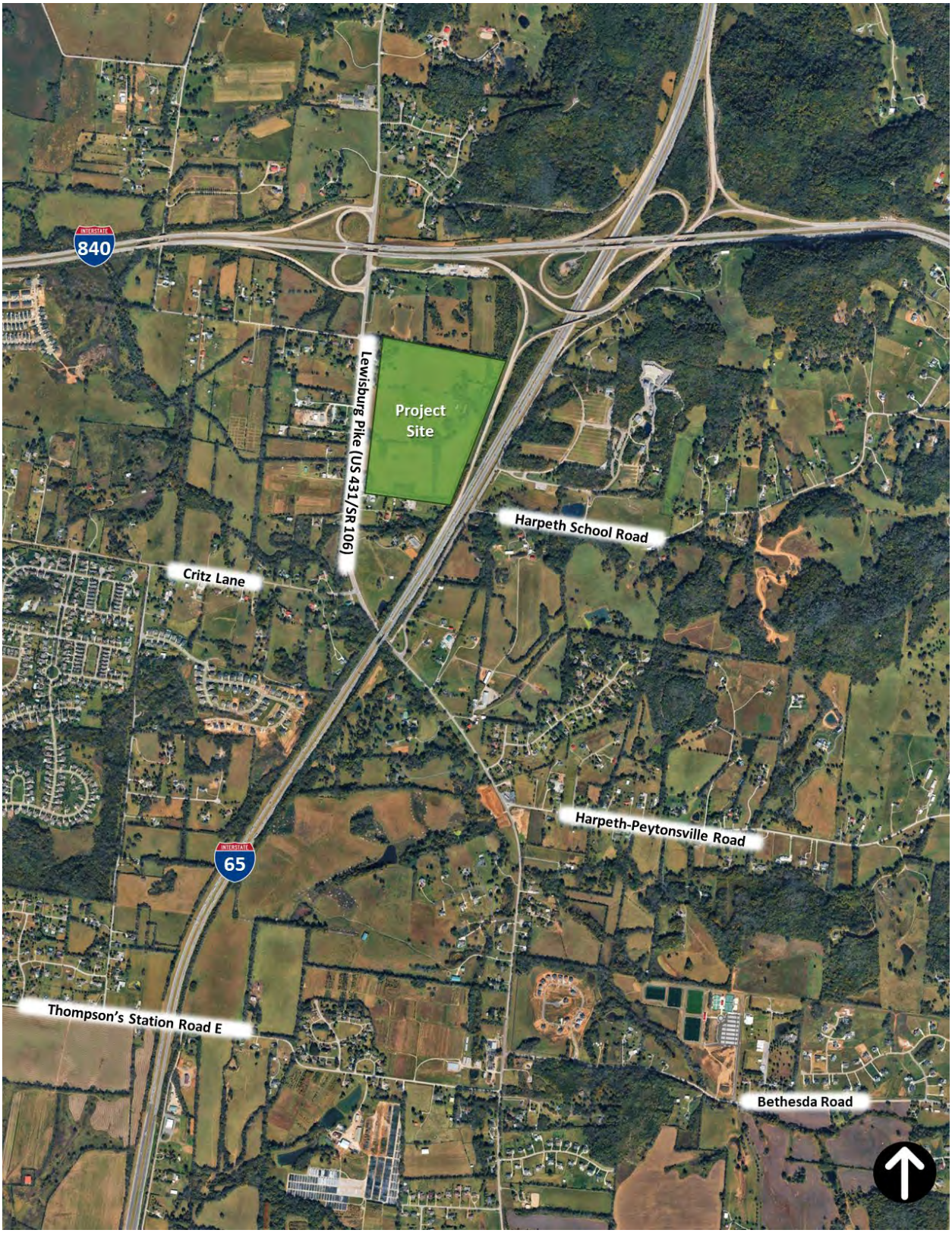
# 2. Introduction

The Sagefield commercial development is proposed to be located on approximately 100 acres along the east side of Lewisburg Pike (US 431) just south of I-840 in the Town of Thompson's Station, TN. The project site is bound on the east by I-65. According to project's developers, Simon and AJ Capital Partners, the proposed Sagefield will be a new luxury lifestyle destination. The development programming includes: premium retail brands, boutique shops, restaurants and cafes, entertainment/music venues, and a boutique health and wellness hotel with a spa, pool, club, tennis/pickleball courts, and restaurants geared toward families. The development will be pedestrian-centered with walkways and nature trails and connectivity between the 500,000 square-foot retail/restaurant/entertainment center and the 125-room hotel with another 50,000 square feet of restaurants and a 10,000-square foot spa and wellness center. Currently, the retail/restaurant portion of the development is anticipated to open in Fall 2028, with the hotel portion of the site planned to be completed in 2029.

Per the concept plan included in Appendix A for reference, three primary vehicular points of access on Lewisburg Pike are planned for the site as well as one secondary, right-in/right-out access. At the northern portion of the site, Site Access 1 and Site Access 2 will provide primary access to the retail/restaurant center. Site Access 1 will be aligned with Tom Anderson Road and will form the fourth leg of the existing unsignalized intersection. Tom Anderson Road is proposed to be realigned to the south to increase spacing between Site Access 1 and the I-840 interchange. The southern access, Site Access 3, will provide access to the hotel and its accessory uses, i.e. spa, restaurants, and club. A fourth access (Site Access 4) is proposed as a right-in/right-out located approximately midway between Site Access 2 and Site Access 3. It would provide secondary access to the hotel portion of the development and would be internally connected to both Site Access 2 to the north and Site Access 3 to the south. Site Access 4 offers additional access and circulation for the hotel portion of the site, which otherwise has one primary signalized access. As a right-in/right-out, the access does not have much effect on the intersection operations as most traffic will enter and exit from the three primary access points that will be signalized. However, the proposed Site Access 4 could provide access in the event of an emergency or blockage onsite, particularly at Site Access 3.

The project site location is presented in Figure 1. For the purpose of this traffic analysis, the Sagefield development is expected to be complete in three years, which is a year 2028 horizon. The intention of this transportation impact study (TIS) is to identify the amount of traffic expected to be generated by the proposed development and evaluate its impact on the surrounding roadways and intersections. The TIS will also identify appropriate improvements necessary to accommodate the project's vehicular traffic. At the outset of preparing this TIS, Burch Transportation, LLC (Burch) coordinated the study scope with the Town of Thompson's Station. The approved Scoping Action Memo documenting the TIS scope is included in Appendix B. In addition, a checklist listing all required scope elements per the Town's TIS Guidelines and their location within this document is included in Appendix M.

Figure 1: Project Site Location



# 3. Existing Conditions

The project site is served primarily by I-840 and Lewisburg Pike. Indirect access will also be from Critz Lane, Harpeth-Peytonsville Road, Bethesda Road, and Thompsons's Station Road E. The following provides a description of the roadways and intersections within the study area and the existing traffic data.

## 3.1 Roadway Descriptions



***Looking North on Lewisburg Pike Adjacent to Site***

**Lewisburg Pike (US 431/SR 106)**, adjacent to the project site, is categorized as a 'Country Arterial' according to the Town's 2023 Major Thoroughfare Plan, All Aboard. Lewisburg Pike provides connection between Franklin and I-840 to the north and to other more rural areas of Williamson and Marshall Counties to the south. Near the project site, the land uses along Lewisburg Pike are currently a mix of agricultural and low-density residential. Lewisburg Pike is a two-way street that generally travels in a north-south direction with one 11-foot travel lane and approximate 2-foot paved shoulder in each direction and turn lanes at key intersections. There are no curbs, gutters, sidewalks, or bike lanes on Lewisburg Pike near the project site. The posted speed limit on Lewisburg Pike in the vicinity of the project site is 55 mph; however, the Town has recently adopted a reduced speed limit of 45 mph.



***Looking West on Critz Lane West of Lewisburg Pike***

**Critz Lane**, near the project site, is categorized as a 'Town Collector' according to the Town's 2023 Major Thoroughfare Plan, All Aboard. Critz Lane is an east-west collector roadway in the study area providing access between Columbia and Lewisburg Pikes. The land uses along Critz Lane are primarily single-family residential with some larger agricultural parcels. Critz Lane includes one 10-foot travel lane in each direction with minimal to no paved shoulders. There are no sidewalks, curb, gutter, or bikeways on Critz Lane, and the posted speed limit is 40 mph.

**Harpeth-Peytonsville Road** adjacent to the project site, is categorized as a 'Country Collector' according to the Town's 2023 Major Thoroughfare Plan, All Aboard. Harpeth-Peytonsville Road runs east-west, parallel to I-840, linking Lewisburg Pike to Peytonsville-Trinity Road. From there, the roadway changes names but continues to provide additional connectivity east before terminating at US 41A/SR 16 in Williamson County. Land uses along Harpeth-Peytonsville Road near the project site are generally agricultural or low-density single-family residential. Harpeth-Peytonsville Road has one 10-foot travel lane in each direction with 2-foot paved shoulders. There are no sidewalks, curb, gutter, or bikeways on Harpeth-Peytonsville Road and the posted speed limit is 50 mph.



***Looking East on Harpeth-Peytonsville Road East of Lewisburg Pike***

**Bethesda Road** is categorized as a 'Country Collector' according to the Town's 2023 Major Thoroughfare Plan, All Aboard. It provides a connection between Lewisburg Pike to the northwest and the Bethesda community to the southeast. Bethesda Road is primarily surrounded by residential and agricultural land. Near the project site, Bethesda Road includes one 10-foot travel lane in each direction and minimal shoulders. The posted speed limit is 45 mph.



***Looking East on Bethesda Road East of Lewisburg Pike***

**Thompson's Station Road E**, near the project site, is categorized as a 'Town Collector' in the Town's 2023 Major Thoroughfare Plan, All Aboard. Thompson's Station Road E primarily provides connectivity across I-65 and between Lewisburg and Columbia Pikes. The land uses along Thompson's Station Road E in the vicinity of the project site are predominantly single-family residential. Thompson's Station Road E generally travels in an east-west direction with one 10-foot travel lane in each direction and left turn lanes at major intersections. Minimal paved shoulders exist but there are no curb, gutter, sidewalks, or bikeways. The posted speed limit is 45 mph on Thompson's Station Road E.



***Looking West on Thompson's Station Road E West of Lewisburg Pike***

## 3.2 Intersection Descriptions

The following 11 intersections were studied in this analysis:

- Lewisburg Pike and I-840 Westbound Ramps (One-Way Stop)
- Lewisburg Pike and I-840 Eastbound Ramps (One-Way Stop)
- Lewisburg Pike and Tom Anderson Road (One-Way Stop)
- Lewisburg Pike and Critz Lane (Signalized)
- Lewisburg Pike and Harpeth School Road (One-Way Stop)
- Lewisburg Pike and Serina's Way (One-Way Stop)
- Lewisburg Pike and Harpeth-Peytonsville Road (One-Way Stop)
- Lewisburg Pike and Savannah Springs Drive (One-Way Stop)
- Lewisburg Pike and Bethesda Road (One-Way Stop)
- Lewisburg Pike and Thompson's Station Road E (One-Way Stop)
- Lewisburg Pike and Blackberry Estates Drive (One-Way Stop)




The intersection of **Lewisburg Pike and the I-840 Westbound Ramp** is a stop-controlled, channelized T-intersection consisting of three approaches. The eastbound ramp approach is stop-controlled and provides an exclusive left-turn lane and an exclusive right-turn lane with approximately 300 feet of storage, which is yield controlled and separated by a raised triangular island to delineate movements. This right turn lane becomes a southbound auxiliary lane that extends approximately 500 feet between the I-840 ramps, ultimately serving as the deceleration space for southbound vehicles entering the I-840 Eastbound ramp loop. The southbound Lewisburg Pike approach includes a single shared through/right turn lane. The northbound approach of Lewisburg Pike includes an exclusive left turn lane with approximately 125 feet of storage and a through lane. Pavement markings include stop bars, directional arrows, taper markings, and gore delineation. No pedestrian accommodations, crosswalks, or curb ramps are provided on any leg.




The intersection of **Lewisburg Pike and the I-840 Eastbound Ramp** is an unsignalized T-intersection with three approaches. The I-840 Eastbound Ramp approach provides an exclusive left-turn lane and an exclusive right-turn lane with approximately 110 feet of storage, delineated by a striped triangular island and supplemental vertical delineators. The southbound approach of Lewisburg Pike includes a dedicated and channelized right-turn lane for vehicles entering the I-840 EB on-ramp. This is an extension of the previously mentioned southbound auxiliary lane. The northbound approach includes an exclusive left turn lane with approximately 100 feet of stroage and a through lane. No pedestrian facilities, crosswalks, or curb ramps are present on any leg.




The intersection of **Lewisburg Pike and Tom Anderson Road** is a stop-controlled, three-leg T-intersection with the eastbound Tom Anderson Road approach serving as the minor-street movement. The eastbound approach operates with a single shared lane accommodating left- and right-turn movements and is controlled by a stop sign and stop bar at the intersection. Both the northbound and southbound approaches of Lewisburg Pike function as single shared lanes with turn lanes or channelization. Pavement markings are minimal and consist primarily of edge lines and centerline striping on Lewisburg Pike, with no marked turn lanes, tapers, or pedestrian accommodations present on any leg.




The intersection of **Lewisburg Pike and Critz Lane** is a signalized, three-leg intersection with dedicated turn lanes on multiple approaches. The eastbound Critz Lane approach provides a dedicated left-turn lane with approximately 230 feet of storage and a right-turn lane, with lane-use arrows and stop bar markings present in advance of the signal. The northbound approach of Lewisburg Pike consists of an exclusive left-turn lane with approximately 100 feet of storage and a single through lane, while the southbound approach provides an exclusive right-turn lane with approximately 390 feet of storage and a single through lane. The northbound approach has protected-permitted left turn phasing. The southbound and eastbound approaches both have right turn overlaps. No pedestrian infrastructure or signals are provided at this intersection.

The intersection of **Lewisburg Pike and Harpeth School Road**—referred to in this TIS as the westbound approach—is a stop-controlled, T-intersection with Harpeth School Road functioning as the minor-street, stop-controlled movement. The northbound and southbound approaches of Lewisburg Pike both operate with a single shared lane for all movements. The westbound approach of Harpeth School Road includes a short left-turn lane with approximately 80 feet of storage and an exclusive right-turn lane. No pedestrian facilities, crosswalks, or curb ramps are provided on any leg.



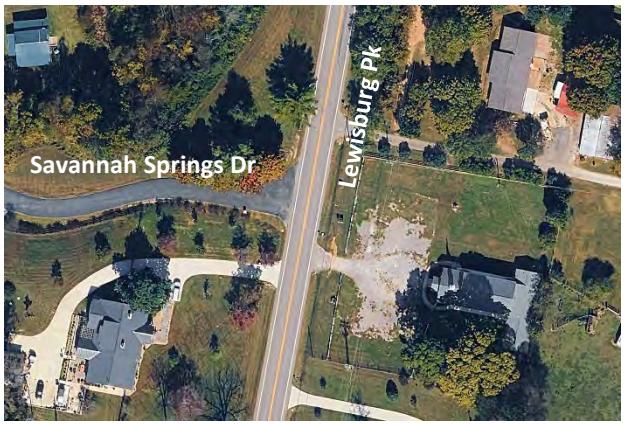

The intersection of **Lewisburg Pike and Serina's Way** is a stop-controlled, T-intersection with Serina's Way functioning as the minor-street, stop-controlled movement. The northbound and southbound approaches of Lewisburg Pike both operate with a single shared lane for all movements. The westbound approach of Serina's Way, which provides access to approximately 41 single-family homes, also has a single shared lane for all turns. No pedestrian facilities, crosswalks, or curb ramps are provided on any leg.



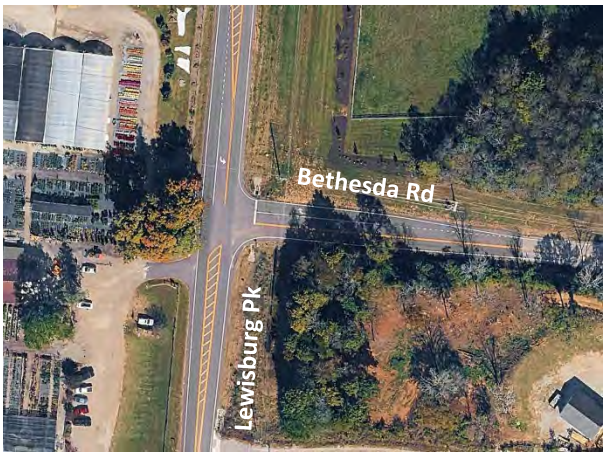

The intersection of **Lewisburg Pike and Harpeth-Peytonsville Road** is a stop-controlled, channelized T-intersection with Harpeth-Peytonsville Road serving as the minor-street movement. The westbound approach operates as a single shared lane for left- and right-turn movements and is controlled by a stop sign and stop bar, with supplemental channelization markings to define right-turn movements. The northbound approach of Lewisburg Pike provides a short, channelized right-turn lane for vehicles entering Harpeth-Peytonsville Road, while the southbound approach functions as a single through lane with no turn lanes. There is no pedestrian infrastructure at this intersection.



The intersection of **Lewisburg Pike and Savannah Springs Drive** is a stop-controlled, T-intersection with Savannah Springs Drive functioning as the minor-street, stop-controlled movement. The northbound and southbound approaches of Lewisburg Pike both operate with a single shared lane for all movements. The eastbound approach of Savannah Springs Drive, which provides access to approximately nine single-family homes, also has a single shared lane for all turns. No pedestrian facilities, crosswalks, or curb ramps are provided on any leg.




The intersection of **Lewisburg Pike and Bethesda Road** is an unsignalized T-intersection with three approaches. The northbound approach of Lewisburg Pike has a single shared through/right turn lane. The southbound approach of Lewisburg Pike has an exclusive left turn with approximately 100 feet of storage and a through lane. The westbound approach of Bethesda Road is stop-controlled and has an exclusive left turn lane with approximately 125 feet of storage and an exclusive right turn lane.




The intersection of **Lewisburg Pike and Thompson's Station Road E** is a stop-controlled, T-intersection with the eastbound approach operating as the minor-street movement. The eastbound approach consists of a single shared lane for left- and right-turn movements and is controlled by a stop sign and stop bar. Both the northbound and southbound approaches of Lewisburg Pike operate as single shared lanes. No pedestrian facilities, crosswalks, or curb ramps are present on any leg.



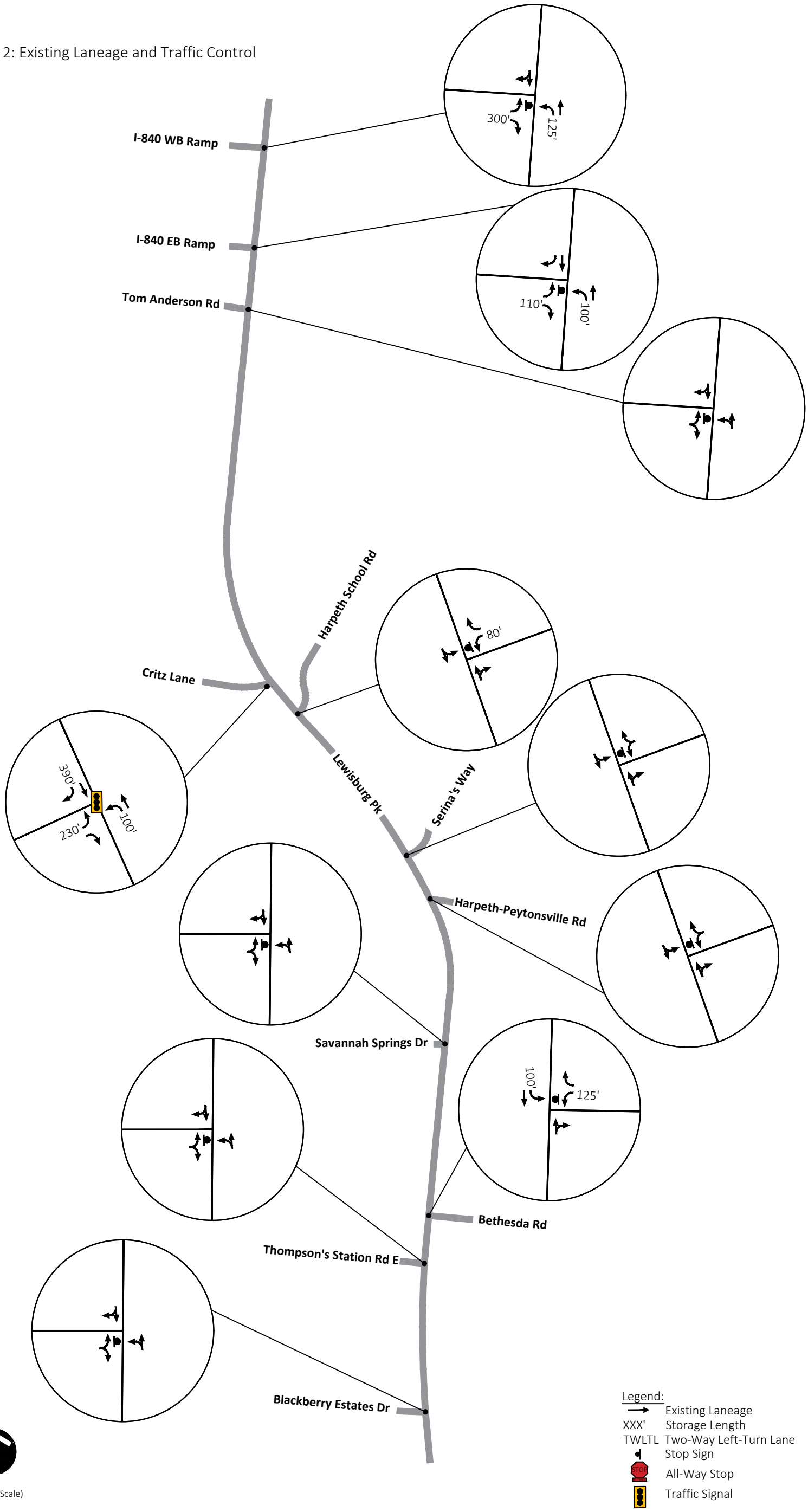
The intersection of **Lewisburg Pike and Blackberry Estates Drive** is a stop-controlled, T-intersection with Blackberry Estates Drive functioning as the minor-street, stop-controlled movement. The northbound and southbound approaches of Lewisburg Pike both operate with a single shared lane for all movements. The eastbound approach of Blackberry Estates Drive, which provides access to approximately 22 single-family homes, also has a single shared lane for all turns. No pedestrian facilities, crosswalks, or curb ramps are provided on any leg.




Of note, the Town of Thompson's Stations Transportation Impact Study guidelines stipulate that on corridors such as Lewisburg Pike, all signalized and unsignalized intersections within the Town limits should be studied. The intersection of Lewisburg Pike and Cascade Estates Boulevard is within the Town limits and located south of the proposed Sagefield site. However, there is no existing or proposed development located on Cascade Estates Boulevard that would generate minor-street traffic volumes; therefore, this intersection was exluded from the analysis and from any further documentation in this study.

Figure 2 presents the intersection laneage and traffic control for the existing conditions.

Figure 2: Existing Laneage and Traffic Control



## 3.3 Existing Traffic Volumes

Existing traffic data on Lewisburg Pike north and south of the site were obtained from the Tennessee Department of Transportation (TDOT). The 2025 Annual Average Daily Traffic (AADT) are provided in Figure 3. As shown, the AADT on Lewisburg Pike north the project site was approximately 11,020 vehicles per day (vpd) in 2025. South of the project site, the AADT on Lewisburg Pike was approximately 8,146 vpd. Daily volumes entering and exiting the I-840 interchange ramps was also collected from TDOT. More specifically, there were approximately 8,702 vpd on the eastbound on ramp and 7,437 vpd on the westbound off ramp in 2025. The TDOT count station data is included in Appendix C. Additionally, a 7-day, 24-hour tube count was collected in August 2025 adjacent to the project site and identified the average weekday ADT as 16,207 vpd and the average weekend ADT as 9,426 vpd.

New turning movement counts were also collected for eight (8) existing study intersections on Saturday, August 16, 2025, and Tuesday, August 19, 2025, when local schools were in session with normal operations. The turning movement counts were collected 6:00 AM – 6:00 PM on the weekday and 12:00 PM – 6:00 PM on the Saturday. It should be noted that traffic counts did not capture the 6:00 – 7:00 PM hour on a weekday that is identified in the Town's TIS Guidelines. However, a 24-hour tube count was conducted on Lewisburg Pike adjacent to the site, and it shows that the PM peak is earlier than 6:00 PM, which is also consistent with the hourly TDOT count station data for the nearby station locations, including the ramps. Therefore, the turning movement counts adequately and conservatively captured the weekday PM peak hour for the baseline of the analysis. Furthermore, the original scoping meeting pre-dated the Town's updated TIS Guidelines and the specific count hours were not discussed. The traffic counts were conducted prior to the updated TIS Guidelines being formally adopted and implemented into scoping. The count hours were originally selected based on historic TDOT count data, which consistently identifies weekday PM peak hours earlier than 6:00 PM.

Based on this data, the weekday peak hours occur from 7:00 – 8:00 AM and 4:00 – 5:00 PM; the Saturday peak hour occurs from 4:15 – 5:15 PM. Of note, the traffic volumes were balanced between the study intersections since there are few other driveways in between. For the additional minor subdivision intersections along the corridor, the entering and exiting traffic was estimated based on trip generation calculations for the number of existing homes in the respective subdivision and balanced along Lewisburg Pike.

The 2025 Existing Conditions Peak Hour Traffic Volumes are presented in Figure 4. The turning movement count data that was used to establish baseline conditions is included in Appendix D.

Figure 3: 2025 Daily Traffic Volumes

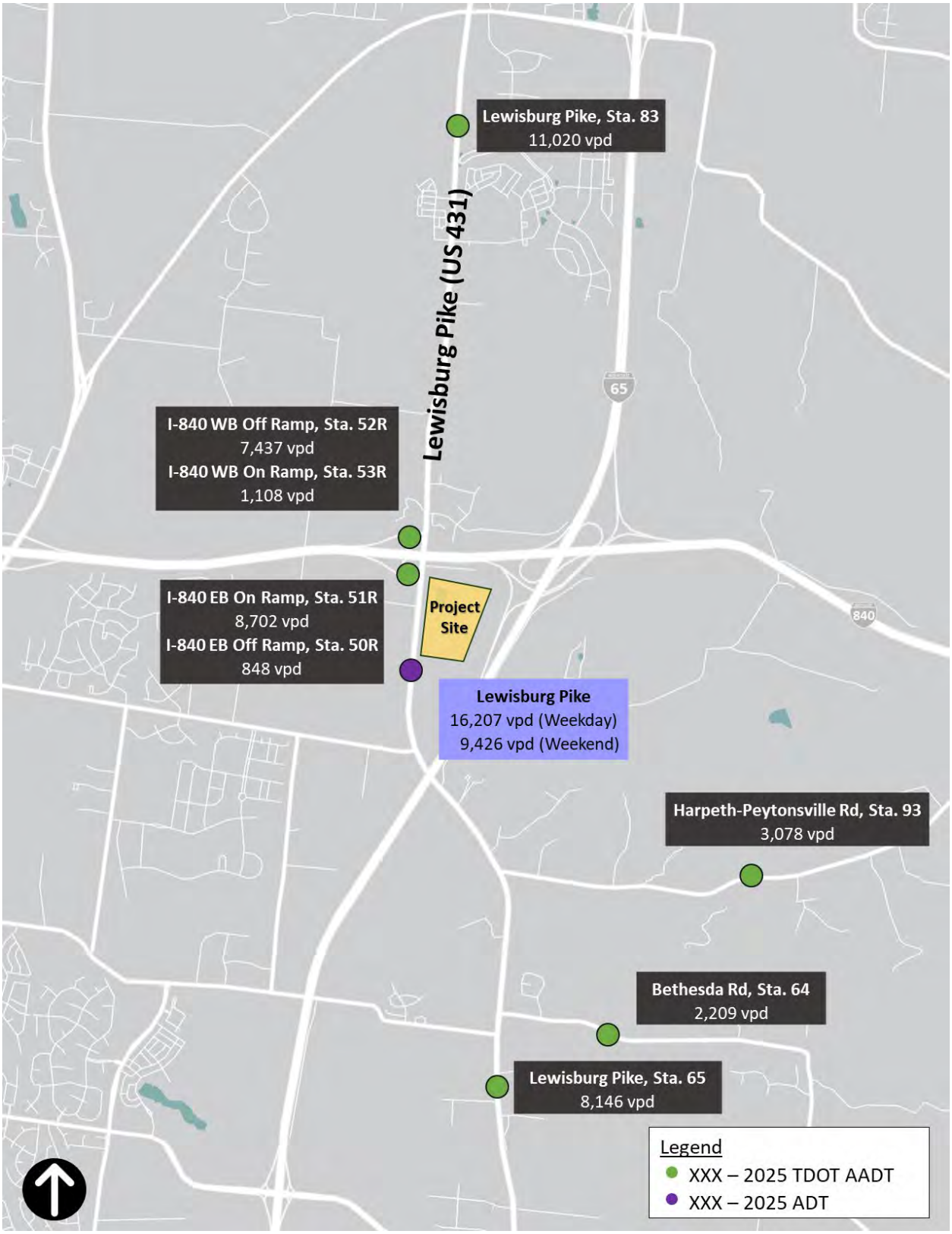
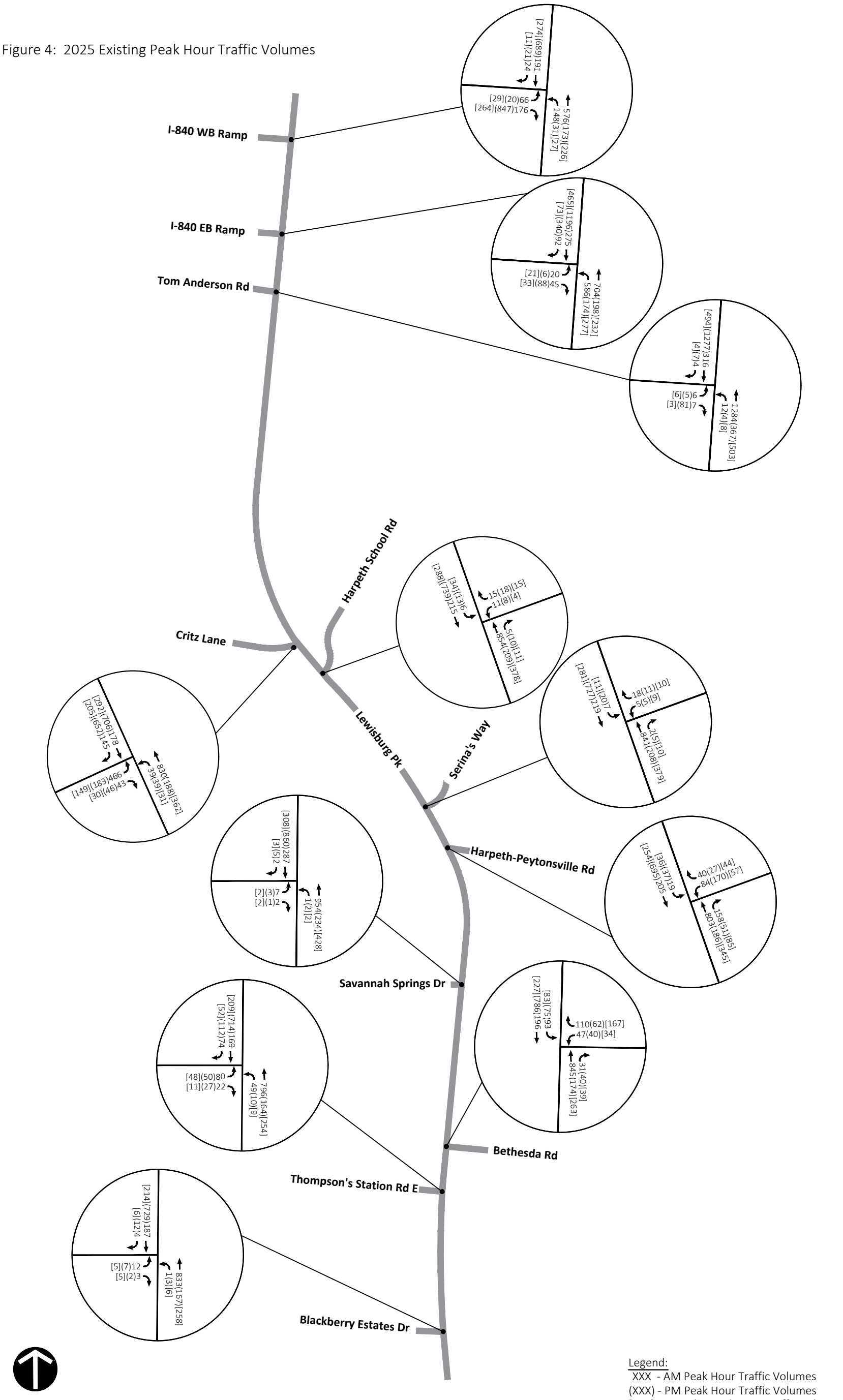


Figure 4: 2025 Existing Peak Hour Traffic Volumes




(Not to Scale)

Legend:
XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes
[XXX] - Saturday Peak Hour Traffic Volumes

# 4. No-Build Background Conditions

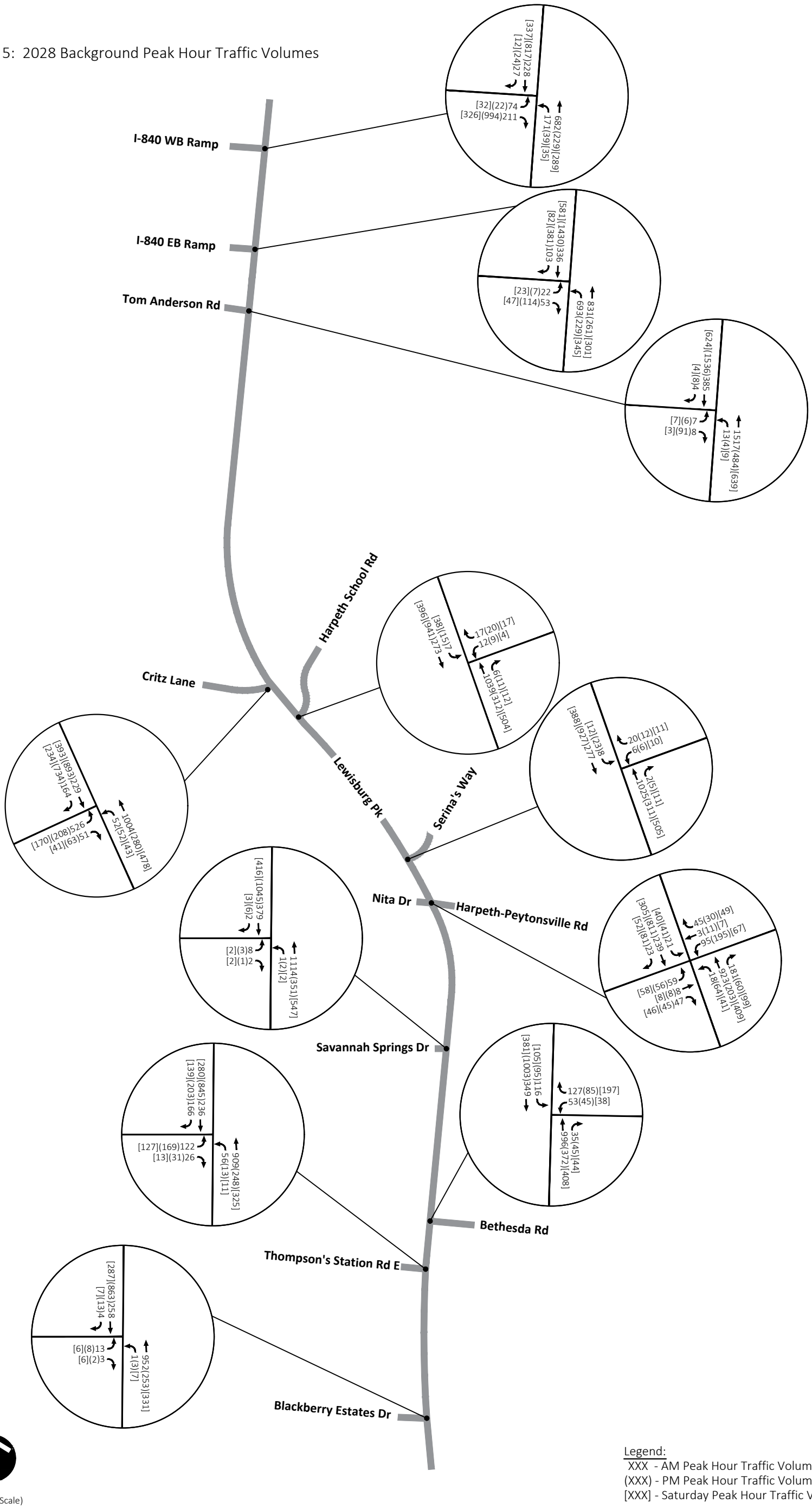
As previously stated, it is assumed that the proposed development will be completed in approximately three years, which would be in the year 2028. To account for additional traffic expected to be traveling on the study roadways in 2028 even if the development is not completed, background traffic volumes were established. A growth rate was first applied to the existing peak hour traffic volumes. The historical TDOT count station traffic data in the study area were utilized to establish a growth trend. Based on this analysis, the combined average annual traffic growth in the study area over the last five years (between 2024 and 2020) was found to be 3.6%. Conservatively, the 2025 Existing Peak Hour Traffic Volumes were increased by 12% (4.0% Annual Growth for 3 Years) to establish 2028 background traffic volumes. The TDOT count station data and historical growth is included in Appendix C.

In addition to general traffic growth in the study area, the site-specific traffic expected to be generated by approved and under construction developments in the study area were also accounted for in the background traffic volumes. Per discussions with Town staff, it was assumed that the following background developments and their associated off-site improvement would be included as background traffic.

- **Littlebury** – The Littlebury development is located between I-65 and Critz Lane. Based on the 2018 TIS provided by the Town, Littlebury includes approximately 92 single-family residential units. At the time of the traffic data collection, approximately 70% of the proposed units were already completed. Twenty-six (26) single-family homes remain to be completed and were included in the background traffic volumes. There are no relevant off-site improvements at the study intersections associated with this project.
- **Pleasant Creek** – The Pleasant Creek development is located on the west side of Lewisburg Pike, north of Thompson's Station Road E and east of I-65. Based on the 2020 TIS provided by the Town, this development will include approximately 327 single-family residential homes, 90 single-family townhomes, 5,500 square feet of retail, 2,000 square feet of fitness center, and 2,000 square feet of bank. No part of this development was completed at the time of traffic data collection. Relevant off-site improvements include:
    - Construction of Nita Drive, which will be the eastbound and fourth leg of the existing intersection of Lewisburg Pike and Harpeth-Peytonsville Road, with one left-turn lane with a minimum of 125 feet of storage, one through lane, and one right turn lane with a minimum of 125 feet of storage.
    - Construction of a northbound left-turn lane on Lewisburg Pike (SR 106/US 431) at Harpeth-Peytonsville Road/Nita Drive intersection with a minimum of 150 feet of storage length.
    - Construction of a southbound right-turn lane on Lewisburg Pike (SR 106/US 431) at Harpeth-Peytonsville Road/Nita Drive intersection with a minimum of 75 feet of storage length.
    - Realignment and widening the westbound approach of Harpeth-Peytonsville Road to include an exclusive left turn lane with approximately 75 feet of storage length.
    - Signalization of this intersection with protected-permitted left turn phasing on the northbound and southbound approaches of Lewisburg Pike and permissive phasing on the minor street approaches based on signal design plans provided by the Town.

Figure 5 presents the 2028 No-Build Conditions Peak Hour Traffic Volumes. It should be noted that the Pleasant Creek development will construct an additional access on Lewisburg Pike between Bethesda Road and Savannah Springs Drive, which introduces an imbalance in the peak hour traffic volumes in this location.

Figure 5: 2028 Background Peak Hour Traffic Volumes




(Not to Scale)

Legend:
XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes
[XXX] - Saturday Peak Hour Traffic Volumes

# 5. Projected Build Conditions

A trip generation process was used to estimate the amount of traffic that is expected to be generated by the proposed Sagefield development. According to the developer, Simon, the development will include a 500,000-sf retail/restaurant/entertainment center and a 125-room hotel with another 50,000 square feet of restaurants and a 10,000-square foot spa and wellness center. Trip generation rates for the various land uses were taken from ITE's *Trip Generation Manual, 12th Edition*. Based on coordination with the Town, a 30% reduction was applied to all land uses to account for internal trips, and a 25% pass-by reduction was applied to all retail and restaurant land uses.

With the assumptions, Table 1 below presents the new vehicular traffic expected to be generated by the proposed mixed-use development. As shown, the Sagefield development is expected to generate approximately 14,681 new vehicle trips per day, 323 new vehicles per hour (vph) during the weekday AM peak hour, 1,261 vph during the weekday PM peak hour, and 1,632 vph during the Saturday peak hour. Trip generation calculations are included in Appendix F.

Table 1: Trip Generation

| Land Use | Size | Average Daily Traffic | AM Peak Hour | | | PM Peak Hour | | | Saturday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit |
| Shopping Center LUC 820 | 450,000 sf | 16,376 | 407 | 252 | 155 | 1,425 | 698 | 727 | 1,892 | 965 | 927 |
| Restaurant High-Turnover Sit-Down LUC 932 | 8,000 sf | 858 | 77 | 42 | 35 | 72 | 44 | 28 | 90 | 46 | 44 |
| Fine Dining Restaurant LUC 931 | 15,000 sf | 1,185 | 6 | 3 | 3 | 122 | 84 | 38 | 104 | 61 | 43 |
| Fast Casual Restaurant LUC 930 | 12,000 sf | 2,711 | 19 | 12 | 7 | 172 | 91 | 81 | 392 | 215 | 177 |
| Drinking Place/Music Venue LUC 975 | 15,000 sf | 970 | 0 | 0 | 0 | 97 | 64 | 33 | 97 | 64 | 33 |
| Spa LUC 918 | 10,000 sf | 505 | 12 | 6 | 6 | 15 | 7 | 8 | 51 | 18 | 33 |
| Hotel LUC 310 | 125 keys | 931 | 55 | 31 | 24 | 65 | 33 | 32 | 92 | 52 | 40 |
| Fine Dining Restaurant LUC 931 | 50,000 sf | 3,952 | 21 | 11 | 10 | 405 | 279 | 126 | 348 | 205 | 143 |
| **Base Trip Generation Sub-Total** | | **27,488** | **597** | **357** | **240** | **2,373** | **1,300** | **1,073** | **3,066** | **1,626** | **1,440** |
| *Internal Trip Reduction (30% All Uses)* | | -8,247 | -181 | -108 | -73 | -710 | -389 | -321 | -921 | -489 | -432 |
| **External Trips Sub-Total** | | **19,241** | **416** | **249** | **167** | **1,663** | **911** | **752** | **2,145** | **1,137** | **1,008** |
| *Pass-By Trip Reduction (25% Retail/Restaurant Uses)* | | -4,560 | -93 | -56 | -37 | -402 | -221 | -181 | -513 | -273 | -240 |
| **Total New Trips** | | **14,681** | **323** | **193** | **130** | **1,261** | **690** | **571** | **1,632** | **864** | **768** |

Source: ITE *Trip Generation Manual, 12th Edition.*

A directional distribution was developed based on the existing traffic counts and street network as well as the proposed site accesses. Table 2 presents the roadways, directions, and percent distribution that traffic is expected to be coming from when entering the site. As a regional attraction, a majority of the site-generated traffic is expected to be oriented along I-840 and Lewisburg Pike as shown in Table 2.

Table 2: Directional Distribution

| **Roadway** | **Entering Direction (From – To the Site)** | **Distribution %** |
|---|---|---|
| I-840 | East | 35% |
| I-840 | West | 15% |
| Lewisburg Pike | North | 15% |
| Lewisburg Pike | South | 15% |
| Tom Anderson Road | West | 2% |
| Crtiz Lane | West | 8% |
| Harpeth-Peytonsville Road | East | 2% |
| Nita Drive (future) | West | 1% |
| Bethesda Road | East | 2% |
| Thompson's Station Road E | West | 5% |
| | **Total** | **100%** |

The current site plan includes three Site Accesses on Lewisburg Pike. Based on the directional distribution and the site access plan, the directional distribution was developed for the turning movements at each of the study intersections and three site accesses. The Directional Distribution for the primary trips generated by the project site at the study intersections is presented in Figure 6a. Figure 6b presents the distribution of pass-by trips along Lewisburg Pike at each of the three accesses. Using these directional distributions, the primary and pass-by traffic generated by the site was assigned to the street network and are depicted in Figure 7a and 7b, respectively.

The site traffic was added to the background traffic volumes to obtain the 2028 Future Projected Peak Hour Traffic Volumes, which are presented in Figure 8. These volumes represent the total peak hour traffic expected at the study intersections following completion of the proposed development. The traffic calculation worksheets showing the traffic assignment and volume calculations are included in Appendix G.

Figure 6a: Directional Distribution of Site Traffic (Primary)

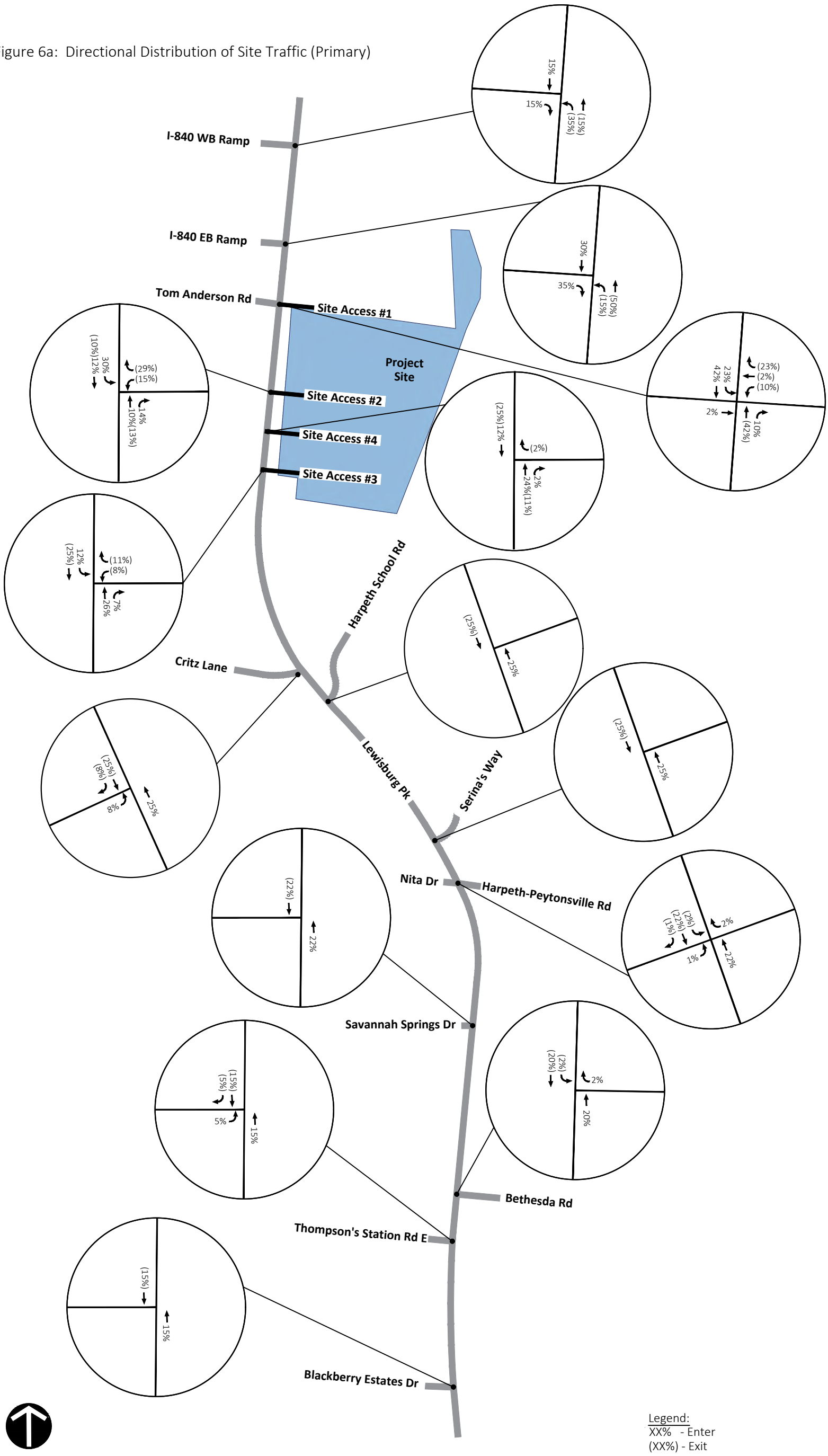
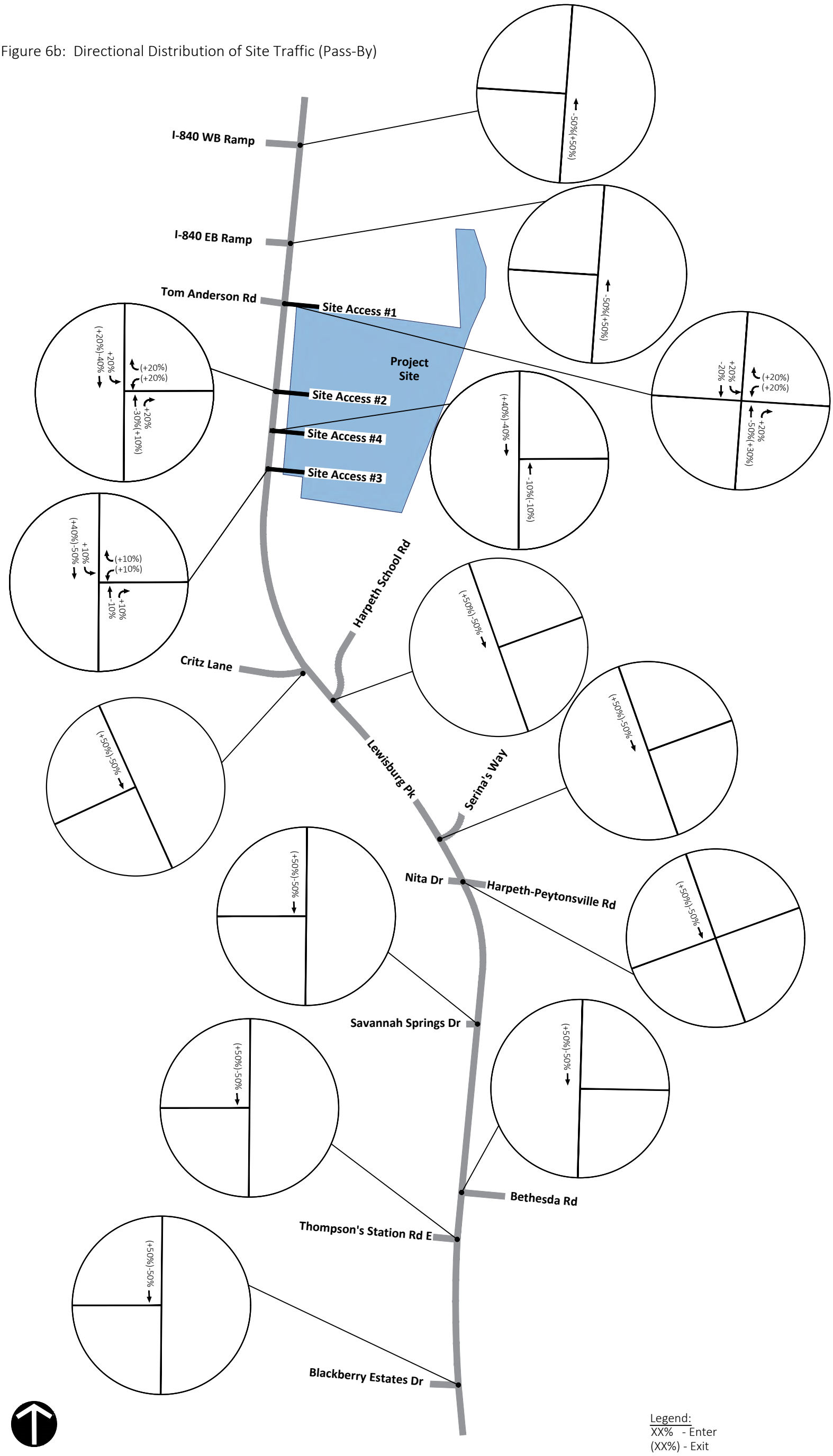


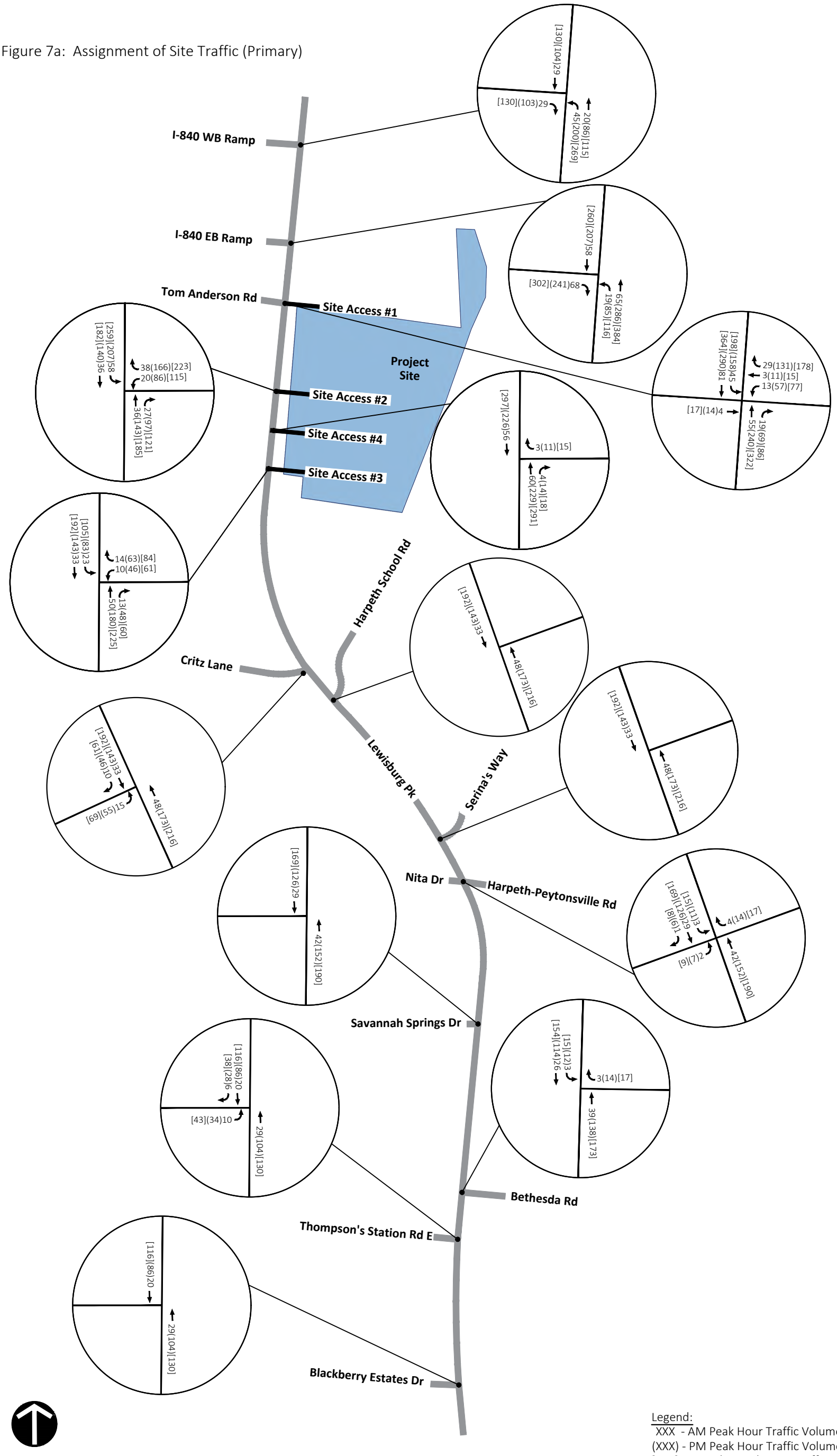
Figure 6b: Directional Distribution of Site Traffic (Pass-By)




(Not to Scale)

Legend:
XX% - Enter
(XX%) - Exit

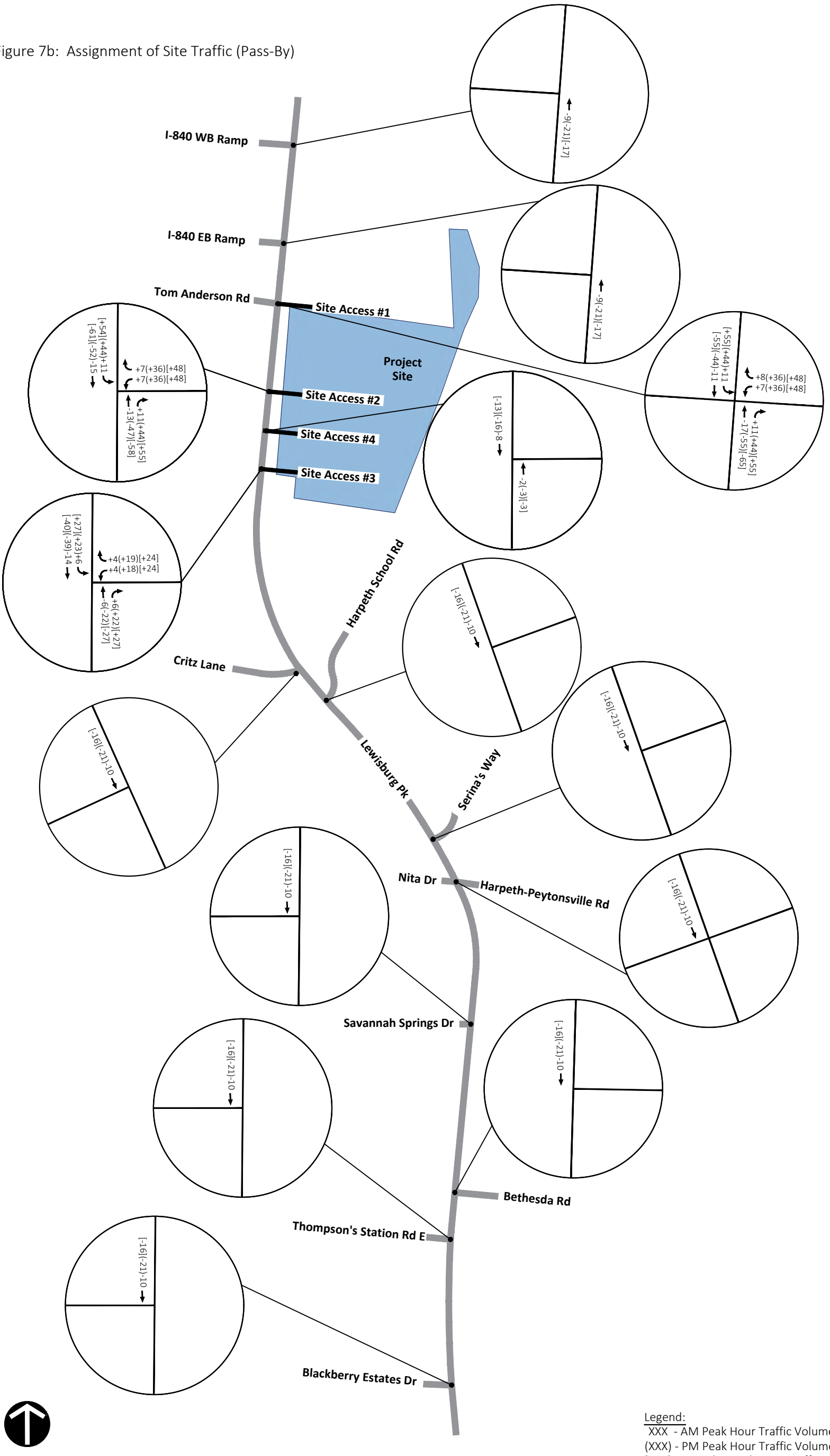
Figure 7a: Assignment of Site Traffic (Primary)




(Not to Scale)

Legend:
XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes
[XXX] - Saturday Peak Hour Traffic Volumes

Figure 7b: Assignment of Site Traffic (Pass-By)

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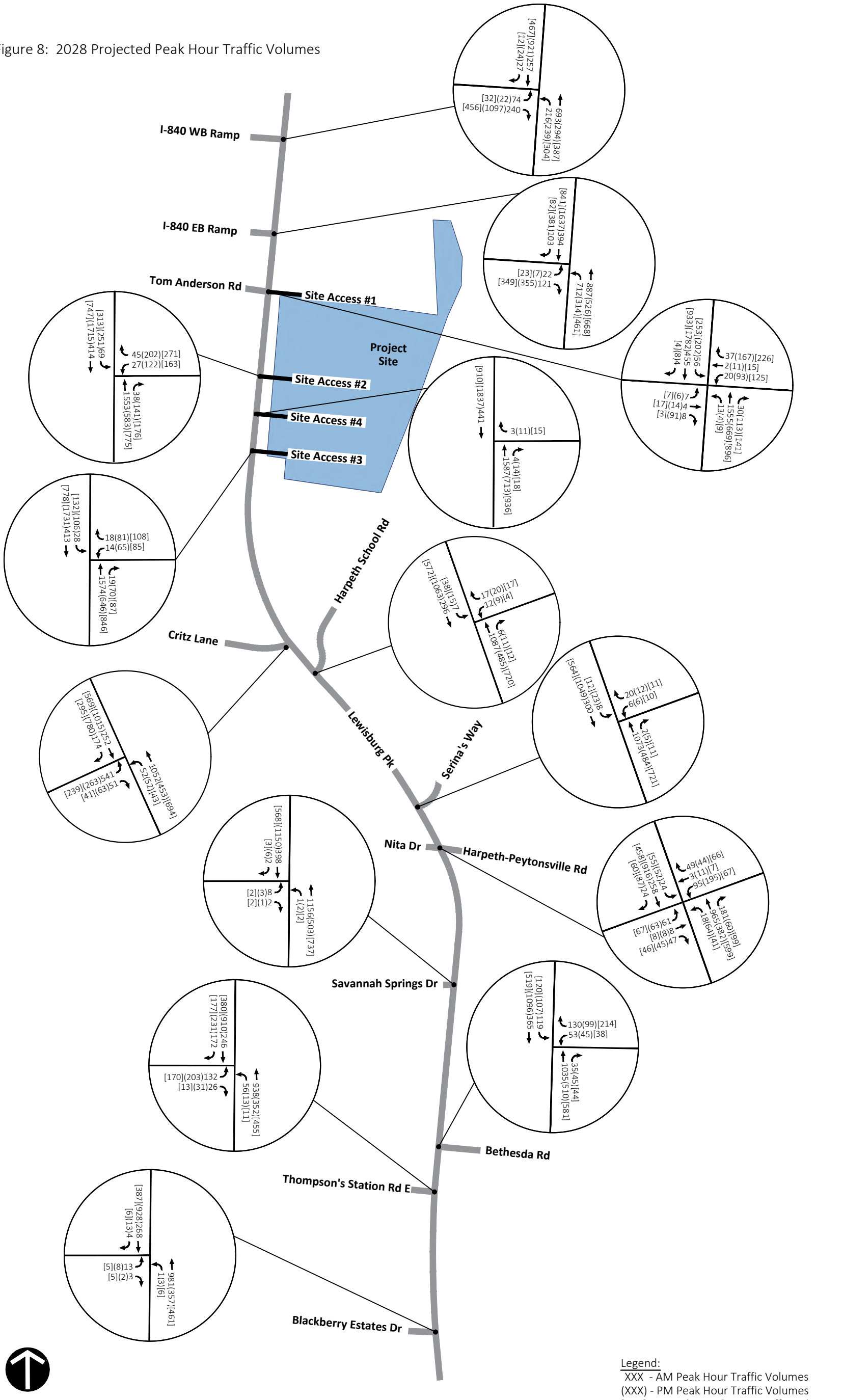
Legend:
XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes
[XXX] - Saturday Peak Hour Traffic Volumes

Figure 8: 2028 Projected Peak Hour Traffic Volumes




(Not to Scale)

Legend:
XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes
[XXX] - Saturday Peak Hour Traffic Volumes

# 6. Traffic Operational Analysis

To evaluate the study intersections under Existing, Future No-Build, and Future Build conditions, capacity analyses were conducted for the study intersections using Synchro 12 software and HCM 7th Edition methodology. The signal timing data for the Critz Lane study intersection was obtained from the Town of Thompson's Station and utilized for the capacity analyses. Where new signals are planned with background development, optimized cycle lengths and splits were used for the analysis.

The capacity analyses result in a control delay and corresponding level of service (LOS). The LOS and control delay are used to describe how well a turning movement and/or intersection operates. LOS A operates with the least amount of delay, and LOS F the worst. In urbanized areas, LOS D is generally considered acceptable. Table 3 presents the descriptions of LOS for unsignalized intersections, and Table 4 presents the descriptions of LOS for signalized intersections. Of note, The Town of Thompson's Station has defined LOS D as the minimum standard for collectors, arterials, and intersections during peak hours.

Table 3: Description of Unsignalized Intersection Level of Service (LOS)

| LOS | Control Delay (seconds per vehicle) |
|---|---|
| A | 0 – 10 |
| B | > 10 – 15 |
| C | > 15 – 25 |
| D | > 25 – 35 |
| E | > 35 – 50 |
| F | > 50 |
| Source: *Highway Capacity Manual 7th Edition* | |

Table 4: Description of Signalized Intersection Level of Service (LOS)

| LOS v/c ≤ 1.0 | Control Delay (seconds per vehicle) | Description |
|---|---|---|
| A | ≤ 10 | Volume-to-capacity ratio is low and either progression is exceptionally favorable or cycle length is short. |
| B | > 10 – 20 | Progression is highly favorable or the cycle length is short. More vehicles stop than LOS A. |
| C | > 20 – 35 | Progression is favorable or cycle lengths are moderate. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. |
| D | > 35 – 55 | Volume-to-capacity is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable. |
| E | > 55 – 80 | Volume-to-capacity is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent. |
| F | > 80 | Volume-to-capacity is very high or exceeds 1.0, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. |
| Source: *Highway Capacity Manual, 7th Edition* | | |

## 6.1 Capacity Analysis

### 6.1.1 Existing, No-Build, and Build Conditions

Intersection capacity analyses were conducted for the weekday AM peak hour, weekday PM peak hour, and Saturday peak hour under 2025 Existing, 2028 No-Build, and 2028 Build (Unimproved) conditions. Results of these operational analyses are included in Tables 5-7. The results indicate that while several intersections along the Lewisburg Pike corridor already experience constrained operations under No-Build conditions, the introduction of site-generated traffic from the proposed Sagefield development results in increased delays and queues, particularly at the I-840 ramps, select minor-street approaches, and site access intersections. These results are largely observed during projected weekday peak periods. Additional details for the most critical and impacted locations are documented below.

- **Lewisburg Pike and I-840 Westbound Ramps -** Under unimproved Build conditions, the eastbound left turn movement from the I-840 ramp operate at LOS F during all three peak periods, though delays are manageable. Right turn volumes, although heavy, are not projected to see as significant of delay increases in the analysis outputs given the free-flowing auxiliary lane between ramp intersections. However, field observations show that the weaving movement created with southbound right turns entering the I-840 eastbound ramp as well as the over-capacity 2-lane cross section of Lewisburg Pike create significant queueing on the westbound approach.

- **Lewisburg Pike and I-840 Eastbound Ramps -** Under unimproved Build conditions, the eastbound left and right turn movements from the I-840 ramp operate at LOS F during multiple peak periods, with substantial increases in delay compared to the No-Build scenario. The weekday PM peak hour exhibits particularly severe congestion.

- **Lewisburg Pike and Tom Anderson Road / Site Access #1 -** The Build condition results in a deterioration to LOS F on the eastbound through/right-turn movement during the weekday AM and Saturday peak hours, worsening from acceptable No-Build operations. This is primarily due to the increased conflicting volumes entering and exiting Site Access #1 as well as the additional through volume on Lewisburg Pike, which reduces available gaps. During the weekday PM peak hour, excessive delays prevent reporting of several movements, indicating operational failure at this access location.

- **Lewisburg Pike and Site Access #2 -** The westbound left-turn and right-turn movements from Site Access #2 are projected to operate at LOS F under unimproved Build conditions during the weekday PM and Saturday peak hours. These deficiencies are driven by concentrated exiting site traffic and limited acceptable gaps in traffic along Lewisburg Pike for safe turning movements.

- **Lewisburg Pike and Site Access #3 -** Similar to Site Access #2, westbound egress movements at Site Access #3 are projected to operate at LOS F during the weekday PM peak hour and LOS E/F during the Saturday peak hour under Build conditions. The operational deficiencies reflect peak-period exiting demands interacting with high Lewisburg Pike volumes.

- **Lewisburg Pike and Critz Lane -** The eastbound left-turn movement deteriorates from LOS E under No-Build conditions to LOS F under unimproved Build conditions during the weekday AM peak hour. Additional degradation is observed during the weekday PM peak, with increased delays on both eastbound and northbound movements attributable to added site traffic. However, even with unacceptable LOS, the delays during all peak hours are expected to be manageable.

As shown in the tables, several minor-street movements are projected to operate at LOS E or F during the weekday peak hours. These deficiencies are primarily attributable to high traffic volumes on Lewisburg Pike and the resulting lack of acceptable gaps for turning movements, a condition that is common at unsignalized minor-street approaches along high-volume arterial corridors. Signalization is likely the only measure capable of significantly reducing these delays and should be monitored by both Williamson County and Town of Thompson Station for future improvements. However, the subdivision minor streets should not be signalized as the volumes are very low, would not warrant signals, and signals at these subdivision streets would degrade the operations on Lewisburg Pike.

The Synchro worksheets are included in Appendix H.

### 6.1.2 Evaluation of Infrastructure Improvements

As documented above and on the following pages, many of the study intersections are projected to operate poorly with most minor street movements experiencing significant delays following the completion of the Sagefield project. This is especially noticeable near the I-840 interchange and the proposed site accesses, where the impacts of traffic generated by the proposed development are most observable. The delays for minor-street approaches along Lewisburg Pike are only rectifiable with signalization and additional lane capacity. Therefore, signal warrant analyses were conducted to determine whether projected weekday volumes would satisfy an 8-hour volume warrant as is typically required on state routes like Lewisburg Pike. Details of the signal warrant analysis are included in Appendix I, but the outcome of the analysis is that traffic signals are warranted under projected conditions, at a minimum, and are therefore recommended at the following five (5) locations:

- Lewisburg Pike and I-840 Westbound Ramps
- Lewisburg Pike and I-840 Eastbound Ramps
- Lewisburg Pike and Tom Anderson Road/Site Access #1
- Lewisburg Pike and Site Access #2
- Lewisburg Pike and Site Access #3

The Town of Thompson's Station's 2023 Comprehensive Plan and Major Thoroughfare Plan, *All Aboard*, identifies future desired cross sections for the Town's arterial and collector street network. This plan identifies Lewisburg Pike as a High Priority Project and calls for the corridor to be widened to a 4-Lane Town Arterial cross-section, which is referenced in Appendix K. The 4 Lane Town Arterial includes a 112-foot ROW for two 11-foot travel lanes in each direction plus 2.5-foot curb and gutter to the inside and outside, an 18-foot wide landscaped median, a 10-foot multiuse path on one side, and a 6-foot sidewalk on the other side, plus additional width for frontage zones and buffers. Left turn lanes are to be provided within the median width at intersections. With this planned cross-section in mind and given the anticipated distribution of traffic volumes generated by the Sagefield development, it is recommended that Lewisburg Pike be widened to accommodate this cross-section or similar from Critz Lane to just north of the I-840 Westbound Ramp intersection. Additional north–south capacity will also improve I-840 ramp operations, though further ramp widening is recommended to serve these high-volume movements.

The 2028 Build conditions model was used to evaluate the operational benefits of these improvements with results presented in Tables 5-7 alongside the unimproved operational analyses results. More specifically, the model analyzed the capacity improvements recommended at the study intersections as part of this TIS and include:

- **Lewisburg Pike and I-840 Westbound Ramps –** Signalization with additional capacity for the northbound left, eastbound left, and eastbound right turn movements. Additional northbound and southbound capacity along Lewisburg Pike. Coordination and optimization of signal timings along the Lewisburg Pike corridor from the I-840 Westbound Ramps to Critz Lane.
- **Lewisburg Pike and I-840 Eastbound Ramps -** Signalization with additional capacity for the northbound left, eastbound left, and eastbound right turn movements. Additional northbound and southbound capacity along Lewisburg Pike. Coordination and optimization of signal timings along the Lewisburg Pike corridor from the I-840 Westbound Ramps to Critz Lane.
- **Lewisburg Pike and Tom Anderson Road/Site Access 1 -** Signalization with additional northbound and southbound capacity along Lewisburg Pike. Addition of both a northbound and southbound left turn lane on Lewisburg Pike, an eastbound left turn lane on Tom Anderson Road, and Site Access 1, which includes an exclusive left turn lane and a shared through/right turn lane. Coordination and optimization of signal timings along the Lewisburg Pike corridor from the I-840 Westbound Ramps to Critz Lane.
- **Lewisburg Pike and Site Access 2 -** Signalization with additional northbound and southbound capacity along Lewisburg Pike. Addition of a southbound left turn lane on Lewisburg Pike and Site Access #2, which includes two approach lanes. Coordination and optimization of signal timings along the Lewisburg Pike corridor from the I-840 Westbound Ramps to Critz Lane.
- **Lewisburg Pike and Hotel Right-in/Right-out (Site Access 4) –** Design secondary access point as a right-in/right-out on Lewisburg Pike located between Site Access 2 and Site Access 3. A median should physically restrict left turn movements at the access, and the access should be internally connected to Site Access 2 and Site Access 3.
- **Lewisburg Pike and Site Access 3 -** Signalization with additional northbound and southbound capacity along Lewisburg Pike. Addition of a southbound left turn lane on Lewisburg Pike and Site Access 3, which includes two approach lanes. Coordination and optimization of signal timings along the Lewisburg Pike corridor from the I-840 Westbound Ramps to Critz Lane.
- **Lewisburg Pike and Critz Lane -** Additional capacity along Lewisburg Pike north of the intersection that ties into and extends the existing southbound right turn lane as a right turn drop lane at Critz Lane. Widening the northbound approach of Lewisburg Pike and modifying the lane assignments on the eastbound approach to take advantage of the additional capacity north of the intersection. Coordination and optimization of signal timings along the Lewisburg Pike corridor from the I-840 Westbound Ramps to Critz Lane.
- **Lewisburg Pike and Harpeth-Peytonsville Road/Nita Drive –** Coordination and optimization of signal timings along the Lewisburg Pike corridor.
- **Lewisburg Pike and Bethesda Road –** Signalization with coordination and optimization of signal timings along the Lewisburg Pike corridor.
- **Lewisburg Pike and Thompson's Station Road East –** Signalization with coordination and optimization of signal timings along the Lewisburg Pike corridor.

As shown in the operational tables that follow, implementation of these improvements is largely expected to mitigate the traffic generated by the Sagefield development in addition to addressing many existing capacity issues along Lewisburg Pike. Each of the existing and future signalized intersections is projected to operate at overall LOS D or better during each of the three peak periods analyzed. All of the critical turning movements at the existing and future signalized intersections are expected to operate at LOS D

or better during each of the three peak hours with two exceptions during the PM peak hour. At the future signalized intersection of Lewisburg Pike at Tom Anderson Road/Site Access 1, the eastbound Tom Anderson Road approach and the westbound Site Access 1 approach are expected to operate at LOS E similar to the existing delay on Tom Anderson Road during the PM peak hour and much better than the No Build condition under unsignalized control. This operation is typical for a low-volume the local street and a private driveway approach to a signalized intersection along a significant arterial. Furthermore, the traffic analysis and mitigation sought to minimize delay and queuing along Lewisburg Pike to provide good progression and operation along the corridor. Signalizing the intersection provides a significant safety improvement for the low volume of traffic on Tom Anderson Road.

All of the critical turning movements for the unsignalized intersections are expected to operate at LOS D or better during the three peak periods analyzed with four exceptions. During the AM and PM peak hours, the minor street approaches at Harpeth School Road and Savannah Springs Drive are expected to deteriorate to LOS E under the 2028 Build Conditions. This level of service is typical for the minor, stop-controlled approaches to a two-lane arterial such as Lewisburg Pike and is generally not considered deficient. Both of these roads are local (not collectors or arterials) and therefore, not considered a preexisting substandard condition or require mitigation improvement. Furthermore, the only mitigation that would improve the level of service for these movements would be installation of a traffic signal; however, traffic signals are not warranted based on the very low volumes for the minor streets. Furthermore, signalization of these two intersections would cause undue delay and impacts to Lewisburg Pike traffic flow. Therefore, no improvements are recommended for the Harpeth School Road and Savannah Springs Drive intersections.

The stop-controlled approaches at Bethesda Road and Thompson's Station Road E operate at LOS E under 2025 Existing Conditions, which constitutes a preexisting substandard condition since they are collector roadways. The stop-controlled approaches are expected to deteriorate to LOS F under 2028 No Build Conditions during the AM peak hour. During the PM peak hour, these approaches operate at LOS C/D under the 2025 Existing Conditions and are expected to deteriorate to LOS F under the 2028 No Build conditions. Additional analyses presented for the 2028 Build Conditions + Improvements show that the existing and future deficiencies can be improved to acceptable levels of service with the installation of a traffic signal at each of the intersections. No other improvements could fully mitigate the levels of service. These are preexisting capacity and traffic control issues, signalization improvements are considered a mitigation offset.

Table 5: Intersection Capacity Analysis – Weekday AM Peak Hour

| Intersection | Approach / Lane Group | LOS (Delay in sec/veh) [95th% Queue in veh/ln][1] | | | |
|---|---|---|---|---|---|
| | | 2025 Existing | 2028 No Build | 2028 Build Unimproved | 2028 Build + Improvements |
| Lewisburg Pk & I-840 Westbound Ramps [2] | EB Left Turn | E (35.5) [1.7] | F (63.2) [3.0] | F (104.6) [4.1] | D (46.5) [3.8] |
| | EB Right Turn | -- | -- | -- | D (41.3) [11.7] |
| | NB Left Turn | A (8.1) [0.4] | A (8.3) [0.5] | A (8.5) [0.7] | A (5.1) [2.1] |
| | NB Through | -- | -- | -- | A (0.2) [0.2] |
| | SB Through | -- | -- | -- | A (8.7) [2.3] |
| | SB Through/Right Turn | -- | -- | -- | A (8.7) [2.4] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (11.3)** |
| Lewisburg Pk & I-840 Eastbound Ramps [2] | EB Left Turn | F (504.3) [3.0] | F (1862.0) [4.2] | F (2952.8) [4.4] | D (46.6) [1.1] |
| | EB Right Turn | B (10.2) [0.2] | B (10.8) [0.3] | B (12.3) [0.8] | B (17.1) [10.3] |
| | NB Left Turn | B (10.7) [2.9] | B (13.0) [4.7] | B (14.8) [5.8] | A (6.0) [3.6] |
| | NB Through | -- | -- | -- | A (0.2) [0.2] |
| | SB Through/Right Turn | -- | -- | -- | D (38.3) [9.6] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (10.6)** |
| Lewisburg Pk & Tom Anderson Rd/Site Access #1 [2, 3] | EB Left Turn | D (28.8) [0.3] | F (50.1) [0.6] | F (568.6) [3.0] | D (45.7) [0.4] |
| | EB Through/Right Turn | | | | D (47.2) [0.6] |
| | WB Left Turn | -- | -- | F (1016.4) [3.5] | D (44.3) [1.0] |
| | WB Through/Right Turn | -- | -- | F (84.8) [2.2] | D (46.6) [2.0] |
| | NB Left Turn | A (8.0) [0.0] | A (8.2) [0.0] | A (8.4) [0.0] | A (8.7) [0.2] |
| | NB Through | -- | -- | -- | C (23.1) [20.7] |
| | NB Through/Right Turn | -- | -- | -- | C (23.1) [21.6] |
| | SB Left Turn | -- | -- | C (16.8) [0.6] | B (17.4) [1.1] |
| | SB Through | -- | -- | -- | A (4.6) [2.0] |
| | SB Through/Right Turn | -- | -- | -- | A (4.6) [2.1] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (19.8)** |
| Lewisburg Pk & Site Access #2 [3] | WB Left Turn | -- | -- | F (279.8) [3.0] | D (42.8) [1.2] |
| | WB Right Turn | | | F (57.1) [1.8] | D (37.7) [1.9] |
| | NB Through | | | -- | B (16.7) [16.4] |
| | NB Through/Right Turn | | | -- | B (16.7) [17.1] |
| | SB Left Turn | | | C (17.4) [0.8] | D (53.4) [3.5] |
| | SB Through | | | -- | A (3.1) [1.2] |
| | **Overall Intersection** | | | -- | **B (16.0)** |
| Lewisburg Pk & Hotel Right-in/Right-out (Site Access #4) | WB Right Turn | -- | -- | E (38.9) [0.1] | C (17.3) [0.0] |
| Lewisburg Pk & Site Access #3 [3] | WB Left Turn | -- | -- | F (129.6) [1.3] | D (49.6) [0.8] |
| | WB Right Turn | | | E (43.7) [0.6] | D (45.6) [0.9] |
| | NB Through | | | -- | B (11.6) [13.6] |
| | NB Through/Right Turn | | | -- | B (11.5) [14.2] |
| | SB Left Turn | | | C (15.8) [0.3] | A (8.1) [0.3] |
| | SB Through | | | -- | A (2.3) [0.9] |
| | **Overall Intersection** | | | -- | **A (10.3)** |
| Lewisburg Pk & Critz Ln | EB Left Turn | D (48.6) [18.3] | E (69.2) [29.4] | E (72.8) [31.0] | D (44.2) [18.1] |
| | EB Right Turn | B (18.6) [0.0] | C (25.7) [0.0] | C (25.5) [5.8] | -- |
| | EB Left/Right Turn | -- | -- | -- | D (44.2) [18.1] |
| | NB Left Turn | B (10.4) [0.6] | B (14.0) [1.3] | B (14.4) [1.3] | A (7.4) [0.7] |
| | NB Through | C (24.5) [20.0] | F (55.4) [47.3] | F (72.0) [55.3] | A (8.7) [8.6] |
| | SB Through | B (15.3) [3.9] | C (20.0) [7.7] | C (20.9) [8.5] | B (11.8) [5.4] |
| | SB Right Turn | A (3.0) [3.1] | A (2.4) [5.3] | A (2.5) [5.8] | A (2.8) [3.6] |
| | **Overall Intersection** | **C (27.8)** | **D (48.9)** | **E (57.9)** | **B (18.4)** |
| Lewisburg Pk & Harpeth School Rd | WB Left Turn | C (23.3) [0.2] | D (32.7) [0.3] | E (36.3) [0.3] | *No Improvements Recommended. Only signalization would improve the LOS E, and a traffic signal is not warranted.* |
| | WB Right Turn | C (16.7) [0.2] | C (20.8) [0.2] | C (22.0) [0.3] | |
| | SB Left Turn | A (10.0) [0.0] | B (10.9) [0.0] | B (11.2) [0.0] | |
| Lewisburg Pk & Serina's Way | WB Approach | C (18.4) [0.3] | C (24.2) [0.4] | D (26.1) [0.5] | *No Improvements Recommended.* |
| | SB Left Turn | A (9.9) [0.0] | B (10.8) [0.0] | B (11.1) [0.0] | |
| Lewisburg Pk & Harpeth-Peytonsville Rd/Nita Dr [4] | EB Left Turn | -- | D (51.4) [3.2] | D (52.2) [3.3] | D (53.6) [3.4] |
| | EB Through | -- | D (44.5) [0.4] | D (44.7) [0.4] | D (45.8) [0.4] |
| | EB Right Turn | -- | D (47.1) [2.3] | D (47.2) [2.3] | D (48.4) [2.4] |
| | WB Left Turn | E (44.6) [3.6] | D (51.9) [5.0] | D (52.1) [5.0] | D (53.8) [5.2] |
| | WB Through/Right Turn | | D (47.1) [2.4] | D (47.5) [2.6] | D (48.8) [2.6] |
| | NB Left Turn | -- | A (4.7) [0.2] | A (4.8) [0.2] | A (4.7) [0.2] |
| | NB Through/Right Turn | -- | C (32.8) [32.9] | D (41.5) [38.9] | D (39.1) [38.1] |
| | SB Left Turn | A (9.8) [0.1] | C (25.5) [0.6] | C (30.3) [0.8] | C (30.6) [0.8] |
| | SB Through | -- | A (6.3) [3.1] | A (6.4) [3.4] | A (6.3) [3.4] |
| | SB Right Turn | -- | A (5.3) [0.3] | A (5.3) [0.3] | A (5.2) [0.3] |
| | **Overall Intersection** | **--** | **C (30.8)** | **D (36.5)** | **D (35.1)** |
| Lewisburg Pk & Savannah Springs Dr | NB Left Turn | A (7.9) [0.0] | A (8.1) [0.0] | A (8.2) [0.0] | *No Improvements Recommended. Only signalization would improve the LOS E, and a traffic signal is not warranted.* |
| | EB Approach | C (24.0) [0.2] | D (34.2) [0.3] | E (37.3) [0.3] | |
| Lewisburg Pk & Bethesda Rd [2] | WB Left Turn | E (43.7) [1.5] | F (132.7) [3.6] | F (165.8) [4.0] | C (32.3) [1.8] |
| | WB Right Turn | C (22.7) [1.7] | D (34.0) [2.9] | E (38.8) [3.3] | D (45.9) [5.7] |
| | NB Through/Right Turn | -- | -- | -- | B (13.9) [13.5] |
| | SB Left Turn | B (10.8) [0.5] | B (12.2) [0.8] | B (12.6) [0.8] | C (33.2) [4.3] |
| | SB Through | -- | -- | -- | A (3.9) [2.0] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (16.1)** |
| Lewisburg Pk & Thompson's Station Rd E [2] | EB Approach | E (35.1) [2.4] | F (163.0) [8.7] | F (229.9) [10.6] | C (27.6) [4.1] |
| | NB Left Turn | A (7.9) [0.1] | A (8.4) [0.2] | A (8.4) [0.2] | -- |
| | NB Left Turn/Through | -- | -- | -- | B (15.9) [11.7] |
| | SB Through/Right Turn | -- | -- | -- | A (5.4) [2.3] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (14.3)** |
| Lewisburg Pk & Blackberry Estates Dr | NB Left Turn | A (7.6) [0.0] | A (7.8) [0.0] | A (7.8) [0.0] | *No Improvements Recommended. Only signalization would improve the LOS D, and a traffic signal is not warranted.* |
| | EB Approach | C (19.2) [0.2] | C (24.5) [0.3] | D (25.8) [0.3] | |

*Notes:*

*[1] HCM 7th Edition Results reported above. Asterisks denote movements where capacity analysis results could not be output due to excessive delays.*

*[2] Modeled as unsignalized one-way stop control in existing, no build, and unimproved build conditions. Improved conditions include signalization and additional turn lane capacity as described in the recommendations of this report.*

*[3] Under the unimproved build conditions, all three primary site accesses are assumed to include two westbound egress lanes.*

*[4] Modeled as unsignalized one-way stop control in existing conditions. No-build and all build conditions include the addition of Nita Drive as the fourth leg, signalization of the intersection, and additional turn lanes as recommended in the Pleasant Creek TIS.*

Table 6: Intersection Capacity Analysis – Weekday PM Peak Hour

| Intersection | Approach / Lane Group | LOS (Delay in sec/veh) [95th% Queue in veh/ln][1] | | | |
|---|---|---|---|---|---|
| | | 2025 Existing | 2028 No Build | 2028 Build Unimproved | 2028 Build + Improvements |
| Lewisburg Pk & I-840 Westbound Ramps [2] | EB Left Turn | C (20.5) [0.3] | D (27.5) [0.4] | F (130.8) [1.8] | C (30.7) [1.0] |
| | EB Right Turn | -- | -- | -- | D (54.9) [49.2] |
| | NB Left Turn | A (9.4) [0.1] | B (10.1) [0.2] | B (13.6) [1.8] | C (31.8) [8.5] |
| | NB Through | -- | -- | -- | B (15.3) [4.3] |
| | SB Through | -- | -- | -- | D (40.0) [20.7] |
| | SB Through/Right Turn | -- | -- | -- | D (39.8) [21.4] |
| | **Overall Intersection** | **--** | **--** | **--** | **D (42.6)** |
| Lewisburg Pk & I-840 Eastbound Ramps [2] | EB Left Turn | F (88.5) [0.4] | F (339.4) [1.2] | * | D (51.7) [0.4] |
| | EB Right Turn | E (39.4) [2.4] | F (110.9) [5.9] | * | D (54.7) [35.3] |
| | NB Left Turn | C (15.4) [1.6] | C (24.7) [3.6] | F (78.1) [10.9] | D (45.4) [14.7] |
| | NB Through | -- | -- | -- | A (0.2) [0.1] |
| | SB Through/Right Turn | -- | -- | -- | C (33.1) [31.2] |
| | **Overall Intersection** | **--** | **--** | **--** | **C (31.1)** |
| Lewisburg Pk & Tom Anderson Rd/Site Access #1 [2, 3] | EB Left Turn | F (52.5) [3.0] | F (153.3) [6.1] | * | E (58.4) [0.4] |
| | EB Through/Right Turn | | | | E (67.9) [7.6] |
| | WB Left Turn | -- | -- | * | D (53.5) [5.8] |
| | WB Through/Right Turn | -- | -- | * | E (79.0) [12.6] |
| | NB Left Turn | B (12.4) [0.0] | B (14.5) [0.0] | C (17.2) [0.0] | B (14.6) [0.1] |
| | NB Through | -- | -- | -- | B (16.6) [10.8] |
| | NB Through/Right Turn | -- | -- | -- | B (16.6) [10.8] |
| | SB Left Turn | -- | -- | B (11.3) [1.1] | B (10.9) [2.9] |
| | SB Through | -- | -- | -- | B (6.9) [6.1] |
| | SB Through/Right Turn | -- | -- | -- | B (6.9) [6.4] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (17.1)** |
| Lewisburg Pk & Site Access #2 [3] | WB Left Turn | -- | -- | F (6618.6) [18.1] | C (26.5) [3.4] |
| | WB Right Turn | | | C (18.7) [2.4] | B (17.4) [4.4] |
| | NB Through | | | -- | C (26.6) [9.8] |
| | NB Through/Right Turn | | | -- | C (26.8) [9.7] |
| | SB Left Turn | | | B (11.4) [1.4] | C (36.8) [6.9] |
| | SB Through | | | -- | B (11.3) [8.6] |
| | **Overall Intersection** | | | -- | **B (18.1)** |
| Lewisburg Pk & Hotel Right-in/Right-out (Site Access #4) | WB Right Turn | -- | -- | B (14.4) [0.1] | B (11.1) [0.1] |
| Lewisburg Pk & Site Access #3 [3] | WB Left Turn | -- | -- | F (1855.6) [9.5] | C (25.3) [1.7] |
| | WB Right Turn | | | C (15.3) [0.7] | C (20.2) [1.9] |
| | NB Through | | | -- | B (15.4) [6.3] |
| | NB Through/Right Turn | | | -- | B (15.4) [6.4] |
| | SB Left Turn | | | A (10.0) [0.5] | A (8.0) [0.9] |
| | SB Through | | | -- | A (6.7) [4.3] |
| | **Overall Intersection** | | | -- | **A (9.9)** |
| Lewisburg Pk & Critz Ln | EB Left Turn | C (34.3) [5.9] | D (42.8) [7.7] | F (85.5) [15.0] | D (37.7) [6.6] |
| | EB Right Turn | C (20.9) [2.9] | C (20.5) [0.0] | C (28.7) [5.5] | -- |
| | EB Left/Right Turn | -- | -- | -- | D (42.8) [13.9] |
| | NB Left Turn | A (9.6) [0.2] | B (15.1) [0.7] | C (22.9) [1.3] | C (22.8) [1.2] |
| | NB Through | A (4.1) [0.9] | A (4.5) [1.5] | A (5.8) [4.3] | A (4.5) [1.8] |
| | SB Through | B (17.6) [11.6] | D (43.8) [23.7] | D (43.5) [32.5] | D (45.2) [33.2] |
| | SB Right Turn | A (8.8) [10.7] | B (11.6) [13.7] | A (9.2) [18.2] | A (9.2) [18.4] |
| | **Overall Intersection** | **B (14.6)** | **C (26.9)** | **C (30.3)** | **C (26.5)** |
| Lewisburg Pk & Harpeth School Rd | WB Left Turn | C (20.4) [0.1] | D (30.7) [0.2] | E (47.8) [0.3] | *No Improvements Recommended. Only signalization would improve the LOS E, and a traffic signal is not warranted.* |
| | WB Right Turn | A (9.6) [0.1] | B (10.3) [0.1] | B (11.9) [0.1] | |
| | SB Left Turn | A (7.7) [0.0] | A (8.0) [0.0] | A (8.6) [0.0] | |
| Lewisburg Pk & Serina's Way | WB Approach | B (13.0) [0.1] | C (17.3) [0.2] | C (24.2) [0.3] | *No Improvements Recommended.* |
| | SB Left Turn | A (7.7) [0.0] | A (8.0) [0.1] | A (8.6) [0.1] | |
| Lewisburg Pk & Harpeth-Peytonsville Rd/Nita Dr [4] | EB Left Turn | -- | C (34.5) [2.2] | D (35.5) [2.5] | D (42.5) [3.0] |
| | EB Through | -- | C (31.0) [0.3] | C (31.0) [0.3] | D (37.2) [0.4] |
| | EB Right Turn | -- | C (32.1) [1.6] | C (32.1) [1.6] | D (38.4) [2.0] |
| | WB Left Turn | F (61.7) [6.6] | D (44.1) [8.5] | D (44.1) [8.5] | D (49.3) [9.8] |
| | WB Through/Right Turn | | C (32.0) [1.4] | C (32.4) [1.9] | D (38.7) [2.4] |
| | NB Left Turn | -- | B (16.0) [0.9] | C (21.1) [1.3] | C (22.3) [1.5] |
| | NB Through/Right Turn | -- | B (11.3) [5.1] | B (13.6) [8.7] | B (13.8) [9.9] |
| | SB Left Turn | A (7.7) [0.1] | A (8.1) [0.5] | A (8.8) [0.7] | A (9.2) [0.8] |
| | SB Through | -- | C (26.3) [20.8] | D (40.9) [29.0] | C (32.0) [29.7] |
| | SB Right Turn | -- | A (9.8) [1.3] | A (9.9) [1.4] | B (10.1) [1.7] |
| | **Overall Intersection** | **--** | **C (24.7)** | **C (31.4)** | **C (28.4)** |
| Lewisburg Pk & Savannah Springs Dr | NB Left Turn | A (10.0) [0.0] | B (10.9) [0.0] | B (11.5) [0.0] | *No Improvements Recommended. Only signalization would improve the LOS E, and a traffic signal is not warranted.* |
| | EB Approach | C (21.3) [0.1] | D (30.3) [0.1] | E (42.1) [0.1] | |
| Lewisburg Pk & Bethesda Rd [2] | WB Left Turn | D (30.4) [0.9] | F (87.3) [2.5] | F (189.9) [3.8] | C (28.1) [1.3] |
| | WB Right Turn | A (9.7) [0.3] | B (11.7) [0.5] | B (13.8) [0.8] | C (30.8) [3.1] |
| | NB Through/Right Turn | -- | -- | -- | A (5.1) [3.4] |
| | SB Left Turn | A (7.9) [0.2] | A (8.6) [0.3] | A (9.2) [0.4] | A (8.5) [1.2] |
| | SB Through | -- | -- | -- | B (16.4) [14.2] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (13.7)** |
| Lewisburg Pk & Thompson's Station Rd E [2] | EB Approach | C (23.0) [1.2] | F (191.1) [11.8] | F (484.8) [19.8] | D (51.9) [10.4] |
| | NB Left Turn | A (9.8) [0.0] | B (11.1) [0.1] | B (11.6) [0.1] | -- |
| | NB Left Turn/Through | -- | -- | -- | B (11.9) [5.2] |
| | SB Through/Right Turn | -- | -- | -- | D (36.4) [29.2] |
| | **Overall Intersection** | **--** | **--** | **--** | **C (33.4)** |
| Lewisburg Pk & Blackberry Estates Dr | NB Left Turn | A (9.4) [0.0] | B (10.0) [0.0] | B (10.3) [0.0] | *No Improvements Recommended. Only signalization would improve the LOS D, and a traffic signal is not warranted.* |
| | EB Approach | C (17.8) [0.1] | C (22.9) [0.2] | D (28.0) [0.2] | |

*Notes:*

*[1] HCM 7th Edition Results reported above. Asterisks denote movements where capacity analysis results could not be output due to excessive delays.*

*[2] Modeled as unsignalized one-way stop control in existing, no build, and unimproved build conditions. Improved conditions include signalization and additional turn lane capacity as described in the recommendations of this report.*

*[3] Under the unimproved build conditions, all three primary site accesses are assumed to include two westbound egress lanes with lane assignments.*

*[4] Modeled as unsignalized one-way stop control in existing conditions. No-build and all build conditions include the addition of Nita Drive as the fourth leg, signalization of the intersection, and additional turn lanes as recommended in the Pleasant Creek TIS.*

Table 7: Intersection Capacity Analysis – Saturday PM Peak Hour

| Intersection | Approach / Lane Group | LOS (Delay in sec/veh) [95th% Queue in veh/ln][1] | | | |
|---|---|---|---|---|---|
| | | 2025 Existing | 2028 No Build | 2028 Build Unimproved | 2028 Build + Improvements |
| Lewisburg Pk & I-840 Westbound Ramps [2] | EB Left Turn | B (13.6) [0.2] | C (16.1) [0.3] | F (80.4) [1.8] | C (29.7) [1.1] |
| | EB Right Turn | -- | -- | -- | C (27.1) [14.8] |
| | NB Left Turn | A (7.9) [0.1] | A (8.2) [0.1] | B (10.0) [1.4] | A (7.3) [2.8] |
| | NB Through | -- | -- | -- | A (0.2) [0.1] |
| | SB Through | -- | -- | -- | B (14.7) [4.7] |
| | SB Through/Right Turn | -- | -- | -- | B (14.6) [4.9] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (13.6)** |
| Lewisburg Pk & I-840 Eastbound Ramps [2] | EB Left Turn | E (43.0) [0.7] | F (101.2) [1.6] | F (1734.6) [4.3] | C (31.3) [0.8] |
| | EB Right Turn | B (11.8) [0.2] | B (13.4) [0.4] | F (130.7) [15.3] | C (28.5) [21.1] |
| | NB Left Turn | A (9.7) [1.2] | B (11.2) [1.9] | C (19.1) [5.2] | B (16.3) [4.8] |
| | NB Through | -- | -- | -- | A (0.1) [0.1] |
| | SB Through/Right Turn | -- | -- | -- | C (30.9) [14.2] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (18.9)** |
| Lewisburg Pk & Tom Anderson Rd/Site Access #1 [2, 3] | EB Left Turn | C (18.1) [0.1] | C (25.0) [0.2] | * | C (30.2) [0.2] |
| | EB Through/Right Turn | | | | C (31.2) [0.7] |
| | WB Left Turn | -- | -- | * | C (27.0) [3.9] |
| | WB Through/Right Turn | -- | -- | * | D (48.1) [10.3] |
| | NB Left Turn | A (8.5) [0.0] | A (9.0) [0.0] | B (10.4) [0.0] | B (17.3) [0.2] |
| | NB Through | -- | -- | -- | D (49.4) [17.9] |
| | NB Through/Right Turn | -- | -- | -- | D (49.5) [18.0] |
| | SB Left Turn | -- | -- | C (15.4) [2.3] | D (40.8) [7.1] |
| | SB Through | -- | -- | -- | A (7.1) [3.5] |
| | SB Through/Right Turn | -- | -- | -- | A (7.0) [3.6] |
| | **Overall Intersection** | **--** | **--** | **--** | **C (32.0)** |
| Lewisburg Pk & Site Access #2 [3] | WB Left Turn | -- | -- | F (3919.9) [22.6] | D (43.1) [7.0] |
| | WB Right Turn | | | E (45.8) [7.0] | C (22.0) [7.8] |
| | NB Through | | | -- | C (33.1) [15.5] |
| | NB Through/Right Turn | | | -- | D (33.2) [15.4] |
| | SB Left Turn | | | B (15.7) [2.9] | D (42.7) [9.8] |
| | SB Through | | | -- | A (0.3) [0.2] |
| | **Overall Intersection** | | | -- | **C (23.8)** |
| Lewisburg Pk & Hotel Right-in/Right-out (Site Access #4) | WB Right Turn | -- | -- | C (18.4) [0.2] | B (12.4) [0.1] |
| Lewisburg Pk & Site Access #3 [3] | WB Left Turn | -- | -- | F (612.4) [9.3] | C (33.6) [3.0] |
| | WB Right Turn | | | C (21.9) [1.6] | C (29.7) [3.6] |
| | NB Through | | | -- | B (12.3) [7.9] |
| | NB Through/Right Turn | | | -- | B (12.2) [8.0] |
| | SB Left Turn | | | B (11.7) [0.8] | A (7.4) [1.1] |
| | SB Through | | | -- | A (0.4) [0.2] |
| | **Overall Intersection** | | | -- | **A (9.2)** |
| Lewisburg Pk & Critz Ln | EB Left Turn | C (24.5) [3.6] | C (25.3) [4.2] | C (30.8) [6.8] | D (35.3) [5.0] |
| | EB Right Turn | B (18.8) [1.8] | B (18.3) [2.4] | B (17.9) [0.0] | -- |
| | EB Left/Right Turn | -- | -- | -- | D (35.3) [5.0] |
| | NB Left Turn | A (5.6) [0.2] | A (6.3) [0.3] | A (8.4) [0.3] | A (6.0) [0.3] |
| | NB Through | A (5.2) [2.0] | A (6.1) [2.9] | A (9.2) [6.3] | A (3.8) [1.7] |
| | SB Through | A (9.6) [3.3] | B (11.5) [5.1] | B (16.2) [9.1] | B (10.8) [8.4] |
| | SB Right Turn | A (4.2) [2.1] | A (4.7) [2.6] | A (5.0) [3.8] | A (4.1) [3.7] |
| | **Overall Intersection** | **A (9.3)** | **B (10.2)** | **B (13.6)** | **B (10.7)** |
| Lewisburg Pk & Harpeth School Rd | WB Left Turn | C (15.8) [0.0] | C (20.8) [0.1] | D (34.7) [0.1] | *No Improvements Recommended.* |
| | WB Right Turn | B (10.8) [0.1] | B (12.0) [0.1] | B (14.7) [0.1] | |
| | SB Left Turn | A (8.3) [0.1] | A (8.7) [0.1] | A (9.6) [0.2] | |
| Lewisburg Pk & Serina's Way | WB Approach | B (12.9) [0.1] | C (15.5) [0.2] | C (23.0) [0.3] | *No Improvements Recommended.* |
| | SB Left Turn | A (8.2) [0.0] | A (8.6) [0.0] | A (9.4) [0.0] | |
| Lewisburg Pk & Harpeth-Peytonsville Rd/Nita Dr [4] | EB Left Turn | -- | C (20.3) [1.2] | C (23.8) [1.6] | D (37.1) [2.6] |
| | EB Through | -- | B (17.8) [0.2] | C (20.1) [0.2] | C (30.9) [0.3] |
| | EB Right Turn | -- | B (18.6) [0.8] | C (20.9) [0.9] | C (32.3) [1.5] |
| | WB Left Turn | C (16.0) [1.0] | B (19.2) [1.2] | C (21.6) [1.4] | C (33.3) [2.3] |
| | WB Through/Right Turn | | B (18.8) [1.0] | C (21.6) [1.5] | C (33.5) [2.5] |
| | NB Left Turn | -- | A (9.7) [0.4] | B (10.0) [0.4] | A (7.3) [0.4] |
| | NB Through/Right Turn | -- | B (19.3) [8.6] | F (51.2) [20.4] | B (17.5) [13.4] |
| | SB Left Turn | A (8.1) [0.1] | B (11.3) [0.4] | B (13.7) [0.5] | B (10.5) [0.5] |
| | SB Through | -- | B (12.8) [3.8] | B (14.4) [6.9] | B (11.4) [7.4] |
| | SB Right Turn | -- | B (10.8) [0.6] | B (10.1) [0.7] | A (7.7) [0.7] |
| | **Overall Intersection** | **--** | **B (16.6)** | **C (31.7)** | **B (17.6)** |
| Lewisburg Pk & Savannah Springs Dr | NB Left Turn | A (8.0) [0.0] | A (8.3) [0.0] | A (8.8) [0.0] | *No Improvements Recommended.* |
| | EB Approach | B (12.8) [0.0] | C (15.3) [0.0] | C (21.1) [0.1] | |
| Lewisburg Pk & Bethesda Rd [2] | WB Left Turn | C (16.2) [0.3] | D (26.7) [0.7] | F (50.8) [1.4] | B (15.7) [0.6] |
| | WB Right Turn | B (11.5) [1.0] | B (14.4) [1.6] | C (20.2) [2.7] | C (20.8) [3.9] |
| | NB Through/Right Turn | -- | -- | -- | A (8.6) [4.3] |
| | SB Left Turn | A (8.2) [0.2] | A (8.8) [0.4] | A (9.6) [0.5] | B (15.5) [1.7] |
| | SB Through | -- | -- | -- | A (7.5) [3.2] |
| | **Overall Intersection** | **--** | **--** | **--** | **B (10.7)** |
| Lewisburg Pk & Thompson's Station Rd E [2] | EB Approach | B (12.8) [0.4] | C (20.2) [1.8] | F (50.1) [5.4] | B (15.2) [2.4] |
| | NB Left Turn | A (7.8) [0.0] | A (8.3) [0.0] | A (8.7) [0.0] | -- |
| | NB Left Turn/Through | -- | -- | -- | A (7.8) [2.5] |
| | SB Through/Right Turn | -- | -- | -- | A (9.2) [3.4] |
| | **Overall Intersection** | **--** | **--** | **--** | **A (9.6)** |
| Lewisburg Pk & Blackberry Estates Dr | NB Left Turn | A (7.7) [0.0] | A (7.9) [0.0] | A (8.2) [0.0] | *No Improvements Recommended.* |
| | EB Approach | B (10.9) [0.1] | B (12.0) [0.1] | B (14.3) [0.1] | |

*Notes:*

*[1] HCM 7th Edition Results reported above. Asterisks denote movements where capacity analysis results could not be output due to excessive delays.*

*[2] Modeled as unsignalized one-way stop control in existing, no build, and unimproved build conditions. Improved conditions include signalization and additional turn lane capacity as described in the recommendations of this report.*

*[3] Under the unimproved build conditions, all three primary site accesses are assumed to include two westbound egress lanes.*

*[4] Modeled as unsignalized one-way stop control in existing conditions. No-build and all build conditions include the addition of Nita Drive as the fourth leg, signalization of the intersection, and additional turn lanes as recommended in the Pleasant Creek TIS.*

Based on the operational analysis, Table 8 summarizes the location of pre-existing substandard conditions as well as substantial impacts of the Sagefield project. For reference, the Town's TIS Guidelines define LOS D as the threshold for identifying substandard conditions; therefore, any movements operating at LOS E or F under either the Existing Conditions or No Build Conditions are considered substandard. Degradations of one or more LOS levels defines a 'substantial' impact regardless of whether the LOS is considered acceptable according to the aforementioned LOS D threshold.

Table 8. Summary of Pre-Existing Substandard Conditions and Significant Impacts

| Intersection | Pre-Existing Substandard Condition | Substantial Impact |
|---|---|---|
| Lewisburg Pk & I-840 Westbound Ramps | Yes | Yes |
| Lewisburg Pk & I-840 Eastbound Ramps | Yes | Yes |
| Lewisburg Pk & Tom Anderson Rd/Site Access #1 [2] | Yes | Yes |
| Lewisburg Pk & Site Access #2 | N/A | N/A |
| Lewisburg Pk & Hotel Right-in/Right-out (Site Access #4) | N/A | N/A |
| Lewisburg Pk & Site Access #3 | N/A | N/A |
| Lewisburg Pk & Critz Ln | Yes | Yes |
| Lewisburg Pk & Harpeth School Rd | No | Yes |
| Lewisburg Pk & Serina's Way | No | Yes |
| Lewisburg Pk & Harpeth-Peytonsville Rd/Nita Dr | No | Yes |
| Lewisburg Pk & Savannah Springs Dr | No | Yes |
| Lewisburg Pk & Bethesda Rd | Yes | Yes |
| Lewisburg Pk & Thompson's Station Rd E | Yes | Yes |
| Lewisburg Pk & Blackberry Estates Dr | No | Yes |

The transportation improvements identified in this section are based on an evaluation of existing and projected operating conditions and are intended to improve safety, mobility, and overall system performance within the study area. Each recommended improvement has been analyzed for its operational benefits, including its ability to reduce delay, improve level of service, manage queuing, and enhance intersection and corridor functionality under both existing and future projected conditions.

Consistent with the Town of Thompson's Station *Transportation Study Guidelines*, the recommended improvements are classified as either transportation impact mitigation measures or transportation impact mitigation offsets based on the specific transportation condition being addressed and its relationship to the proposed development. Transportation impact mitigation measures are improvements required to directly address substantial impacts attributable to the proposed development, such as increases in project-generated traffic volumes or degradation in operational performance based on the Town's defined thresholds. These measures are limited to improvements necessary to safely and efficiently accommodate development-related traffic and site access demands.

In contrast, transportation impact mitigation offsets are improvements intended to address preexisting substandard transportation conditions within the study area that exist independent of the proposed development. As documented in the operational analyses, some intersections and movements currently operate at or below the Town's adopted minimum standards or experience recurring congestion during peak periods. In addition, the overall widening of Lewisburg Pike corridor has been established as an existing need in both local and state planning efforts. While improvements to study area intersections and the larger corridor provide measurable operational benefits and contribute to overall corridor

performance, they are classified as mitigatory offsets to acknowledge that the underlying deficiencies are not caused by the proposed development.

Accordingly, the recommended transportation improvements are summarized and classified in Table 9 as either transportation impact mitigation measures or transportation impact mitigation offsets based on the condition being addressed and its relationship to the proposed development. In addition, all recommended transportation improvements, regardless of classification, are included with planning-level cost estimates and anticipated implementation timing.

Table 9: Classification of Transportation Impact Mitigation Measures and Offsets

| Location / Improvement | Improvement Description | Primary Operational Purpose | Impact Classification | Estimated Planning-Level Cost | Proposed Implementation Timing & Responsible Party |
|---|---|---|---|---|---|
| **Lewisburg Pike & I-840 WB Ramps** | Signalization with added capacity for NB left, EB left, and EB right turn movements; added NB/SB capacity on Lewisburg Pike; corridor signal coordination and optimization | Improve existing deficient interchange and corridor operations; address preexisting congestion and queuing | **Transportation Impact Mitigation Offset** | The improvements are extensive and planned to be constructed concurrent with the initial development phase. Cost estimates for each mitigation measure and offset are not available at this time.<br><br>A high-level cost estimates:<br><br>Roadway widening and infrastructure for the 1.1 mile segment = $28M<br><br>New signalization for 5 intersections plus 1 signal design modification = $4M | Implementation:<br>All improvements are recommended to be implemented prior to or concurrent with the initial development phase.<br><br>Responsible Party:<br>All of the improvements are entirely privately funded by the Applicant (Thompson Station Owner, LLC). |
| **Lewisburg Pike & I-840 EB Ramps** | Signalization with added capacity for NB left, EB left, and EB right turn movements; added NB/SB capacity on Lewisburg Pike; corridor signal coordination and optimization. | Improve existing deficient interchange and corridor operations; address preexisting congestion and queuing | **Transportation Impact Mitigation Offset** | | |
| **Lewisburg Pike & Tom Anderson Rd / Site Access #1** | Signalization; added NB/SB capacity on Lewisburg Pike; NB and SB left-turn lanes on Lewisburg Pike; EB left-turn lane on Tom Anderson Rd; Site Access #1 with exclusive left and shared through/right; corridor signal coordination | Mitigate site-generated traffic impacts and provide safe, efficient site access | **Transportation Impact Mitigation Measure** | | |
| **Lewisburg Pike & Site Access #2** | Signalization; added NB/SB capacity on Lewisburg Pike; SB left-turn lane on Lewisburg Pike; Site Access #2 with two approach lanes; corridor signal coordination | Mitigate development-related turning movements and access impacts | **Transportation Impact Mitigation Measure** | | |
| **Lewisburg Pike & Site Access #3** | Signalization; added NB/SB capacity on Lewisburg Pike; SB left-turn lane on Lewisburg Pike; Site Access #3 with two approach lanes; corridor signal coordination | Mitigate development-related turning movements and access impacts | **Transportation Impact Mitigation Measure** | | |
| **Lewisburg Pike & Critz Lane** | Added capacity north of intersection; extension of SB right-turn drop lane; NB widening; EB lane assignment modifications; corridor signal coordination | Address existing operational deficiencies and queuing along Lewisburg Pike | **Transportation Impact Mitigation Offset** | | |
| **Lewisburg Pike & Harpeth-Peytonsville Rd / Nita Dr** | Corridor-wide signal coordination and optimization | Improve progression and efficiency along Lewisburg Pike corridor | **Transportation Impact Mitigation Offset** | | |
| **Widening of Lewisburg Pike from I-840 to Critz Lane** | Widen approximately 1.1 miles of the larger Lewisburg Pike corridor to accommodate the 4- to 5-lane cross section identified in the Town's adopted Major Thoroughfare Plan, All Aboard | Increase vehicular capacity along Lewisburg Pike corridor, plus sidewalk and multiuse path. | **Transportation Impact Mitigation Offset** | | |
| **Lewisburg Pike & Bethesda Road** | Signalization, including detection and traffic control equipment for corridor signal coordination and optimization. | Reduce minor street delay, mitigate existing deficiencies, and improve intersection capacity. | **Transportation Impact Mitigation Offset** | $400,000<br>(assumes span-wire design to be sufficient until Lewisburg Pike widening project is extended) | |
| **Lewisburg Pike & Thompson's Station Road E** | Signalization, , including detection and traffic control equipment for corridor signal coordination and optimization. | Reduce minor street delay, mitigate existing deficiencies, and improve intersection capacity. | **Transportation Impact Mitigation Offset** | $400,000<br>(assumes span-wire design to be sufficient until Lewisburg Pike widening project is extended) | |

## 6.2 Additional Traffic Considerations

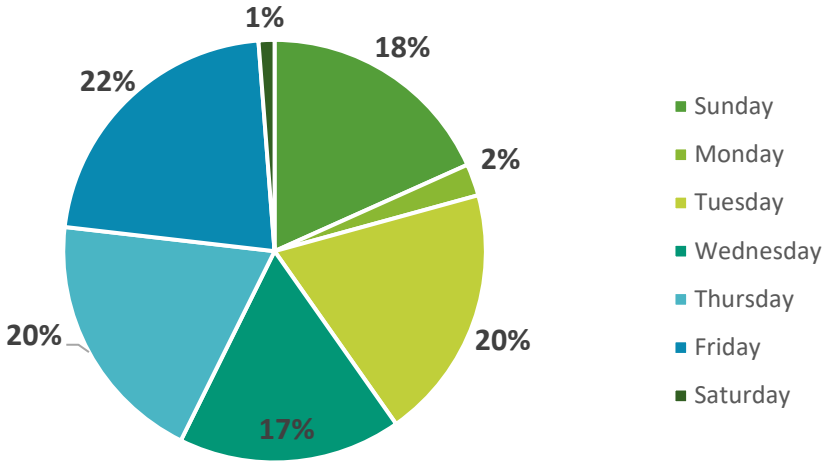
FirstBank Amphitheater is a 7,500-seat open-air music and entertainment venue located at 4525 Graystone Quarry Lane. The FirstBank Amphitheater is an existing, independently operated regional event venue whose traffic operations and impacts predate the proposed Sagefield development and are documented herein solely to describe existing traffic conditions on the Lewisburg Pike corridor. The facility opened in 2021 on the former limestone quarry site and is operated primarily as an open-air concert venue with a regular seasonal schedule of live performances, typically concentrated in the late spring through early fall months. In the five years since its opening, the FirstBank Amphitheater has hosted an average of 16 events per year on various weekdays as shown in Table 10 below. If the opening year of 2021 is excluded, the average number of events increases to approximately 18 events per season. The season typically runs from April to October, an average of 24 weeks per year (excluding 2021 as an atypical year). Based on this data, there are approximately 13 events per year on weekdays, which equate to an average of approximately 1 weekday show every other week during the season.

Figure 9 highlights the distribution of events by day of the week; as shown, events are fairly evenly distributed across the days with the exception of Mondays and Saturdays, which included only three events between the two days in the past five years. The FirstBank Amphitheater's website (https://www.firstbankamphitheater.com) includes a concert archive, which was referenced to document the event frequency.

Table 10: FirstBank Amphitheater Events by Year, 2021-2025

| Year | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Total | Season |
|---|---|---|---|---|---|---|---|---|---|
| 2021 | 2 | 0 | 1 | 1 | 3 | 4 | 0 | **11** | 11 weeks |
| 2022 | 3 | 0 | 4 | 4 | 5 | 0 | 0 | **16** | 24 weeks |
| 2023 | 4 | 1 | 5 | 2 | 5 | 5 | 0 | **22** | 23 weeks |
| 2024 | 4 | 0 | 5 | 4 | 1 | 5 | 0 | **19** | 27 weeks |
| 2025 | 2 | 1 | 1 | 3 | 2 | 4 | 1 | **14** | 22 weeks |
| **Total** | **15** | **2** | **16** | **14** | **16** | **18** | **1** | **82** | **24 weeks** |

Figure 9: Distribution of Events by Weekday, 2021-2025



### 6.2.1 Event Scheduling and Operations

Concerts and major events at the venue generally begin in the early evening, with documented start times frequently around 7:00 PM to 8:00 PM. Gate/box office operations typically open several hours prior to performance start (often 90 minutes to 2 hours before the first act, with parking fields opening earlier in the afternoon, around 2:00 PM–3:00 PM on event days) to facilitate ingress and staging activities.

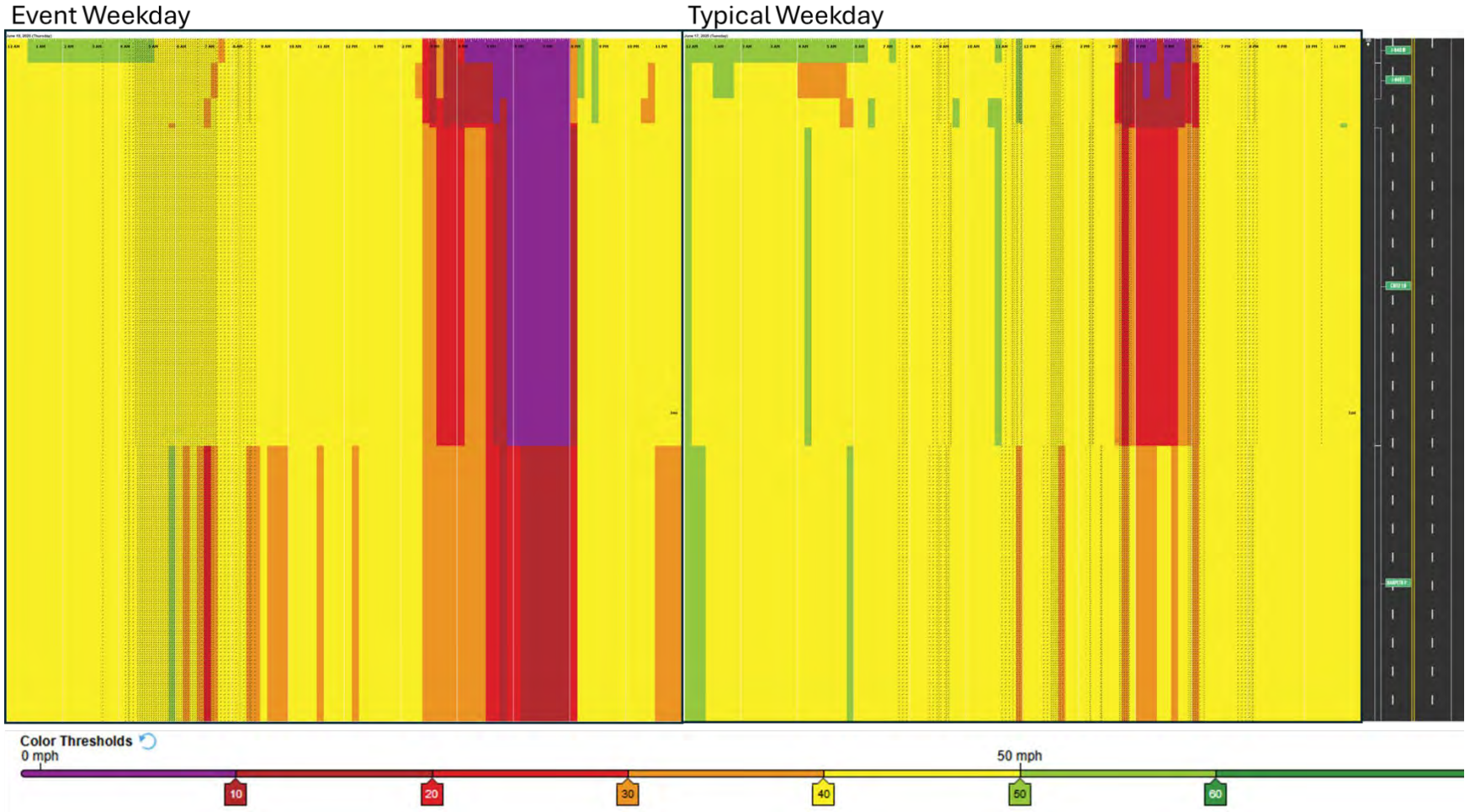
Access to the site is provided solely by Lewisburg Pike and adjacent local roadways, but primarily by Harpeth School Road. There is no public transit service to the venue though rideshare drop-off/pick-up is facilitated with dedicated space on-site. No concert venue shuttle services are provided. All parking is provided in unimproved grass fields onsite with no street parking permitted. Main field parking is included with event admission, typically opens in the afternoon, and is laid out in unimproved meadow/field areas. Patrons are instructed to use a paved walkway to reach the amphitheater; this pathway must accommodate bi-directional pedestrian circulation concurrent with vehicular traffic.

Ingress is controlled through a single venue entrance point with limited capacity. For this reason, traffic flow into the venue is subject to high peak demand on scheduled event dates, especially for sold-out shows independent of existing traffic. Third-party reports and local observations indicate significant queuing and delays on the approach routes, often extending westward from the venue entrance toward Franklin and adjacent collector roads, with delays of 30 minutes or greater for ingress and up to 1–2 hours for egress reported on high-attendance evenings. Following the completion of events, Harpeth School Road is converted to a one-way roadway so that both lanes can be utilized for attendee egress. Traffic control officers are utilized by the venue during post-event egress to prioritize outbound event traffic toward the interstate system; this operational strategy can result in increased delays for non-event traffic on Lewisburg Pike during event dismissal periods. These operational constraints stem from a combination of limited access lanes, rural roadway geometry, and single-point access control for parking lots.

### 6.2.2 Event Traffic Estimates

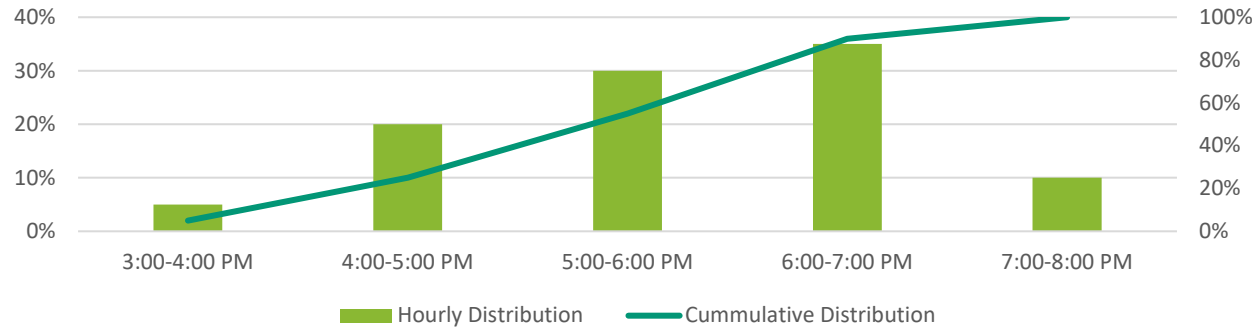
The following estimates are provided only to illustrate the potential overlap between existing amphitheater event traffic and weekday traffic conditions. To assess the interaction of existing and proposed traffic, trip estimates were developed for an event at the amphitheater. In absence of actual data, traffic volumes generated by a concert event were developed using an average vehicle occupancy of 2.5 people per vehicle. With a capacity of approximately 7,500 seats, an estimated 3,000 vehicles can be expected to enter and exit the venue for sold-out shows. According to the venue website, attendees can begin entering the property as early as 3:00 pm and shows typically start between 7:00-8:00 pm. Other accessory uses are onsite to accommodate early concert goers, such as concessions. To understand and validate assumptions on expected traffic patterns, RITIS data was sourced for a typical weekday and an event weekday in June 2025. Figure 10 shows vehicular speeds for southbound traffic on Lewisburg Pike during these two days. As shown in the figure on the right, vehicular speeds on southbound Lewisburg Pike begin to slow around 3:00 pm and are reduced until around 6:00 pm with the most severe degradation in speed observed primarily near the I-840 ramps. On a weekday when an event is scheduled, traffic begins to build earlier in the day (~3:00 pm) and sustained speeds of 8-10 mph are experienced by drivers from I-840 to Harpeth School Road.

Figure 10: Hourly Distribution of Vehicular Speeds during Event and Non-Event Weekdays



With this information, Figure 11 shows an expected hourly and cumulative distribution of entering trips from 3:00 – 8:00 pm. The PM peak hour on Lewisburg Pike corridor occurs from 4:00-5:00 pm at which point, an estimated 20% of the entering traffic for quarry events would also be on the corridor to access the venue. With relatively equal accessibility north and south of the site via the two interchanges at Lewisburg Pike and June Lake Boulevard, it is assumed that entering and exiting volumes are equally split northbound and southbound on Lewisburg Pike. Therefore, an additional 300 vehicles can be estimated to make a southbound left turn and a northbound right turn from Lewisburg Pike onto Harpeth School Road during the PM peak hour and higher volumes in the following two hours, which essentially extends the PM peak hour on the roughly 13 weekdays per year when an event is held at the FirstBank Amphitheater.

Figure 11: Hourly Distribution of Entering Traffic at FirstBank Amphitheater




### 6.2.3 Summary

The absence of turn lanes on Lewisburg Pike at the Harpeth School Road intersection is an existing geometric condition that contributes to excessive delays during high-attendance amphitheater events for both concert attendees and through traffic on Lewisburg Pike. In addition, traffic generated by amphitheater events represents an intermittent, event-driven demand that exacerbates existing capacity constraints along the Lewisburg Pike corridor during those periods. As noted previously, the Town of Thompson's Station's MTP identifies widening of Lewisburg Pike as a long-term corridor improvement, independent of the proposed Sagefield development. Capacity improvements recommended as part of the Sagefield project north of Critz Lane are intended to address project-generated traffic and general corridor operations; any incidental benefit to amphitheater egress would be secondary and does not mitigate the venue's primary access constraints. Ingress movements associated with amphitheater events would largely remain unaffected, as Lewisburg Pike will continue to operate as a single southbound lane until the I-65 bridge is widened. Accordingly, traffic impacts associated with FirstBank Amphitheater events are considered background conditions and are not attributable to, nor mitigated by, the proposed Sagefield development.

It is likely that there will be significant overlap and synergy between concert attendees and patrons of the Sagefield development, which will offer many pre-show/post-show dining and entertainment options that currently do not exist near the amphitheater venue. There may be opportunities to provide shuttle services for Sagefield hotel guests to/from the amphitheater venue, which could slightly reduce some of the parking demand and egress pressure after an event.

## 6.3 Intersection Sight Distance

The four Site Accesses on Lewisburg Pike were evaluated to make sure that sufficient intersection sight distance will be available for vehicles exiting the project site. The posted speed limit on Lewisburg Pike is 55 mph adjacent to the project site; however, the Town of Thompson's Station is currently pursuing a reduction in the posted speed limit to 45 mph in the vicinity of the project site. Furthermore, with the significant change in the roadway and land use context with the commercial development and widening of Lewisburg Pike with five proposed new traffic signals, a 40-mph design speed is recommended. Conservatively, the intersection sight distance analyses were based on a 45-mph speed on Lewisburg Pike. For the three Site Accesses that are planned to be signalized, right turn intersection sight distance is applicable for potential right turn on red movements, and left turn and right turn intersection sight distance is applicable if the signals are set to flash mode in the late night/early morning hours. For Site Access #4, the proposed right-in/right-out access located between Site Access 2 and Site Access 3, only right turn intersection sight distance is applicable.

For a 45-mph speed, the guidelines from the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, call for a minimum stopping sight distance of 360 feet. This is the distance required for a driver to detect an object in the roadway that requires a stop and be able to stop in time before reaching the object. AASHTO also identifies the minimum intersection sight distance, which is the distance a driver can see approaching vehicles before the line of sight is blocked by an object or roadway curvature. Sufficient intersection sight distance allows for adequate time gap for a driver to turn across opposing traffic from a stopped condition without requiring on-coming traffic to significantly slow down. For a speed of 45 mph, the design value for a driver turning right and left from a stop onto a 4-lane median divided or 5-lane roadway is 590 feet. Similarly, the design value for a left turn from the major roadway with 4/5 lanes onto the minor roadway is 590 feet. Therefore, it is desirable to provide a minimum of 590 feet looking to the south on Lewisburg Pike at each of the site accesses and 590 feet looking to the north.

Based on a review of the proposed Site Access locations per the site plan in Appendix A, field investigations, site survey, and preliminary roadway profile, it was determined that the available intersection sight distance will be sufficient to accommodate left and right turns onto Lewisburg Pike from Site Accesses #1 and Site Access #3 and southbound left turns from Lewisburg Pike at Site Access #1 and Site Access #3. At Site Access #2 (middle access), sufficient intersection sight distance will be available for turning left onto Lewisburg Pike; however, intersection sight distance for turning right onto Lewisburg Pike or for turning left from southbound Lewisburg Pike at Site Access #2 is limited by the vertical curvature of Lewisburg Pike. As such, it is recommended that protected only left turn signal phasing is provided for southbound Lewisburg Pike and "No Right Turn on Red" regulatory traffic control and signage is provided for the westbound Site Access #2 approach. Additionally, the traffic signal control should not be placed in FLASH mode during overnight hours. At Site Access #4 (right-in/right-out) , sufficient intersection sight distance will be available for turning right onto Lewisburg Pike.

Exhibits of the intersection sight distance available at the three proposed signalized site accesses with the proposed roadway profile were prepared by Pape-Dawson and are included in Appendix J. An exhibit for the intersection sight distance for the proposed right-in/right-out (Site Access #4) was prepared by Burch and is included in Appendix J. The finalized roadway design plans (to be prepared by Pape-Dawson) will update the intersection sight distance exhibits for the Site Accesses, as necessary.

Additionally, and in accordance with the Town's TIS guidelines, the intersection sight distance was evaluated at each of the existing study intersections. Field measurements were conducted. Table 11 presents the available sight distance at each of the study intersections. As shown, based on field investigations, it was determined that the available intersection sight distance is sufficient to accommodate both left and right turns at the study intersections based on the new 45-mph speed limit for Lewisburg Pike.

Table 11: Intersection Sight Distance Summary

| Lewisburg Pike Cross-Street | Approach | Left Turns | | Right Turns | |
|---|---|---|---|---|---|
| | | Desired Sight Distance [1] | Available Sight Distance [2] | Desired Sight Distance [1] | Available Sight Distance [2] |
| I-840 WB Ramps | Eastbound | NA [3] | NA [3] | 430' | >500' |
| I-840 EB Ramps | Eastbound | NA [3] | NA [3] | 430' | >700' |
| Tom Anderson Rd | Eastbound | NA [3] | >390' | 430' | >700' |
| Critz Ln | Eastbound | NA [3] | NA [3] | 430' | >600' |
| Harpeth School Rd | Westbound | 500' | 600' | 430' | >700' |
| Serina's Way | Westbound | 500' | >700' | 430' | >500' |
| Nita Dr (Future) | Eastbound | NA [3] | NA [3] | 430' | >500' |
| Harpeth-Peytonsville Rd | Westbound | NA [3] | NA [3] | 430' | >600' |
| Savannah Springs Dr | Eastbound | 500' | >700' | 430' | >500' |
| Bethesda Rd | Westbound | 530' | >700' | 430' | 500' |
| Thompson's Station Rd E | Eastbound | 500' | >600' | 430' | >500' |
| Blackberry Estates Rd | Eastbound | 500' | >700' | 430' | >700' |

Notes:
1) Desired sight distance is based on 45-mph design speed and the future laneage and proposed traffic control for the intersection.
2) Available sight distance is based on field investigations.
3) Intersection is signalized or is planned to be signalized with the development's infrastructure improvements. Left turns are controlled by the traffic signal and therefore, left turn intersection sight distance is not applicable.

# 7. Vehicle Miles Traveled Analysis

Vehicle Miles Traveled (VMT) is a measure of the total distance traveled by all vehicles within a defined area. At the project level, VMT reflects both the frequency and length of site-generated trips and provides insight into how land use patterns, multimodal accessibility, and roadway network connectivity influence reliance on personal vehicles. Unlike traditional trip generation used for operational analyses, which focuses on the number of vehicle trips, VMT analysis captures travel efficiency; developments with shorter trip lengths, internal capture, or strong multimodal connections can exhibit lower VMT even when generating a comparable number of trips.

For this study, project-generated VMT was estimated using trip length distributions derived from Replica for land uses similar to those proposed at the Sagefield site. Specifically, Replica's select link analysis was used to estimate average trip lengths for trips destined to and originating from the Cool Springs Mall area during a typical Thursday and Saturday using Spring 2025 data. This modeled dataset reflects observed travel behavior by incorporating trip length, route choice, and prevailing network conditions. Daily vehicle miles traveled (DVMT) were calculated by applying these average trip lengths to the projected trip generation of the Sagefield development. DVMT was then normalized to a per-capita basis using the anticipated employment associated with the mixed-use development (approximately 2,500 jobs) and an estimate of daily visitors derived from comparable Cool Springs Mall activity levels.

The average trip lengths applied in this analysis were derived from the Cool Springs area, which represents a higher-intensity and more mixed-use environment than the context surrounding the Sagefield site. To account for differences in regional activity density, the total number of households and jobs within a 10-mile radius of each site was compared using outputs from the Nashville Area MPO's current travel demand model. Within this radius, the Cool Springs area contains approximately 413,000 households and jobs combined, compared to approximately 225,000 within the same radius of the Sagefield site. This lower level of surrounding activity density at Sagefield suggests longer average trip lengths. Accordingly, a proportional density-based adjustment factor of 1.83 was applied to the base per-capita DVMT estimate.

The adjusted DVMT per capita provides a normalized metric for comparison to countywide conditions and allows evaluation of whether the project is expected to generate more or less vehicle travel than typical conditions in Williamson County. Based on TDOT's Highway Performance Monitoring System (HPMS) reporting, total DVMT in Williamson County was approximately 7,980,847 in 2024, which corresponds to an average of approximately 19 vehicle miles traveled per person per day by county residents and employees.

Table 12 summarizes the results of the VMT analysis. As shown, the Sagefield development is expected to generate higher daily VMT per capita than the countywide average. This outcome is consistent with the project's function as a regional retail destination with direct interstate access and limited non-auto accessibility. The VMT analysis nevertheless provides insight into how site design and multimodal features can influence travel behavior. Incorporating a walkable internal street network, direct pedestrian connections to adjacent neighborhoods as development occurs, and integrated trail facilities would help shorten external trip lengths and reduce VMT by shifting some trips away from single-occupant vehicles while preserving transportation alternatives for local patrons.

Table 12: Projected Vehicle Miles Traveled

| | Weekday | | Weekend | |
|---|---|---|---|---|
| | **Enter** | **Exit** | **Enter** | **Exit** |
| Sagefield New Trip Generation | 6,430 | 6,430 | 6,581 | 6,581 |
| Average Trip Length[1] | 16.5 miles | 15.1 miles | 13.7 miles | 14.9 miles |
| Daily VMT | 106,087 | 97,085 | 90,153 | 98,049 |
| Total Daily VMT | 203,172 | | 188,202 | |
| Projected Employees | 2,500 | | | |
| Projected Daily Visitors[2] | 7,400 | | | |
| Density Adjustment Factor | 1.83[3] | | | |
| Sagefield DVMT/person | 37.44 | | 34.68 | |
| County Average DVMT/person[4] | 19.00 | | | |

*[1] Average trip lengths sourced from Replica's Spring 2025 modeled trips originating from and destined to the Cool Springs Mall in Franklin.*
*[2] Projected daily visitors estimated based on an average number of visitors per day per 1,000 sf of area in the Cool Springs Mall applied to the Sagefield development program.*
*[3] Density adjustment factor is based on the ratio of households and jobs within a 10-mile radius of both the Cool Springs and Sagefield sites.*
*[4] County average DVMT sourced from TDOT's 2024 HPMS report, Census population estimate of ~270,000, and Census employment estimate of ~150,000.*

# 8. Conclusions and Recommendations

The Sagefield commercial development is proposed to be located on approximately 100 acres along the east side of Lewisburg Pike (US 431) just south of I-840 in the Town of Thompson's Station, TN. According to project's developers, Simon and AJ Capital Partners, the proposed Sagefield will be a new luxury lifestyle destination. The development programming includes: premium retail brands, boutique shops, restaurants and cafes, entertainment/music venues, and a boutique health and wellness hotel with a spa, pool, club, tennis/pickleball courts, and restaurants geared toward families. The development will be pedestrian-centered with walkways and nature trails and connectivity between the 500,000 square-foot retail/restaurant/entertainment center and the 125-room hotel with another 50,000 square feet of restaurants and a 10,000-square foot spa and wellness center. The lifestyle destination is envisioned to serve the surrounding community as well as have a regional draw. The project site is well-located adjacent to the I-840 interchange at Lewisburg Pike, providing good vehicular access. Currently, the development is anticipated to open in Fall 2028.

Per the concept plan, three full-access vehicular points of access are planned for the site and are planned to be signalized plus one right-in/right-out access. The northern two will provide primary signalized access to the retail/restaurant center. The southern access will provide signalized access to the hotel and its accessory uses, i.e. spa, restaurants, and club, and the proposed right-in/right-out is located between the middle access and the southern access and would provide access to a parking area for the hotel use that is also connected to the primary central entrance to the Sagefield development.

The analyses presented in this report indicate that the proposed development will generate a fairly significant amount of new vehicular traffic to the study area. In total, the project is expected to generate approximately 14,681 new daily trips, 323 new AM peak hour trips, 1,261 new PM peak hour trips, and 1,632 new Saturday afternoon peak hour trips. Capacity analyses indicate that the study intersections and site access points will operate acceptably following completion of the proposed development with the addition of roadway infrastructure improvements at the access points and along Lewisburg Pike.

Based on the analyses presented in this study and review of the study area and proposed development information, the following are recommended in order to accommodate the proposed development and provide for efficient traffic operations and safety:

<u>Lewisburg Pike (US 431/SR 106)</u>

Lewisburg Pike has one lane in each direction adjacent to the site and currently carries approximately 16,000 vehicles per weekday. This traffic is largely characterized by commuter patterns with heavy northbound flows in the AM and heavy southbound flows in the PM. During off-peak times of day, traffic volumes are fairly low and directionally balanced. With the significant increase in traffic generated by the Sagefield development, Lewisburg Pike will require improvements that increase the roadway's capacity.

The Town of Thompson's Station's Major Thoroughfare Plan (MTP), which was adopted in March 2023, identifies Lewisburg Pike as a High Priority Project and calls for the corridor to be widened to a median divided, 4-Lane cross-section. The MTP identifies the project for Lewisburg Pike as a 4 Lane Country Arterial as referenced in Appendix K; however, Town Planning Staff has indicated that the 4 Lane Town Arterial cross-section is appropriate for the character context adjacent to the Sagefield site. The 4 Lane Town Arterial includes two 11-foot travel lanes in each direction, an 18-foot landscaped median, curb and gutter to the outside and inside median a 10-foot multiuse path on one side and a 6-foot sidewalk on the other, with additional width for buffers and frontage zones/utilities. Left turn lanes are provided within

the grass median width at intersections. Based on the existing operational constraints and identified capacity improvements in the MTP, the following recommendations for Lewisburg Pike should be implemented:

- Widen Lewisburg Pike to the planned 4-lane cross-section from approximately 500 feet north of I-840 to the Critz Lane intersection.
    - With the widening and reconstruction of Lewisburg Pike, a 40-mph speed limit is recommended for the roadway design, which will provide safer operations and more appropriate for the future character context of the roadway and surrounding development.
    - Approximately 200 feet north of the I-840 Westbound Ramp intersection, a 'Lane Ends Merge Left' sign (W9-2L) should be installed on Lewisburg Pike facing northbound traffic along with complimentary arrow pavement markings to inform drivers of the required merge condition back to the existing 2-lane cross section.
    - The roadway widening will require widening, replacement with a wider bridge, or a second bridge to continue the 4 lane arterial cross-section over Kennedy Creek, north of Critz Lane. Specific details of the Kennedy Creek Bridge Improvements will need to be resolved during the off-site infrastructure improvements design phase. Unknowns such as right-of-way, environmental impacts, adjacent property impacts, and cost will factor into the final design and whether this section includes four lanes, four lanes with median, or five lanes.
- Traffic signals should be constructed at each of the I-840 ramp intersections with Lewisburg Pike and at Site Access 1, Site Access 2, and Site Access 3 on Lewisburg Pike.
    - The traffic signals should be designed and constructed to provide signal coordination and interconnect along the corridor. This shall also include the inclusion of infrastructure upgrades for the optimization (detection technology, cabinets, etc.), and evaluate optimization of the corridor as a whole.

<u>I-840 WB Ramps at Lewisburg Pike</u>

- Widen Lewisburg Pike to provide an additional northbound and southbound lane in each direction. On the northbound approach, the additional capacity will serve as a dedicated through lane, and on the southbound approach the additional capacity will serve as a shared through/right turn lane.
- Extend the northbound left turn lane storage to 250 feet plus taper.
- Widen the ramp approach to provide 1 left turn lane with approximately 300 feet of storage and 2 right turn lanes with approximately 300 feet of storage and channelization onto Lewisburg Pike. The ramp approach should be modified to reduce the channelization radius and improve sight lines for merging. The two right turn lanes on the ramp should be controlled by the traffic signal.
- Install an 'Advance Intersection Lane Control' sign (R3-8) on the I-840 ramp approach to inform drivers of the intersection lane assignments.
- A traffic signal will be warranted and should be installed at the westbound I-840 ramp intersection. Protected/permissive left turn signal phasing should be provided for the northbound approach. The dual right turn lanes off the ramp should be controlled by the traffic signal. A right turn overlap should be provided for the ramp approach during the northbound left turn protected phase.

I-840 EB Ramps at Lewisburg Pike

- Widen Lewisburg Pike to provide 1 additional northbound through lane and 1 southbound shared through/right turn lane.
- Widen Lewisburg Pike to provide side-by-side left turn lanes between the I-840 EB Ramps and Tom Anderson Road/Site Access 1. At the ramp intersection, the northbound left turn lane should include approximately 475 feet of storage plus taper. In the future, TDOT or others could modify the side-by-side left turns to provide dual left turns onto the ramp, which would require widening the I-840 on-ramp.
- Southbound right turns should continue to be channelized with yield control onto the I-840 on ramp.
- Widen the ramp approach to provide 1 left turn lane with 300 feet of storage and 1 right turn lane with 300 feet of storage. The ramp approach should be modified to remove the channelization.
- A traffic signal will be warranted and should be installed at the eastbound I-840 ramp intersection. Protected/permissive left turn signal phasing should be provided for the northbound approach. The right turn lane off the ramp should be controlled by the traffic signal. A right turn overlap should be provided during the northbound left turn protected phase.

Lewisburg Pike at Tom Anderson Road/Site Access 1

- Tom Anderson Road should be realigned to the south to align with Site Access 1. If the necessary right-of-way cannot be acquired, the intersection design and alignment should be re-evaluated.
- Site Access 1 should be designed to include width for two entering lanes and two exiting lanes as shown on the site plan. The westbound Site Access 1 approach should include 1 left turn lane with at least 300 feet of storage and 1 shared through/right turn lane.
- Widen Lewisburg Pike to provide 1 through lane and 1 shared through/right turn lane in each direction.
- Widen Lewisburg Pike to provide side-by-side left turn lanes between the I-840 EB Ramps and Tom Anderson Road/Site Access 1. At Site Access 1, the southbound left turn lane should include approximately 250 feet of storage plus taper. In the future, TDOT or others could modify the side-by-side left turns to provide dual left turns onto the ramp, which would require widening the I-840 on-ramp. If that occurs, dual southbound left turns into Site Access 1 could be provided with a back-to-back dual left turn lane design with shorter storage lengths.
- Construct a northbound left turn lane with approximately 100 feet of storage plus taper.
- Construct an eastbound left turn lane on Tom Anderson Road with approximately 50 feet of storage plus taper.
- A traffic signal will be warranted and should be installed at the Site Access 1 intersection. Protected/permissive left turn signal phasing should be provided for the northbound and southbound approaches of Lewisburg Pike. Protected/permissive left turn signal phasing should be provided for the eastbound and westbound approaches of Tom Anderson Road and Site Access 1.

Lewisburg Pike at Site Access 2

- Site Access 2 should be located at the approximate center of the property frontage at the crest of the vertical curve along Lewisburg Pike. This will align Site Access 2 with a private driveway on the west side of Lewisburg Pike.

- Site Access 2 should be designed to include width for 1 entering lane and 2 exiting lanes. The exiting lanes should include 1 shared left turn/through lane with 300 feet of storage and 1 right turn lane.
- Widen Lewisburg Pike to provide 1 through lane and 1 shared through/right turn lane in each direction.
- Construct a southbound left turn lane with approximately 200 feet of storage plus taper.
- If Site Access 2 is aligned with the aforementioned private driveway, construct a northbound left turn lane with approximately 100 feet of storage.
- A traffic signal will be warranted and should be installed at the Site Access 2 intersection. Protected only left turn signal phasing should be provided for the southbound and northbound approaches of Lewisburg Pike. A westbound right turn overlap phase should be provided during the southbound protected left turn phase.
- Due to the roadway curvature on Lewisburg Pike that limits sight distance for southbound left turns, the traffic signal should not be programmed for FLASH mode during overnight hours, and the westbound Site Access 2 approach should be signed "No Right Turn on Red".

Lewisburg Pike at Site Access 3

- Site Access 3 should be located at the southern boundary of the property frontage on Lewisburg Pike.
- Site Access 3 should be designed to provide 1 entering lane and 2 exiting lanes. The exiting lanes should include 1 left turn lane with approximately 200 feet of storage and 1 right turn lane.
- Widen Lewisburg Pike to provide 1 through lane and 1 shared through/right turn lane in each direction.
- Construct a southbound left turn deceleration lane with approximately 200 feet of storage
- Site Access 3 will primarily serve the hotel development and its accessory uses. It is anticipated that a traffic signal will be warranted and should be installed at the Site Access 3 intersection once these are constructed. Protected/permissive left turn signal phasing should be provided for the southbound approach of Lewisburg Pike. A westbound right turn overlap phase should be providing during the southbound protected left turn phase. Prior to the installation of a traffic signal, if the hotel and accessory uses are not opened when the retail portion of Sagefield is opened, stop control should be provided for the Site Access 3 approach to Lewisburg Pike. A Stop sign (R1-1) and a stop line pavement marking should be installed for the westbound approach.
- Due to the roadway curvature on Lewisburg Pike that limits sight distance for the southbound approach and left turns from Site Access 3, the traffic signal should not be programmed for FLASH mode during overnight hours.

Lewisburg Pike at Hotel Right-in/Right-out Access (Site Access 4)

- If secondary access is provided between Site Access 2 and Site Access 3, it should be designed as a right-in/right-out with a raised median within Lewisburg Pike to physically restrict left turn movements.

Lewisburg Pike and Critz Lane

- With limited private driveways and the need to widen the Kennedy Creek bridge, Lewisburg Pike should be widened to a 4-lane cross section with 2 travel lanes in each direction from Site Access 3 to Critz Lane. If feasible, the center median or center two-way left turn lane can be extended across the bridge section.

- The outside southbound lane on Lewisburg Pike should tie into the existing southbound right turn lane that drops at the Critz Lane signal.
- With the additional capacity north of the intersection, the northbound approach of Lewisburg Pike should be widened to provide an additional outside through lane. The storage length for the additional northbound through lane is limited by the I-65 overpass located approximately 660 feet south of Critz Lane.
- The eastbound approach of Critz Lane currently includes one exclusive left turn lane and one exclusive right turn lane. With the additional capacity on Lewisburg Pike and the heavy eastbound left turn movement, the eastbound approach should be restriped to include one exclusive left turn lane and one shared left/right turn lane.
- Signal timings should be optimized for this new lane assignment and should be coordinated with the other future traffic signals recommended along this corridor. This also includes the inclusion of infrastructure upgrades necessary for the corridor coordination and optimization (detection technology, interconnect, traffic controller, cabinets, etc.).

Lewisburg Pike and Harpeth-Peytonsville Road/Nita Drive

- Provide signal coordination and optimization along the corridor.

Lewisburg Pike and Bethesda Road

- Install a traffic signal, including necessary signal infrastructure for corridor coordination and optimization. With the understanding that the south segment of Lewisburg Pike will be widened sometime in the future, the traffic signal should be a span-wire design. Provide permissive left turn signal phasing for the southbound approach.

Lewisburg Pike and Thompson's Station Road East

- Install a traffic signal, including necessary signal infrastructure for corridor coordination and optimization. With the understanding that the south segment of Lewisburg Pike will be widened sometime in the future, the traffic signal should be a span-wire design.

Onsite Infrastructure Recommendations

The internal street network should be fully connected for both vehicular and pedestrian traffic to promote circulation and access for the Sagefield development and promote shared parking between the hotel uses and commercial retail/restaurant uses. A connected internal street network will help to disperse the traffic among the three access points and allow for circulation between the shopping and restaurant center and the hotel site. Onsite pedestrian infrastructure should connect to the multiuse path to be constructed along Lewisburg Pike.

When events occur at the nearby First Bank Amphitheater (Quarry), a shuttle service would be beneficial between the hotel and Sagefield Mall and the event venue to help reduce traffic entering and exiting the quarry as well as reduce parking demand at the event venue. Simon should coordinate with First Bank Amphitheater to establish a shuttle plan and designated pick-up/drop-off and staging areas for both Sagefield and the Quarry.

The offsite infrastructure improvements are depicted conceptually in Figures 12-17 on the following pages. Appendix L provides a side-by-side comparison of the existing conditions and the proposed roadway improvements associated with the Sagefield development. All of these improvements should be completed prior to the opening of the Sagefield site. Based on the analyses presented in this report, no further improvements are recommended in association with the proposed Sagefield development.

Figure 12: Recommended Improvements at Lewisburg Pike and I-840 Westbound Ramp

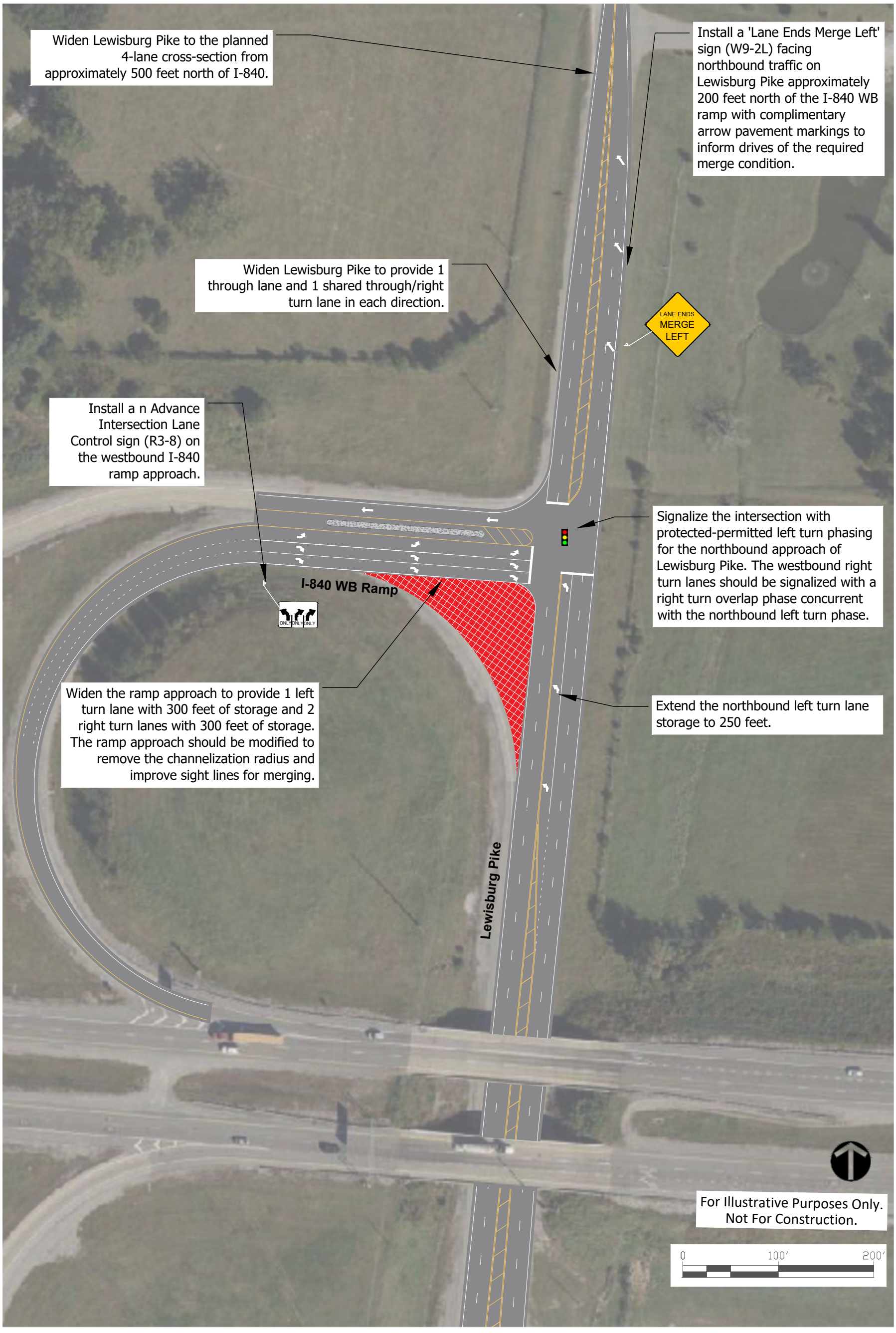


Figure 13: Recommended Improvements at Lewisburg Pike and I-840 Eastbound Ramp

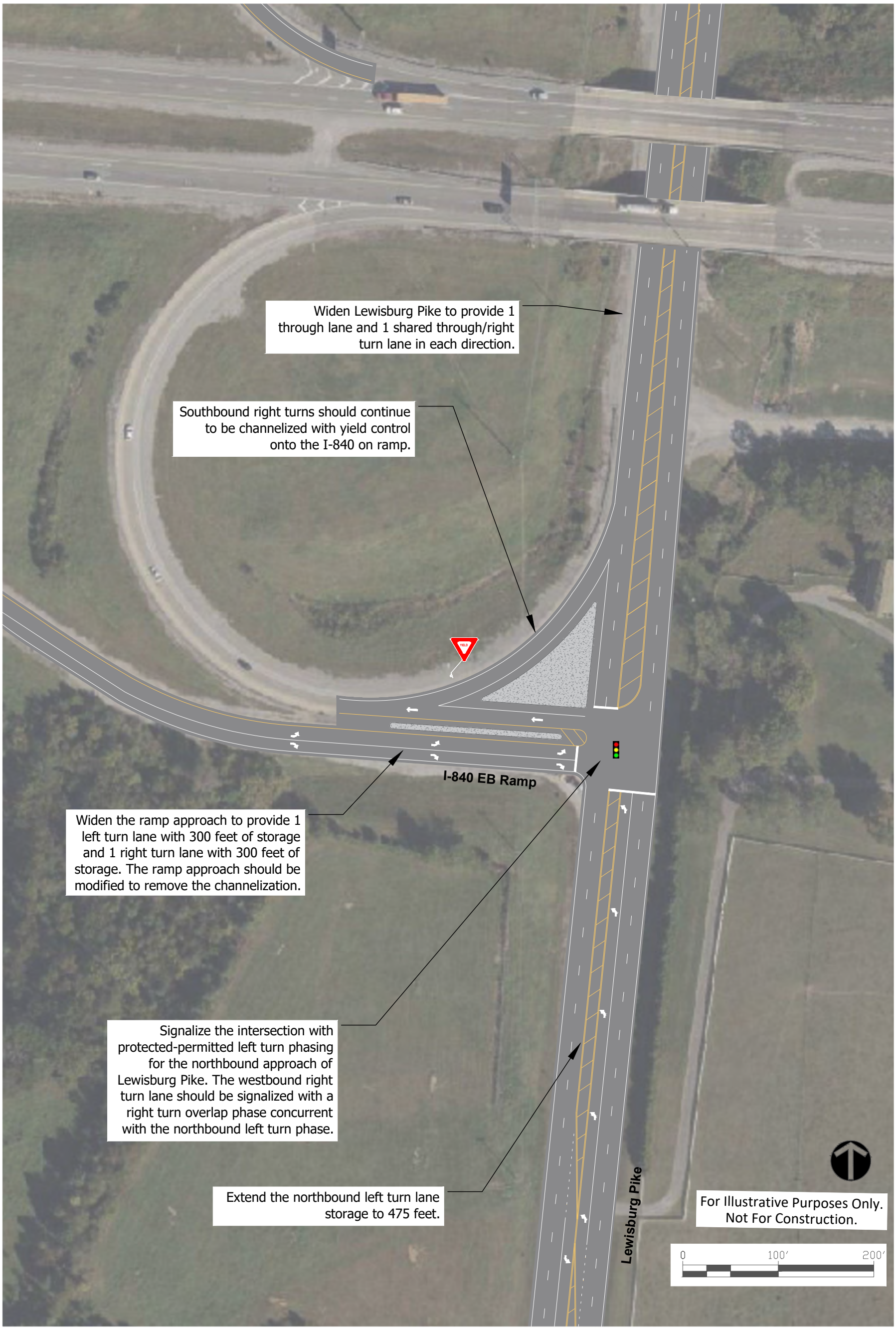


Figure 14: Recommended Improvements at Lewisburg Pike and Tom Anderson Road/Site Access #1

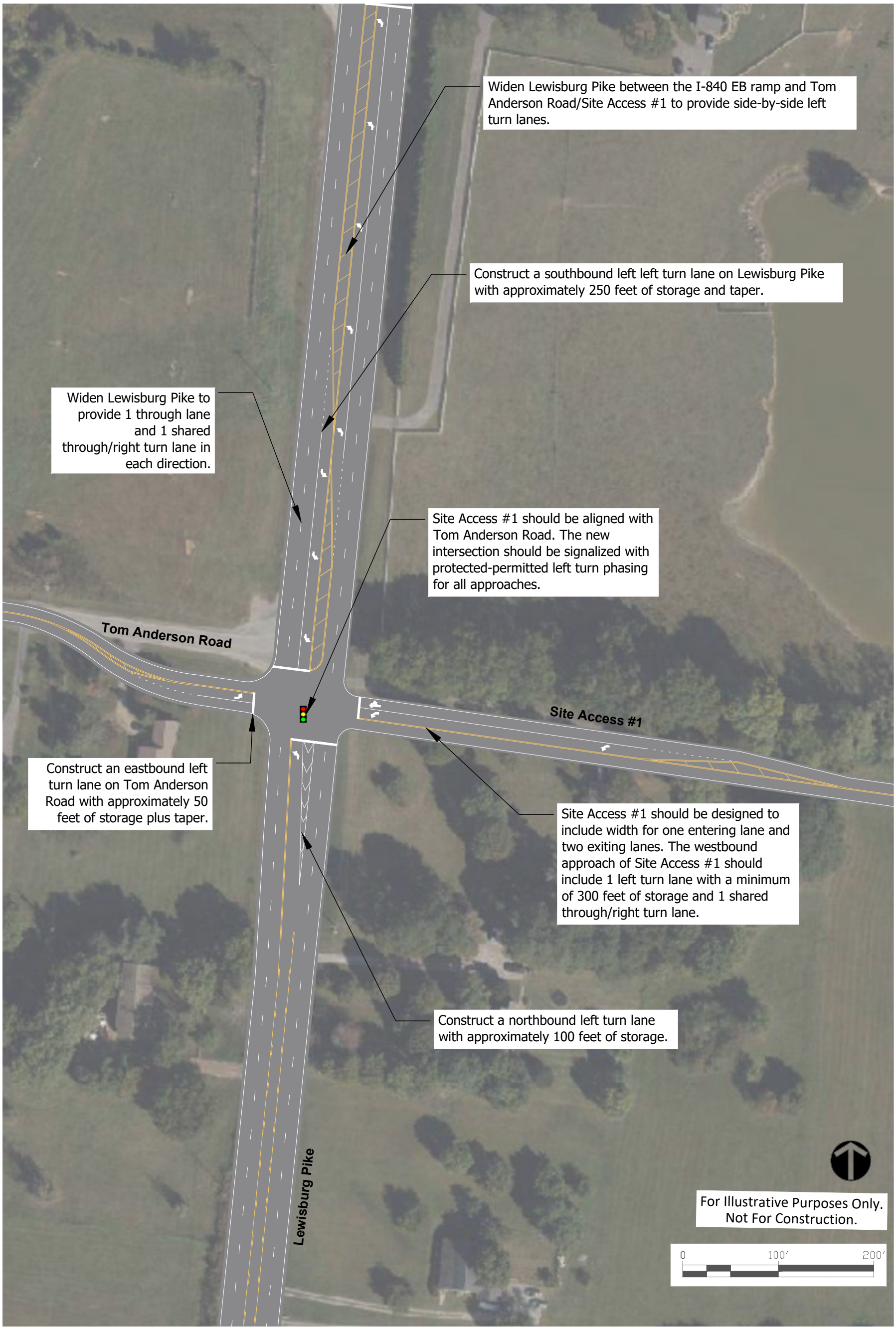


Figure 15: Recommended Improvements at Lewisburg Pike and Site Accesses #2, #3, and #4

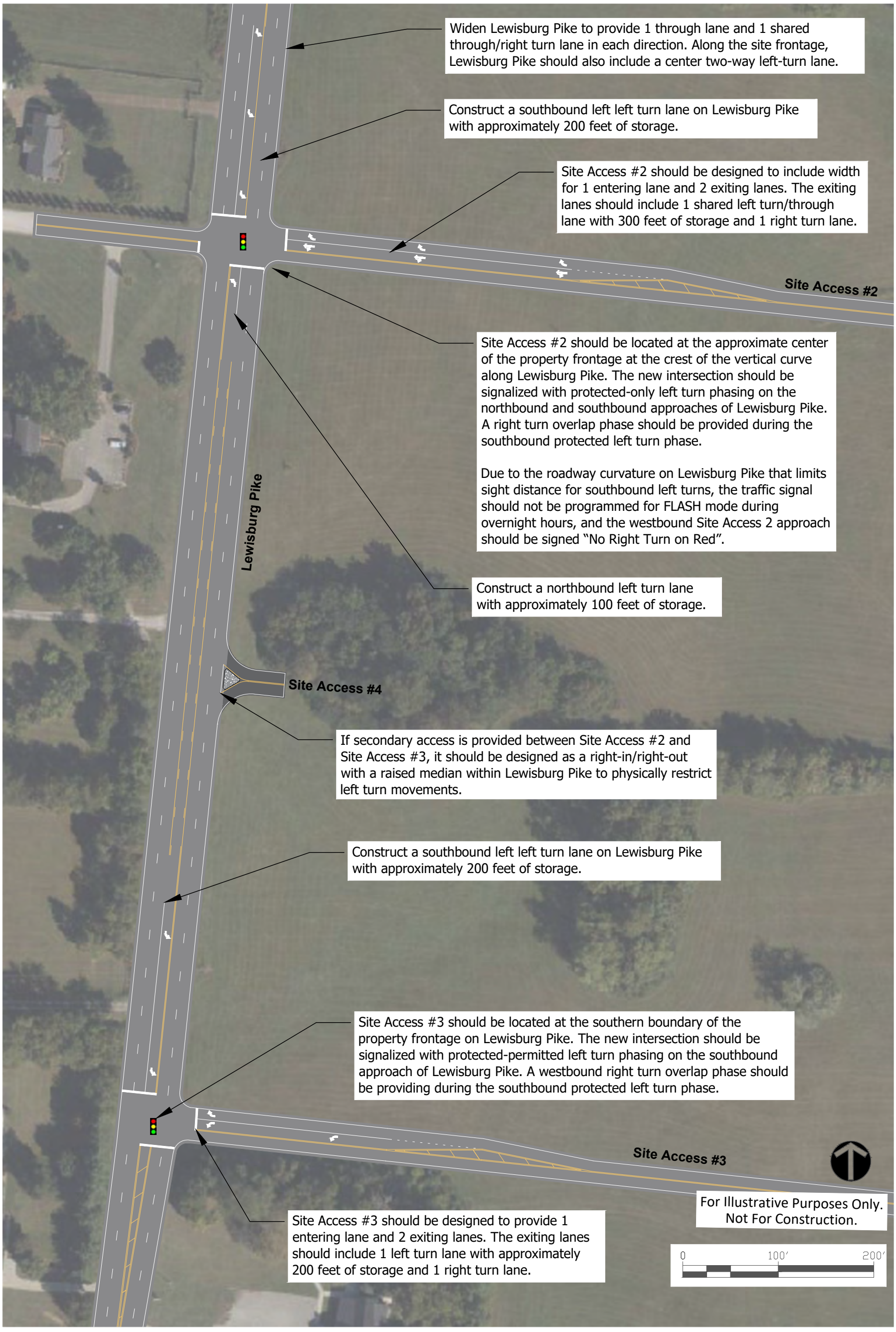


Figure 16: Recommended Improvements at Lewisburg Pike and Critz Lane

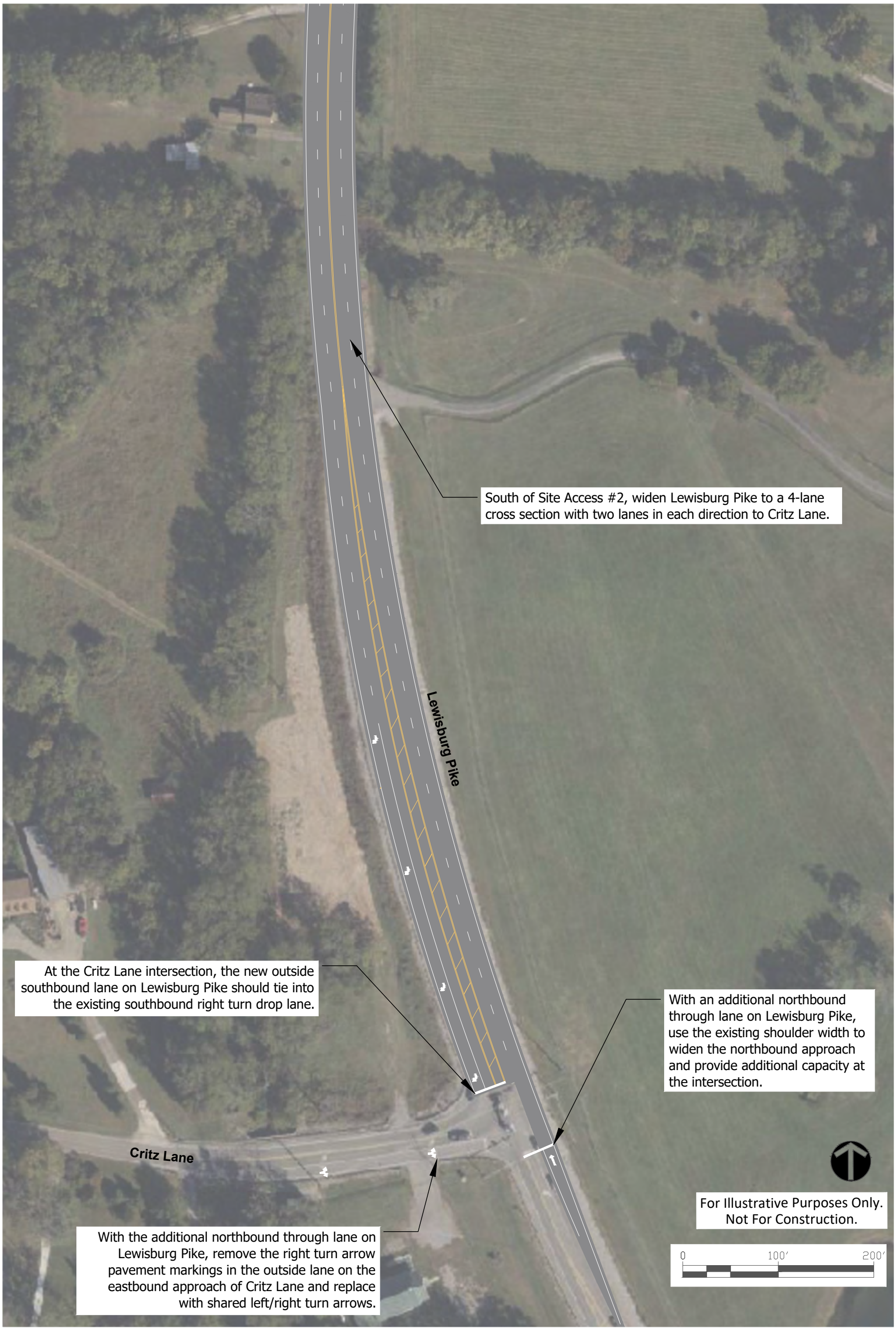


Figure 17: Recommended Improvements at Lewisburg Pike and Bethesda Road and Thompson's Station Road East



# APPENDIX A

# CURRENT SITE PLAN


TOM ANDERSON ROAD
LEWISBURG PIKE/ STATE HIGHWAY 56 (COUNTY ARTERIAL) (A VARYING WIDTH RIGHT-OF-WAY)
INTERSTATE 65 (DEED BOOK 1378, PAGE 201, R.O.W.(C.T.) (A PUBLIC INTERSTATE) (A VARYING WIDTH RIGHT-OF-WAY)
PRIVATE ACCESS DRIVE
MAP 132, PARCEL 24.00 HITESH AMRUTLAL PATEL & NEIL HITESH PATEL DEED BOOK 9469, PAGE 139, ZONE: D1 (RESIDENTIAL DISTRICT 1) USE: RESIDENTIAL
MAP 145, PARCEL 25.00 JAY HARRISON DEED BOOK 9343, PAGE 319, ZONE: D1 (RESIDENTIAL DISTRICT 1) USE: OFFICE
MAP 145, PARCEL 25.02 FRANCISCO JR. & REBECA E. MARTINEZ DEED BOOK 9334, PAGE 221, ZONE: D1 (RESIDENTIAL DISTRICT 1) USE: VACANT
MAP 145, PARCEL 23.02 CHURCH PORT ROYAL OF CHRIST DEED BOOK 9543, PAGE 319, ZONE: D1 (RESIDENTIAL DISTRICT 1) USE: VACANT
MAP 140, PARCEL 23.01 DAVID D. & KELLY H. BURGESS DEED BOOK 9118, PAGE 129, ZONE: D1 (RESIDENTIAL DISTRICT 1) USE: RESIDENTIAL
MAP 145, PARCEL 23.00 EFD FORREST DEV LLC DEED BOOK 4573, PAGE 346, ZONE: SP (SPECIFIC PLAN) USE: COMMERCIAL
MAP 145, PARCEL 23.05 ERIC SCALES DEED BOOK 8478, PAGE 735, ZONE: D1 (RESIDENTIAL DISTRICT 1) USE: RESIDENTIAL
MAP 133, PARCEL 13.00 JOHN H. MARKOVICH AND WIFE, DORIS WALTON DEED BOOK 5376, PAGE 985 ZONE: RP-1 (RURAL PERSERVATION - 1) USE: RESIDENTIAL/AGRICULTURAL
TAC JCE THOMPSON STATION, LLC DEED BOOK 9632, PAGE 274 MAP 145, PARCEL 027.00
SITE AREA (EXCLUDES FUTURE DEVELOPMENT AREA) 3,527,066.71 S.F. OR 80.97 ACRES
FUTURE DEVELOPMENT LEASE AREA 741,881.17 S.F. OR 17.03 ACRES
MAP 144, PARCEL 27.02 SLAVIC BAPTIST CHURCH DEED BOOK 6497, PAGE 309, ZONE: CC (COMMUNITY COMMERCIAL) USE: RELIGION
MAP 144, PARCEL 27.01 SLAVIC BAPTIST CHURCH DEED BOOK 6497, PAGE 309, ZONE: CC (COMMUNITY COMMERCIAL) USE: RELIGION
MIDDLE TENNESSEE ELECTRIC EASEMENT DEED BOOK 181, PAGE 292, (NO WIDTH SPECIFIED IN 340 DEED)
PHASE II RETAIL (1ST FLOOR) 15,000 SF
PHASE II RETAIL (2ND FLOOR) 15,000 SF

# APPENDIX B

# TIS SCOPING ACTION MEMO

Phone: (615) 794 - 4333
Pay by Phone: (877) 285 - 3271
www.thompsons-station.gov

1110 Fountain View Blvd
P.O. Box 100
Thompsons Station, TN 37179

# Transportation Study: Scoping Action Memo (SAM)

| Project Summary | |
|---|---|
| Project Name: | Sagefield Mall |
| Address: | 1733 Lewisburg Pike |
| Description: | A new 100-acre luxury shopping and lifestyle destination.<br>450,000 SF of Retail/shopping space<br>85,000 SF of Restaurant space<br>15,000 SF of Bar/Music Venue/Entertainment space<br>Boutique Hotel with 125 rooms<br>10,000 SF Spa & Wellness space (at hotel) |
| Existing Land Use: | Rural Residential with CC – Community Commercial Zoning |
| Proposed Land Use: | Commercial Retail/Restaurant/Hotel<br>CC – Community Commercial Zoning |
| Reason for Request: | PDP |
| SAM Submission Type (initial, Revision #1, Revision #2, etc.) | Revision #2 |

| Contact Information | |
|---|---|
| Developer/Owner | Engineer |
| Name: Patrick Mikusky | Name: Amy Burch, PE |
| Company: Simon | Company: Burch Transportation, LLC |
| Address: 225 West Washington Street<br>Indianapolis, IN 46204-3438 | Address: 1114 17th Avenue S, STE 103,<br>Nashville, TN 37212 |
| Email: Patrick.Mikusky@simon.com | Email: amyburch@burchtransportation.com |
| Phone: 317.263.7059 | Phone: 615.258.8551 |

| Scoping Meeting Details | |
|---|---|
| Date and Time: | 11/13/2025, 10:00 AM |
| Location: | Virtual via Teams |
| Attendees: | Micah Sullivan & Susan Steffenhagen (Thompson's Station); Will Owen (Griggs & Maloney); and Amy Burch (Burch Transportation) |

| Transportation Study Type *(select one)* | |
|---|---|
| ~~Transportation Assessment~~ | **Transportation Impact Study** |

| Study Area Description | |
|---|---|
| Boundaries: | Lewisburg Pike between I-840 (north) to Thompson's Station Rd E (south) |
| Intersections: | See attached map. 1 signalized intersection and 11 unsignalized intersections. Plus All Site Access Points. |
| Approved Developments in Study Area: | Littlebury (remaining lots) and Pleasant Creek |
| Planned Transportation Projects in Study Area: | Intersection geometry and signalization at Lewisburg Pk & Harpeth-Peytonsville Rd/Nita Rd. Improvement plans have been provided to Burch by Town. |

| Transportation Study Details | |
|---|---|
| Multi-Jurisdictional Coordination: | TDOT & Williamson County |
| Horizon Year: | 2028 |
| Phasing Years: | None, assumes Full Build-out of development and infrastructure mitigation |
| Methodologies: | - Capacity Analysis Tool – Synchro 12 with HCM 7th Edition LOS results and 95th percentile queue results<br>- Trip Generation Manual, 12th Edition |
| Traffic Count Requirements: | Weekday AM & PM peaks, Saturday Midday peak |
| ***Please describe all assumptions below:*** | |
| - Existing count data was collected in August 2025 when schools were in session.<br>- For 3 minor intersections on Lewisburg Pike at Serina's Way, Savannah Springs Drive, and Blackberry Estates Drive, the existing traffic volumes will be estimated based on the number of homes in each | |

subdivision, trip generation rates, and the adjacent intersection counts, which should provide a conservative analysis.

- Lewisburg Pike and Cascade Estates Blvd is identified as a study intersection since it is located within the Town's limits; however, it is noted that there are no homes constructed and no approved development plans. Therefore, there will be no analysis results reported since there are no existing traffic volumes and no known future traffic volumes turning in and out of Cascade Estates Blvd.
- Given the proposed land uses, Weekday PM and Saturday Midday peaks are anticipated to be the critical time periods for trip generation and analysis. However, Weekday AM peak will also be analyzed.
- Weekday Midday peak period will be waived per the scoping meeting and instead Saturday Midday will be analyzed.
- From the traffic count data collected in August 2025 (after schools resumed), the Weekday AM peak hour occurs 7:00-8:00 AM, the Weekday PM peak hour occurs 4:00-5:00 PM, and the Saturday peak occurs 4:15-5:15 PM. The Saturday peak was selected to provide a conservative analysis as the 4:15-5:15 PM hour volumes were slightly higher than the midday hours. It is reasonable for this analysis scenario to represent both Saturday midday peak and late afternoon/early evening scenarios.
- No Build (Background) traffic will include a 4% annual growth rate for 3 years (2028 Build Horizon) plus the site-specific traffic by approved developments listed above. Only lots/homes remaining to be built in the 3 approved subdivisions will be added.
- The trip generation will account for internal trips between the various land uses. A 30% internal trip factor will be applied.
- The trip generation will account for pass-by traffic on Lewisburg Pike. 25% of external traffic for the retail and restaurant land uses is assumed to be pass-by traffic.
- It is assumed that there will be both pedestrian and vehicular connection within the site between all land uses.
- 3 vehicular access points are assumed on Lewisburg Pike to serve the site.

***Please summarize any specific project characteristics impacting the study below:***

- The TIS will speak to the existing traffic conditions during events at the nearby FirstBank Amphitheater (Graystone Quarry), including time of day and event frequency, estimated event vehicle trips based on venue seating capacity. The TIS will also qualify the effect of the proposed mall and existing event venue and the two's traffic demand overlap, particularly for the event entering traffic peak. However, the traffic count data and analysis models will not include an event day.
- Sight distance will be measured and analyzed to identify the optimal locations and design for the site accesses for the development.
- Turn lane analyses will be conducted for the study intersections and site accesses.
- Signal warrant analyses will be conducted for the study intersections and site access points and the two interchange intersections. The TIS will specify whether signalization is proposed and warranted for each of the site accesses.
- Lewisburg Pike is planned to be widened to a 4 Lane Country Arterial cross-section per the Town's Major Thoroughfare Plan. Limits of the widening are to be evaluated in the TIS; however, it is noted that the widening cannot be extended south of Critz Lane until TDOT widens the I-65 overpass.
- Any new traffic signals recommended along the Lewisburg Pike corridor will need to be interconnected with fiber and connected to the existing signal at Critz Lane. Recommendation for signal timing optimization for all signals along corridor is expected.
- Not required for SAM approval, but the Town will require sight distance evaluations for all study intersections in the first revision of the TIS.

| **VMT Analysis Requirement** *(select one)* | |
|---|---|
| **Yes** | ~~No~~ |

**Required Acknowledgement:** I understand that the findings of this transportation study may require the provision of mitigation offsets or mitigation measures.

**Name: Amy Burch (study preparer)**



**Date: 1/26/2026**

**Required Acknowledgement:** I understand that the transportation study should conform to the Required Content and Form section of the Transportation Study Guidelines.

**Name: Amy Burch (study preparer)**
**Date: 1/26/2026**



| Project Meetings Summary | |
|---|---|
| Has the required pre-application meeting been scheduled with Town staff? | No |
| If yes, please list pre-application meeting date: | N/A |
| Expected Planning Commission meeting date: | N/A |

**Submission Requirements:** The following items are required to be submitted to Town staff and represent a complete SAM submission:

- Completed SAM template
- Site concept plan
- Site map (including Study Intersections)

| SAM Preparer | |
|---|---|
| Name: | Amy Burch, PE |
| Company: | Burch Transportation, LLC |
| Job Title: | Principal |
| Email: | amyburch@burchtransportation.com |
| Phone: | 615.258.8551 |
| Date of Memo Completion: | 12/1/2025 (original), 1/9/2026 (Revision #1), 1/26/2026 (Revision #2) |

**----------Town Staff Use Only----------**

| SAM Reviewers | |
|---|---|
| Names: | Susan Steffenhagen, Will Owen |

| | |
|---|---|
| Job Titles: | Community Development Planner, Town Engineer |
| Date(s) of Memo Review: | 1/27/2026, 1/27/2026 |

**Town Staff Determination:** I have reviewed the above Scoping Action Memo and made the following determination:

☒ Town staff agrees with the Scoping Action Memo as submitted

☐ Town staff does not approve the Scoping Action Memo, as submitted, and requests the following revisions:

| |
|---|
| |

**Name:** Susan Steffenhagen, Will Owen

**Date:** January 27, 2026

*Town Staff Determination is based upon the information presented in the Scoping Action Memo and the Concept Plan submitted with the Scoping Action Memo by the applicant. Changes to the Concept Plan may require revisions to the Scoping Action Memo, and may result in a new Town Staff Determination.*

*Town Staff Determination indicates approval or disapproval of the parameters to inform the scope of the aforementioned project's Transportation Study. Approval or disapproval does not indicate Town Staff's concurrence or disagreement with any analyses, assessments, justifications, explanations, or other statements that may be presented in the submitted Scoping Action Memo. These will be assessed by Town Staff upon Transportation Study submission.*

# APPENDIX C

# TDOT COUNT DATA & HISTORICAL ANALYSIS

**TDOT Count Station Data Historical Growth Analysis (AADT)**

| Station No. | Station 65 | Annual % Growth | Station 83 | Annual % Growth | Station 51R | Annual % Growth | Station 52R | Annual % Growth | Total | Combined Annual % Growth |
|---|---|---|---|---|---|---|---|---|---|---|
| Street | Lewisburg Pk | | Lewisburg Pk | | I-840 E On-Ramp | | I-840 W Off-Ramp | | | |
| Location | South of Thompson's Station E | | South of Franklin | | | | | | | |
| Year | | | | | | | | | | |
| 2025 | 8146 | -17.8% | 11020 | 39.2% | 8702 | 2.4% | 7437 | -7.4% | 35305 | 2.8% |
| 2024 | 9904 | 29.9% | 7916 | -5.3% | 8498 | 20.5% | 8029 | 15.3% | 34347 | 14.5% |
| 2023 | 7626 | 1.6% | 8360 | -13.0% | 7052 | 7.4% | 6966 | 24.7% | 30004 | 2.5% |
| 2022 | 7506 | 6.6% | 9604 | 40.2% | 6569 | 5.2% | 5584 | -8.0% | 29263 | 11.7% |
| 2021 | 7043 | 29.6% | 6851 | -2.4% | 6244 | 0.0% | 6068 | 0.0% | 26206 | 5.8% |
| 2020 | 5435 | -34.3% | 7022 | -22.6% | 6244 | 0.0% | 6068 | 0.0% | 24769 | -16.5% |
| 2019 | 8272 | 33.7% | 9072 | 8.9% | 6244 | 5.5% | 6068 | -7.4% | 29656 | 9.9% |
| 2018 | 6188 | -7.8% | 8330 | -2.3% | 5919 | 5.6% | 6552 | 7.4% | 26989 | 0.1% |
| 2017 | 6714 | 36.6% | 8529 | 42.9% | 5607 | 0.8% | 6099 | -0.1% | 26949 | 19.5% |
| 2016 | 4914 | -3.4% | 5970 | -5.8% | 5564 | 50.0% | 6106 | 79.1% | 22554 | 21.6% |
| 2015 | 5087 | | 6335 | | 3710 | | 3410 | | 18542 | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| 10-year Annual Avg Growth | | 7.5% | | 8.0% | | 9.7% | | 10.4% | | 7.2% |
| 5-year Annual Avg Growth | | 10.0% | | 11.7% | | 7.1% | | 4.9% | | 7.5% |
| 3-year Annual Avg Growth | | 4.6% | | 7.0% | | 10.1% | | 10.9% | | 6.6% |

# APPENDIX D

# TURNING MOVEMENT COUNTS &

# TUBE COUNTS

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Saturday, August 16, 2025 | | |
|---|---|---|
| | Fair | 86°F |
| Period | 1200 - 1800 | APPLY |
| Peak Hour | 1545 - 1645 | APPLY |
| Global PH | 1615 - 1715 | APPLY |

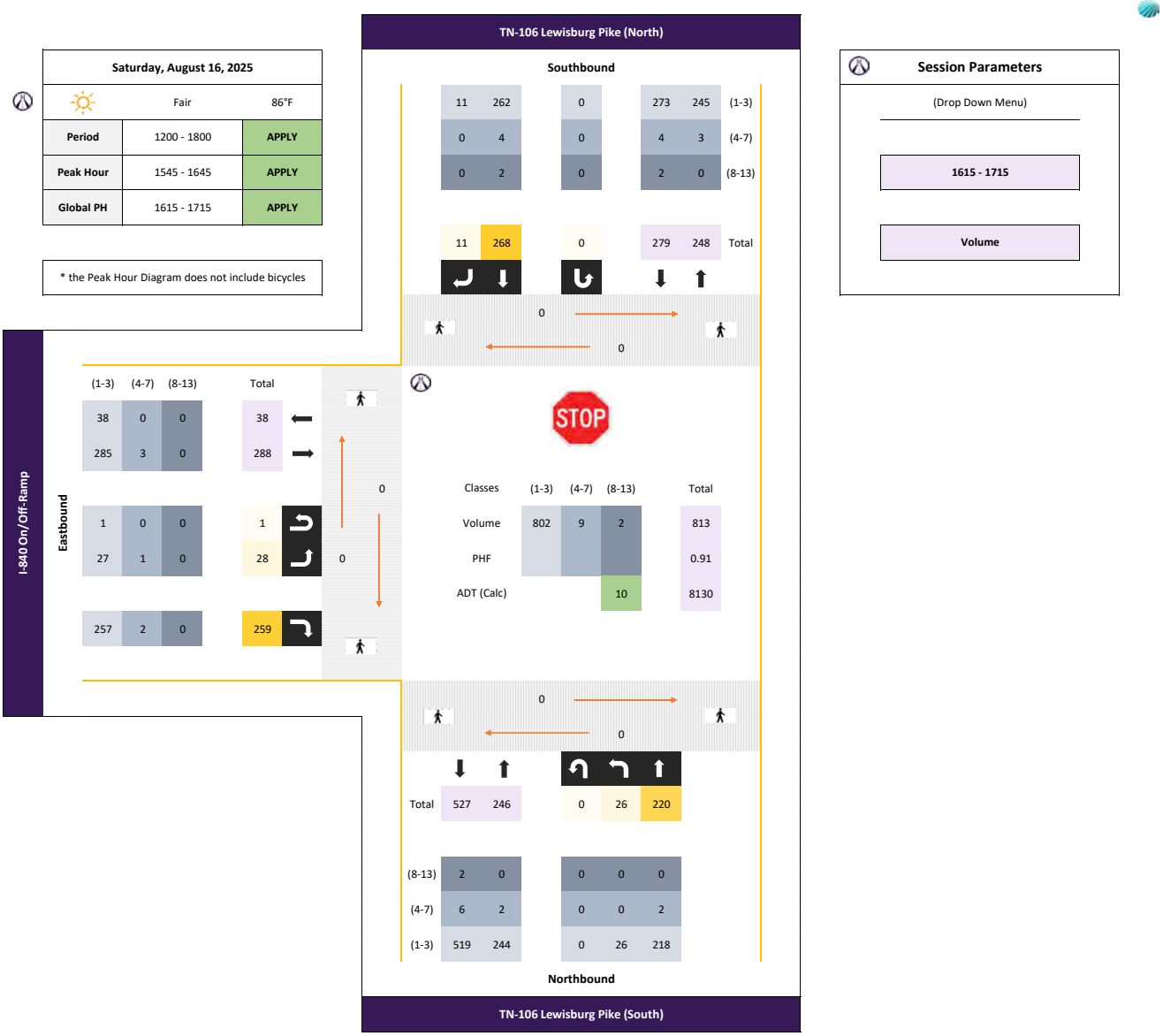
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1615 - 1715

Volume



| Start Date: 8/16/2025 | I-840 On/Off-Ramp Eastbound | | | Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 8 | 0 | 46 | 0 | 0 | 0 | 17 | 45 | 0 | 0 | 51 | 1 | 168 |
| **12:15 PM - 12:30 PM** | 4 | 0 | 57 | 0 | 0 | 0 | 10 | 46 | 0 | 0 | 58 | 3 | 178 |
| **12:30 PM - 12:45 PM** | 7 | 0 | 63 | 0 | 0 | 0 | 11 | 65 | 0 | 0 | 63 | 6 | 215 |
| **12:45 PM - 01:00 PM** | 5 | 0 | 49 | 0 | 0 | 0 | 9 | 63 | 0 | 0 | 55 | 0 | 181 |
| **01:00 PM - 01:15 PM** | 9 | 0 | 60 | 0 | 0 | 0 | 12 | 53 | 0 | 0 | 61 | 6 | 201 |
| **01:15 PM - 01:30 PM** | 10 | 0 | 73 | 0 | 0 | 0 | 14 | 31 | 0 | 0 | 60 | 0 | 188 |
| **01:30 PM - 01:45 PM** | 9 | 0 | 69 | 0 | 0 | 0 | 11 | 52 | 0 | 0 | 58 | 4 | 203 |
| **01:45 PM - 02:00 PM** | 4 | 0 | 85 | 0 | 0 | 0 | 5 | 50 | 0 | 0 | 38 | 5 | 187 |
| **02:00 PM - 02:15 PM** | 8 | 0 | 58 | 0 | 0 | 0 | 6 | 52 | 0 | 0 | 65 | 5 | 194 |
| **02:15 PM - 02:30 PM** | 9 | 0 | 82 | 0 | 0 | 0 | 10 | 43 | 0 | 0 | 62 | 4 | 210 |
| **02:30 PM - 02:45 PM** | 2 | 0 | 76 | 0 | 0 | 0 | 12 | 59 | 0 | 0 | 56 | 3 | 208 |
| **02:45 PM - 03:00 PM** | 10 | 0 | 78 | 0 | 0 | 0 | 13 | 44 | 0 | 0 | 61 | 8 | 214 |
| **03:00 PM - 03:15 PM** | 8 | 0 | 66 | 0 | 0 | 0 | 2 | 49 | 0 | 0 | 76 | 2 | 203 |
| **03:15 PM - 03:30 PM** | 7 | 0 | 79 | 0 | 0 | 0 | 9 | 44 | 0 | 0 | 73 | 3 | 215 |
| **03:30 PM - 03:45 PM** | 7 | 0 | 66 | 0 | 0 | 0 | 7 | 41 | 0 | 0 | 54 | 1 | 176 |
| **03:45 PM - 04:00 PM** | 13 | 0 | 94 | 0 | 0 | 0 | 9 | 44 | 0 | 0 | 58 | 7 | 225 |
| **04:00 PM - 04:15 PM** | 7 | 0 | 83 | 0 | 0 | 0 | 12 | 35 | 0 | 0 | 59 | 4 | 200 |
| **04:15 PM - 04:30 PM** | 6 | 0 | 66 | 0 | 0 | 0 | 5 | 53 | 0 | 0 | 84 | 2 | 216 |
| **04:30 PM - 04:45 PM** | 11 | 0 | 73 | 0 | 0 | 0 | 7 | 58 | 0 | 0 | 69 | 4 | 222 |
| **04:45 PM - 05:00 PM** | 7 | 0 | 70 | 0 | 0 | 0 | 6 | 52 | 0 | 0 | 64 | 4 | 203 |
| **05:00 PM - 05:15 PM** | 4 | 0 | 50 | 0 | 0 | 0 | 8 | 57 | 0 | 0 | 51 | 1 | 171 |
| **05:15 PM - 05:30 PM** | 4 | 0 | 64 | 0 | 0 | 0 | 10 | 50 | 0 | 0 | 51 | 2 | 181 |
| **05:30 PM - 05:45 PM** | 6 | 0 | 65 | 0 | 0 | 0 | 14 | 38 | 0 | 0 | 57 | 4 | 184 |
| **05:45 PM - 06:00 PM** | 6 | 0 | 55 | 0 | 0 | 0 | 8 | 39 | 0 | 0 | 41 | 5 | 154 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 0600 - 0900 | APPLY |
| Peak Hour | 0700 - 0800 | APPLY |
| Global PH | | APPLY |

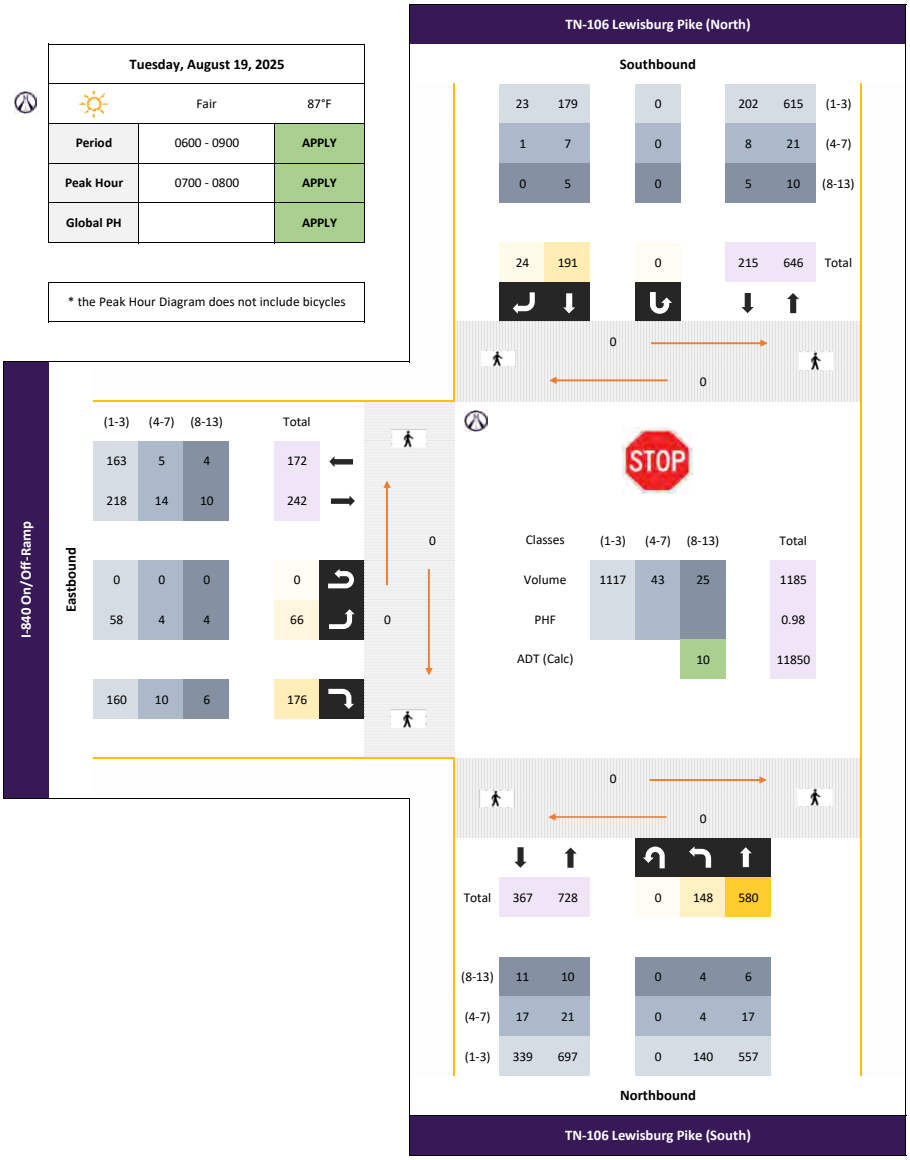
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

0700 - 0800

Volume



# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 1500 - 1800 | APPLY |
| Peak Hour | 1545 - 1645 | APPLY |
| Global PH | | APPLY |

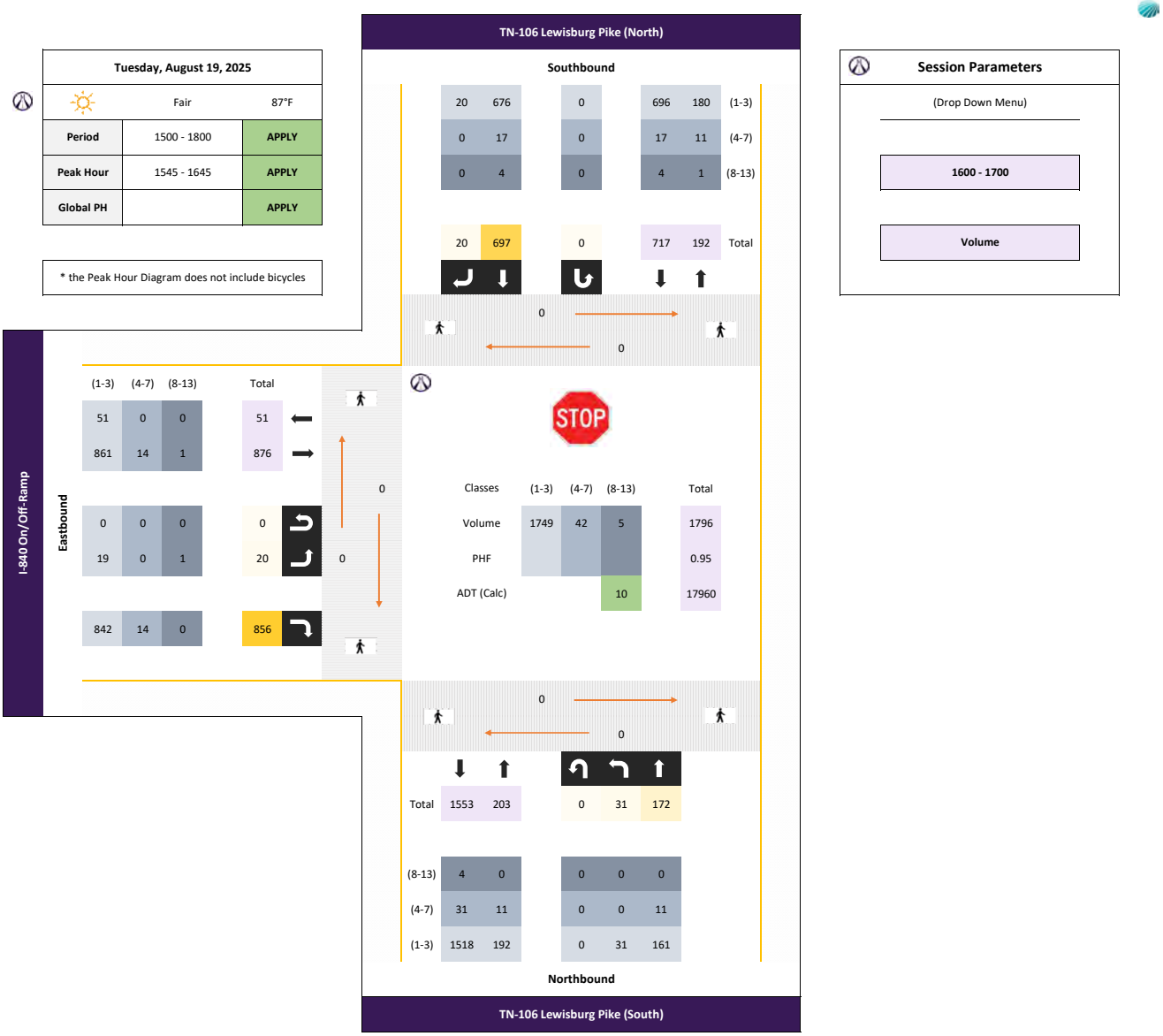
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1600 - 1700

Volume



| Start Date: 8/19/2025 | I-840 On/Off-Ramp Eastbound | | | Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 4 | 0 | 17 | 0 | 0 | 0 | 14 | 49 | 0 | 0 | 23 | 0 | 107 |
| **06:15 AM - 06:30 AM** | 5 | 0 | 16 | 0 | 0 | 0 | 10 | 71 | 0 | 0 | 25 | 4 | 131 |
| **06:30 AM - 06:45 AM** | 12 | 0 | 38 | 0 | 0 | 0 | 25 | 106 | 0 | 0 | 21 | 0 | 202 |
| **06:45 AM - 07:00 AM** | 9 | 0 | 29 | 0 | 0 | 0 | 35 | 106 | 0 | 0 | 36 | 12 | 227 |
| **07:00 AM - 07:15 AM** | 17 | 0 | 37 | 0 | 0 | 0 | 51 | 129 | 0 | 0 | 50 | 8 | 292 |
| **07:15 AM - 07:30 AM** | 12 | 0 | 40 | 0 | 0 | 0 | 44 | 149 | 0 | 0 | 42 | 7 | 294 |
| **07:30 AM - 07:45 AM** | 18 | 0 | 48 | 0 | 0 | 0 | 23 | 153 | 0 | 0 | 55 | 6 | 303 |
| **07:45 AM - 08:00 AM** | 19 | 0 | 51 | 0 | 0 | 0 | 30 | 149 | 0 | 0 | 44 | 3 | 296 |
| **08:00 AM - 08:15 AM** | 22 | 0 | 54 | 0 | 0 | 0 | 23 | 137 | 0 | 0 | 44 | 5 | 285 |
| **08:15 AM - 08:30 AM** | 17 | 0 | 48 | 0 | 0 | 0 | 15 | 102 | 0 | 0 | 58 | 7 | 247 |
| **08:30 AM - 08:45 AM** | 20 | 0 | 34 | 0 | 0 | 0 | 16 | 111 | 0 | 0 | 37 | 2 | 220 |
| **08:45 AM - 09:00 AM** | 18 | 0 | 52 | 0 | 0 | 0 | 20 | 100 | 0 | 0 | 28 | 1 | 219 |
| **09:00 AM - 09:15 AM** | 15 | 0 | 40 | 0 | 0 | 0 | 13 | 75 | 0 | 0 | 37 | 5 | 185 |
| **09:15 AM - 09:30 AM** | 9 | 0 | 32 | 0 | 0 | 0 | 11 | 50 | 0 | 0 | 38 | 3 | 143 |
| **09:30 AM - 09:45 AM** | 7 | 0 | 51 | 0 | 0 | 0 | 5 | 63 | 0 | 0 | 36 | 4 | 166 |
| **09:45 AM - 10:00 AM** | 2 | 0 | 56 | 0 | 0 | 0 | 8 | 46 | 0 | 0 | 29 | 5 | 146 |
| **10:00 AM - 10:15 AM** | 14 | 0 | 25 | 0 | 0 | 0 | 16 | 46 | 0 | 0 | 30 | 3 | 134 |
| **10:15 AM - 10:30 AM** | 2 | 0 | 37 | 0 | 0 | 0 | 9 | 36 | 0 | 0 | 31 | 2 | 117 |
| **10:30 AM - 10:45 AM** | 9 | 0 | 42 | 0 | 0 | 0 | 14 | 34 | 0 | 0 | 44 | 5 | 148 |
| **10:45 AM - 11:00 AM** | 6 | 0 | 50 | 0 | 0 | 0 | 7 | 44 | 0 | 0 | 38 | 2 | 147 |
| **11:00 AM - 11:15 AM** | 6 | 0 | 28 | 0 | 0 | 0 | 11 | 37 | 0 | 0 | 41 | 5 | 128 |
| **11:15 AM - 11:30 AM** | 3 | 0 | 47 | 0 | 0 | 0 | 6 | 26 | 0 | 0 | 39 | 4 | 125 |
| **11:30 AM - 11:45 AM** | 6 | 0 | 35 | 0 | 0 | 0 | 5 | 41 | 0 | 0 | 58 | 2 | 147 |
| **11:45 AM - 12:00 PM** | 11 | 0 | 62 | 0 | 0 | 0 | 4 | 30 | 0 | 0 | 50 | 4 | 161 |
| **12:00 PM - 12:15 PM** | 10 | 0 | 55 | 0 | 0 | 0 | 3 | 23 | 0 | 0 | 57 | 11 | 159 |
| **12:15 PM - 12:30 PM** | 2 | 0 | 50 | 0 | 0 | 0 | 3 | 28 | 0 | 0 | 58 | 2 | 143 |
| **12:30 PM - 12:45 PM** | 4 | 0 | 51 | 0 | 0 | 0 | 3 | 39 | 0 | 0 | 60 | 0 | 157 |
| **12:45 PM - 01:00 PM** | 6 | 0 | 50 | 0 | 0 | 0 | 7 | 29 | 0 | 0 | 62 | 3 | 157 |
| **01:00 PM - 01:15 PM** | 9 | 0 | 58 | 0 | 0 | 0 | 5 | 33 | 0 | 0 | 53 | 1 | 159 |
| **01:15 PM - 01:30 PM** | 10 | 0 | 38 | 0 | 0 | 0 | 2 | 12 | 0 | 0 | 56 | 3 | 121 |
| **01:30 PM - 01:45 PM** | 5 | 0 | 58 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 54 | 1 | 141 |
| **01:45 PM - 02:00 PM** | 14 | 0 | 58 | 0 | 0 | 0 | 7 | 25 | 0 | 0 | 61 | 5 | 170 |
| **02:00 PM - 02:15 PM** | 7 | 0 | 59 | 0 | 0 | 0 | 4 | 25 | 0 | 0 | 79 | 6 | 180 |
| **02:15 PM - 02:30 PM** | 7 | 0 | 83 | 0 | 0 | 0 | 6 | 22 | 0 | 0 | 76 | 8 | 202 |
| **02:30 PM - 02:45 PM** | 7 | 0 | 129 | 0 | 0 | 0 | 6 | 32 | 0 | 0 | 88 | 3 | 265 |
| **02:45 PM - 03:00 PM** | 7 | 0 | 173 | 0 | 0 | 0 | 8 | 34 | 0 | 0 | 113 | 2 | 337 |
| **03:00 PM - 03:15 PM** | 11 | 0 | 207 | 0 | 0 | 0 | 7 | 29 | 0 | 0 | 139 | 3 | 396 |
| **03:15 PM - 03:30 PM** | 6 | 0 | 246 | 0 | 0 | 0 | 8 | 25 | 0 | 0 | 131 | 11 | 427 |
| **03:30 PM - 03:45 PM** | 5 | 0 | 243 | 0 | 0 | 0 | 7 | 44 | 0 | 0 | 144 | 3 | 446 |
| **03:45 PM - 04:00 PM** | 10 | 0 | 233 | 0 | 0 | 0 | 10 | 38 | 0 | 0 | 149 | 3 | 443 |
| **04:00 PM - 04:15 PM** | 3 | 0 | 215 | 0 | 0 | 0 | 10 | 41 | 0 | 0 | 149 | 3 | 421 |
| **04:15 PM - 04:30 PM** | 1 | 0 | 221 | 0 | 0 | 0 | 8 | 49 | 0 | 0 | 186 | 5 | 470 |
| **04:30 PM - 04:45 PM** | 9 | 0 | 226 | 0 | 0 | 0 | 7 | 39 | 0 | 0 | 188 | 5 | 474 |
| **04:45 PM - 05:00 PM** | 7 | 0 | 194 | 0 | 0 | 0 | 6 | 43 | 0 | 0 | 174 | 7 | 431 |
| **05:00 PM - 05:15 PM** | 3 | 0 | 181 | 0 | 0 | 0 | 11 | 47 | 0 | 0 | 146 | 5 | 393 |
| **05:15 PM - 05:30 PM** | 10 | 0 | 171 | 0 | 0 | 0 | 8 | 48 | 0 | 0 | 156 | 9 | 402 |
| **05:30 PM - 05:45 PM** | 15 | 0 | 182 | 0 | 0 | 0 | 10 | 50 | 0 | 0 | 157 | 7 | 421 |
| **05:45 PM - 06:00 PM** | 3 | 0 | 223 | 0 | 0 | 0 | 3 | 39 | 0 | 0 | 173 | 5 | 446 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Saturday, August 16, 2025 | | |
|---|---|---|
| | Fair | 86°F |
| Period | 1200 - 1800 | APPLY |
| Peak Hour | 1615 - 1715 | APPLY |
| Global PH | 1615 - 1715 | APPLY |

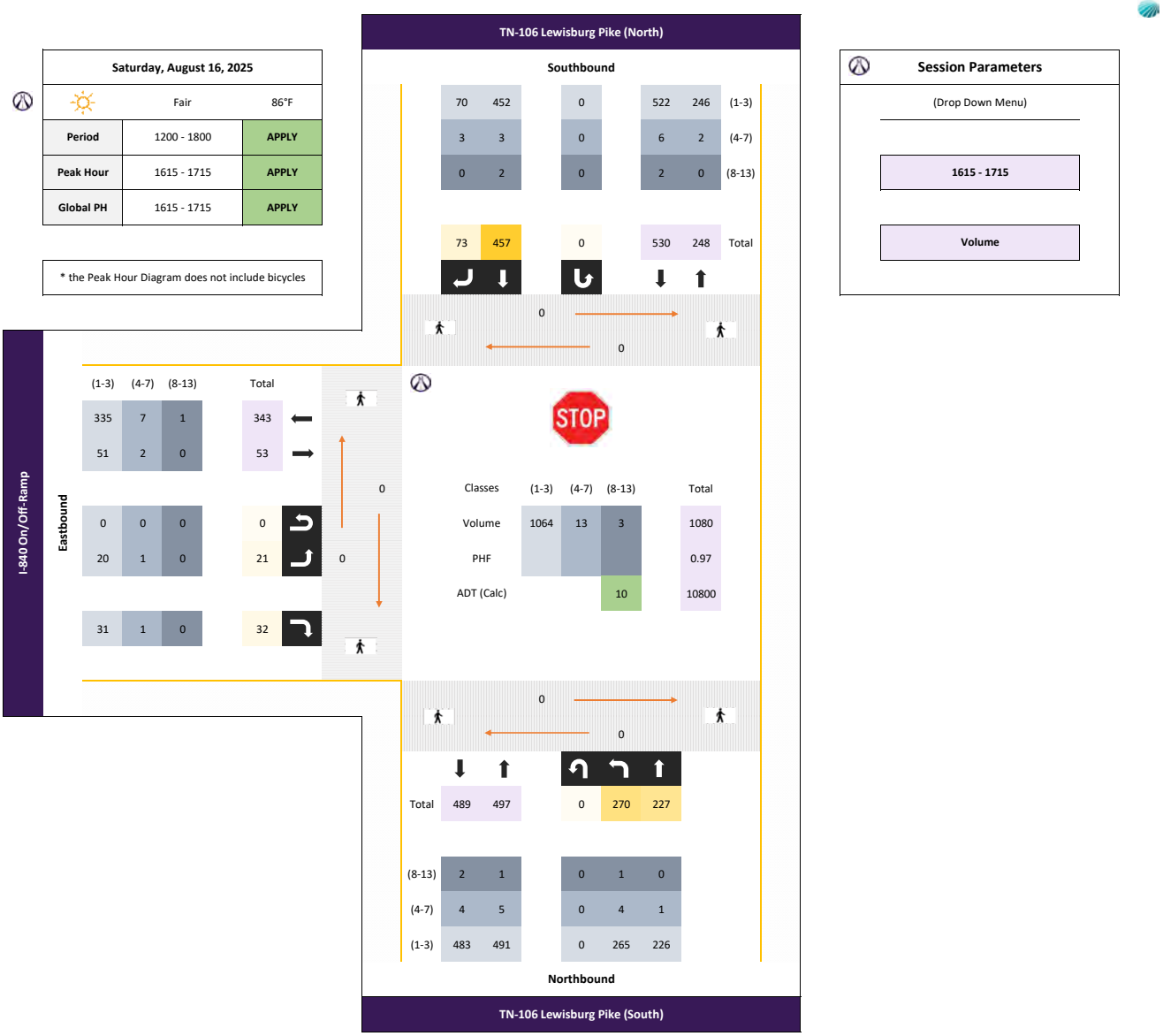
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1615 - 1715

Volume



| Start Date: 8/16/2025 | I-840 On/Off-Ramp Eastbound | | | Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 1 | 0 | 11 | 0 | 0 | 0 | 64 | 63 | 0 | 0 | 83 | 15 | 237 |
| **12:15 PM - 12:30 PM** | 1 | 0 | 8 | 0 | 0 | 0 | 56 | 56 | 0 | 0 | 105 | 9 | 235 |
| **12:30 PM - 12:45 PM** | 3 | 0 | 6 | 0 | 0 | 0 | 56 | 73 | 0 | 0 | 100 | 19 | 257 |
| **12:45 PM - 01:00 PM** | 2 | 0 | 10 | 0 | 0 | 0 | 79 | 70 | 0 | 0 | 90 | 21 | 272 |
| **01:00 PM - 01:15 PM** | 1 | 0 | 9 | 0 | 0 | 0 | 59 | 65 | 0 | 0 | 108 | 13 | 255 |
| **01:15 PM - 01:30 PM** | 1 | 0 | 20 | 0 | 0 | 0 | 55 | 48 | 0 | 0 | 118 | 14 | 256 |
| **01:30 PM - 01:45 PM** | 2 | 0 | 12 | 0 | 0 | 0 | 44 | 62 | 0 | 0 | 111 | 15 | 246 |
| **01:45 PM - 02:00 PM** | 3 | 0 | 7 | 0 | 0 | 0 | 58 | 54 | 0 | 0 | 112 | 13 | 247 |
| **02:00 PM - 02:15 PM** | 7 | 0 | 11 | 0 | 0 | 0 | 47 | 51 | 0 | 0 | 100 | 23 | 239 |
| **02:15 PM - 02:30 PM** | 3 | 0 | 13 | 0 | 0 | 0 | 42 | 54 | 0 | 0 | 128 | 18 | 258 |
| **02:30 PM - 02:45 PM** | 7 | 0 | 5 | 0 | 0 | 0 | 80 | 61 | 0 | 0 | 115 | 16 | 284 |
| **02:45 PM - 03:00 PM** | 5 | 0 | 11 | 0 | 0 | 0 | 70 | 53 | 0 | 0 | 121 | 19 | 279 |
| **03:00 PM - 03:15 PM** | 3 | 0 | 10 | 0 | 0 | 0 | 51 | 48 | 0 | 0 | 121 | 16 | 249 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 12 | 0 | 0 | 0 | 38 | 52 | 0 | 0 | 135 | 22 | 259 |
| **03:30 PM - 03:45 PM** | 3 | 0 | 15 | 0 | 0 | 0 | 54 | 47 | 0 | 0 | 107 | 12 | 238 |
| **03:45 PM - 04:00 PM** | 4 | 0 | 7 | 0 | 0 | 0 | 44 | 46 | 0 | 0 | 140 | 12 | 253 |
| **04:00 PM - 04:15 PM** | 2 | 0 | 4 | 0 | 0 | 0 | 44 | 47 | 0 | 0 | 123 | 21 | 241 |
| **04:15 PM - 04:30 PM** | 6 | 0 | 10 | 0 | 0 | 0 | 53 | 52 | 0 | 0 | 124 | 26 | 271 |
| **04:30 PM - 04:45 PM** | 3 | 0 | 5 | 0 | 0 | 0 | 65 | 62 | 0 | 0 | 122 | 20 | 277 |
| **04:45 PM - 05:00 PM** | 6 | 0 | 10 | 0 | 0 | 0 | 73 | 54 | 0 | 0 | 118 | 16 | 277 |
| **05:00 PM - 05:15 PM** | 6 | 0 | 7 | 0 | 0 | 0 | 79 | 59 | 0 | 0 | 93 | 11 | 255 |
| **05:15 PM - 05:30 PM** | 5 | 0 | 6 | 0 | 0 | 0 | 56 | 54 | 0 | 0 | 107 | 7 | 235 |
| **05:30 PM - 05:45 PM** | 2 | 0 | 12 | 0 | 0 | 0 | 50 | 49 | 0 | 0 | 105 | 18 | 236 |
| **05:45 PM - 06:00 PM** | 3 | 0 | 11 | 0 | 0 | 0 | 39 | 41 | 0 | 0 | 88 | 10 | 192 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 0600 - 0900 | APPLY |
| Peak Hour | 0700 - 0800 | APPLY |
| Global PH | | APPLY |

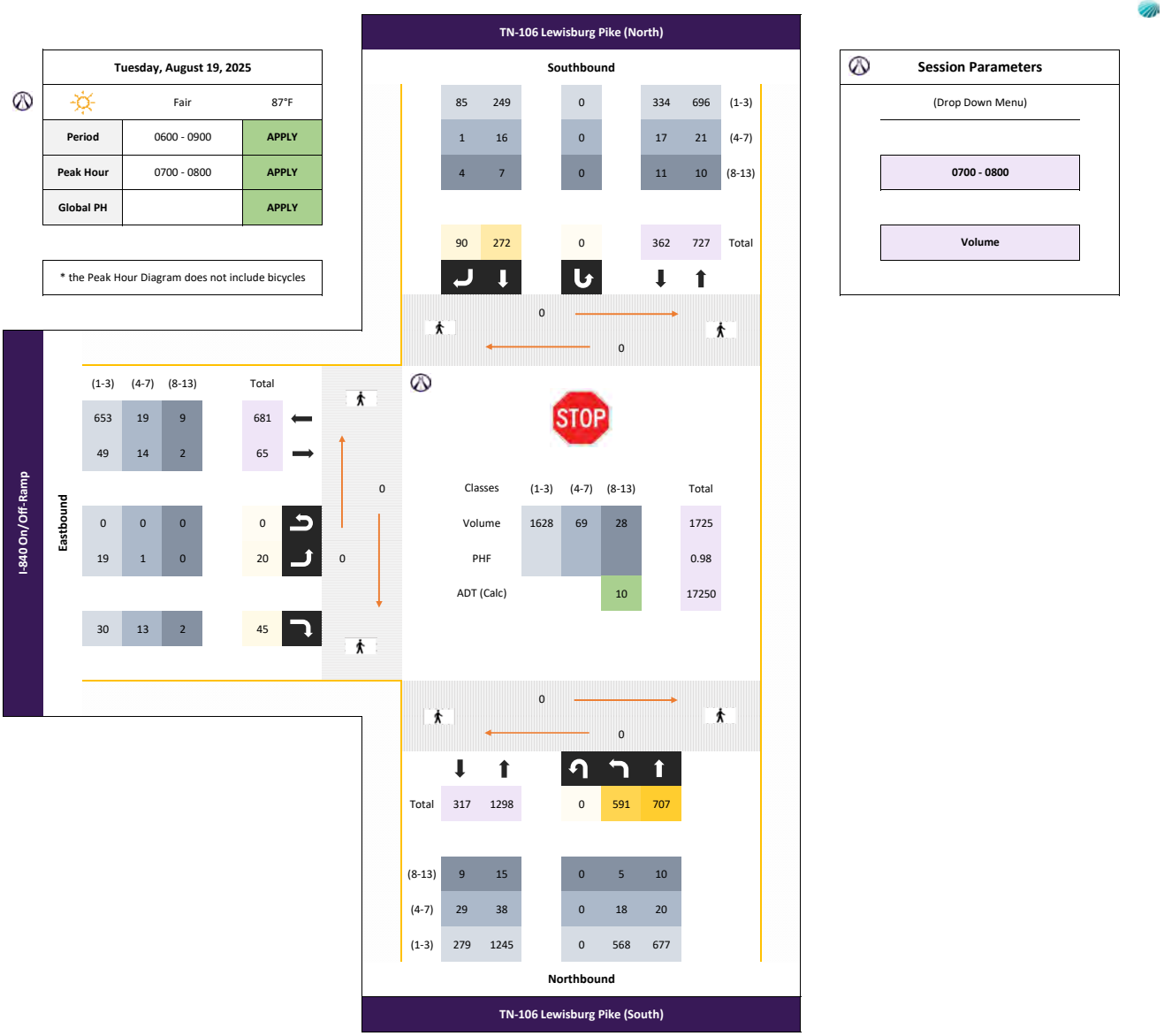
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

0700 - 0800

Volume



# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 1500 - 1800 | APPLY |
| Peak Hour | 1545 - 1645 | APPLY |
| Global PH | | APPLY |

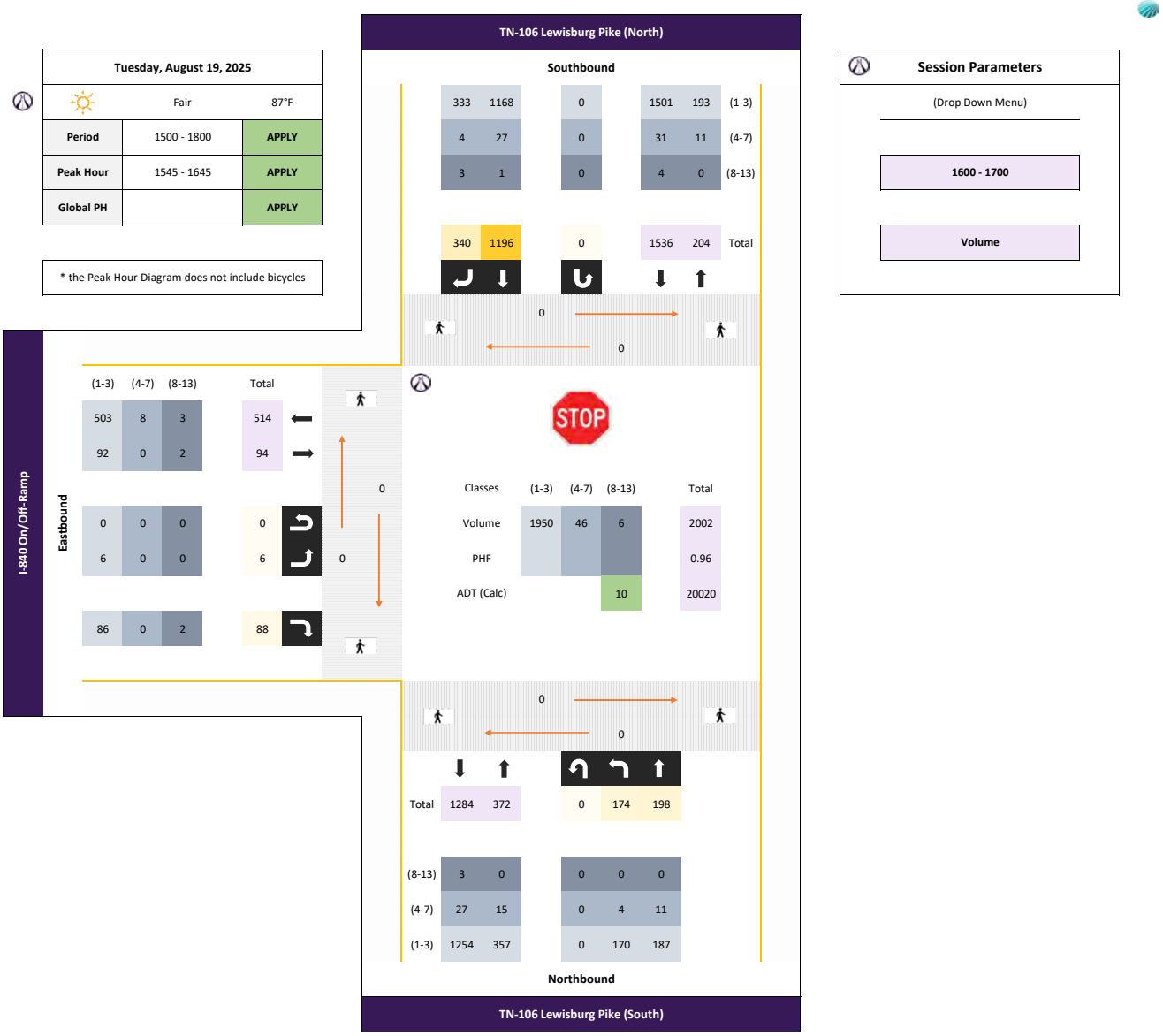
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1600 - 1700

Volume



| Start Date: 8/19/2025 | I-840 On/Off-Ramp Eastbound | | | Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 2 | 0 | 0 | 0 | 69 | 67 | 0 | 0 | 34 | 5 | 177 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 9 | 0 | 0 | 0 | 91 | 79 | 0 | 0 | 31 | 10 | 220 |
| **06:30 AM - 06:45 AM** | 2 | 0 | 11 | 0 | 0 | 0 | 156 | 130 | 0 | 0 | 47 | 14 | 360 |
| **06:45 AM - 07:00 AM** | 1 | 0 | 12 | 0 | 0 | 0 | 186 | 142 | 0 | 0 | 51 | 20 | 412 |
| **07:00 AM - 07:15 AM** | 2 | 0 | 9 | 0 | 0 | 0 | 157 | 181 | 0 | 0 | 60 | 25 | 434 |
| **07:15 AM - 07:30 AM** | 2 | 0 | 5 | 0 | 0 | 0 | 149 | 189 | 0 | 0 | 66 | 16 | 427 |
| **07:30 AM - 07:45 AM** | 11 | 0 | 10 | 0 | 0 | 0 | 156 | 162 | 0 | 0 | 74 | 27 | 440 |
| **07:45 AM - 08:00 AM** | 5 | 0 | 21 | 0 | 0 | 0 | 129 | 175 | 0 | 0 | 72 | 22 | 424 |
| **08:00 AM - 08:15 AM** | 7 | 0 | 6 | 0 | 0 | 0 | 153 | 154 | 0 | 0 | 81 | 12 | 413 |
| **08:15 AM - 08:30 AM** | 1 | 0 | 11 | 0 | 0 | 0 | 131 | 112 | 0 | 0 | 84 | 20 | 359 |
| **08:30 AM - 08:45 AM** | 1 | 0 | 6 | 0 | 0 | 0 | 141 | 129 | 0 | 0 | 55 | 18 | 350 |
| **08:45 AM - 09:00 AM** | 5 | 0 | 20 | 0 | 0 | 0 | 111 | 119 | 0 | 0 | 68 | 12 | 335 |
| **09:00 AM - 09:15 AM** | 5 | 0 | 16 | 0 | 0 | 0 | 78 | 80 | 0 | 0 | 64 | 16 | 259 |
| **09:15 AM - 09:30 AM** | 6 | 0 | 11 | 0 | 0 | 0 | 58 | 61 | 0 | 0 | 62 | 10 | 208 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 10 | 0 | 0 | 0 | 81 | 67 | 0 | 0 | 73 | 14 | 245 |
| **09:45 AM - 10:00 AM** | 1 | 0 | 10 | 0 | 0 | 0 | 73 | 54 | 0 | 0 | 74 | 11 | 223 |
| **10:00 AM - 10:15 AM** | 4 | 0 | 3 | 0 | 0 | 0 | 64 | 59 | 0 | 0 | 41 | 15 | 186 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 8 | 0 | 0 | 0 | 65 | 41 | 0 | 0 | 55 | 10 | 179 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 17 | 0 | 0 | 0 | 46 | 48 | 0 | 0 | 78 | 11 | 200 |
| **10:45 AM - 11:00 AM** | 2 | 0 | 12 | 0 | 0 | 0 | 46 | 52 | 0 | 0 | 78 | 12 | 202 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 11 | 0 | 0 | 0 | 49 | 47 | 0 | 0 | 56 | 13 | 176 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 16 | 0 | 0 | 0 | 38 | 30 | 0 | 0 | 71 | 14 | 169 |
| **11:30 AM - 11:45 AM** | 2 | 0 | 8 | 0 | 0 | 0 | 53 | 44 | 0 | 0 | 78 | 15 | 200 |
| **11:45 AM - 12:00 PM** | 4 | 0 | 6 | 0 | 0 | 0 | 26 | 31 | 0 | 0 | 93 | 16 | 176 |
| **12:00 PM - 12:15 PM** | 3 | 0 | 9 | 0 | 0 | 0 | 31 | 23 | 0 | 0 | 102 | 13 | 181 |
| **12:15 PM - 12:30 PM** | 1 | 0 | 8 | 0 | 0 | 0 | 39 | 31 | 0 | 0 | 93 | 15 | 187 |
| **12:30 PM - 12:45 PM** | 3 | 0 | 8 | 0 | 0 | 0 | 45 | 38 | 0 | 0 | 94 | 17 | 205 |
| **12:45 PM - 01:00 PM** | 4 | 0 | 8 | 0 | 0 | 0 | 38 | 31 | 0 | 0 | 92 | 20 | 193 |
| **01:00 PM - 01:15 PM** | 5 | 0 | 11 | 0 | 0 | 0 | 30 | 33 | 0 | 0 | 96 | 16 | 191 |
| **01:15 PM - 01:30 PM** | 2 | 0 | 4 | 0 | 0 | 0 | 45 | 12 | 0 | 0 | 79 | 13 | 155 |
| **01:30 PM - 01:45 PM** | 2 | 0 | 6 | 0 | 0 | 0 | 38 | 23 | 0 | 0 | 97 | 13 | 179 |
| **01:45 PM - 02:00 PM** | 2 | 0 | 17 | 0 | 0 | 0 | 34 | 29 | 0 | 0 | 99 | 19 | 200 |
| **02:00 PM - 02:15 PM** | 3 | 0 | 10 | 0 | 0 | 0 | 33 | 28 | 0 | 0 | 109 | 27 | 210 |
| **02:15 PM - 02:30 PM** | 2 | 0 | 10 | 0 | 0 | 0 | 43 | 28 | 0 | 0 | 131 | 30 | 244 |
| **02:30 PM - 02:45 PM** | 3 | 0 | 10 | 0 | 0 | 0 | 46 | 34 | 0 | 0 | 171 | 44 | 308 |
| **02:45 PM - 03:00 PM** | 1 | 0 | 13 | 0 | 0 | 0 | 29 | 41 | 0 | 0 | 217 | 59 | 360 |
| **03:00 PM - 03:15 PM** | 4 | 0 | 27 | 0 | 0 | 0 | 54 | 32 | 0 | 0 | 272 | 79 | 468 |
| **03:15 PM - 03:30 PM** | 2 | 0 | 19 | 0 | 0 | 0 | 38 | 32 | 0 | 0 | 301 | 78 | 470 |
| **03:30 PM - 03:45 PM** | 5 | 0 | 16 | 0 | 0 | 0 | 44 | 45 | 0 | 0 | 305 | 70 | 485 |
| **03:45 PM - 04:00 PM** | 2 | 0 | 10 | 0 | 0 | 0 | 30 | 50 | 0 | 0 | 319 | 76 | 487 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 22 | 0 | 0 | 0 | 45 | 49 | 0 | 0 | 290 | 72 | 478 |
| **04:15 PM - 04:30 PM** | 1 | 0 | 18 | 0 | 0 | 0 | 46 | 57 | 0 | 0 | 321 | 81 | 524 |
| **04:30 PM - 04:45 PM** | 4 | 0 | 21 | 0 | 0 | 0 | 37 | 45 | 0 | 0 | 316 | 91 | 514 |
| **04:45 PM - 05:00 PM** | 1 | 0 | 27 | 0 | 0 | 0 | 46 | 47 | 0 | 0 | 269 | 96 | 486 |
| **05:00 PM - 05:15 PM** | 4 | 0 | 18 | 0 | 0 | 0 | 49 | 52 | 0 | 0 | 274 | 54 | 451 |
| **05:15 PM - 05:30 PM** | 4 | 0 | 17 | 0 | 0 | 0 | 46 | 56 | 0 | 0 | 270 | 57 | 450 |
| **05:30 PM - 05:45 PM** | 1 | 0 | 21 | 0 | 0 | 0 | 40 | 57 | 0 | 0 | 292 | 52 | 463 |
| **05:45 PM - 06:00 PM** | 4 | 0 | 18 | 0 | 0 | 0 | 31 | 37 | 0 | 0 | 280 | 116 | 486 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Saturday, August 16, 2025 | | |
|---|---|---|
| | Fair | 86°F |
| Period | 1200 - 1800 | APPLY |
| Peak Hour | 1615 - 1715 | APPLY |
| Global PH | 1615 - 1715 | APPLY |

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1615 - 1715

Volume



| Start Date: 8/16/2025 | Tom Anderson Rd Eastbound | | | Driveway Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 123 | 0 | 0 | 92 | 1 | 223 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 114 | 0 | 0 | 112 | 0 | 230 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 126 | 0 | 0 | 99 | 3 | 229 |
| **12:45 PM - 01:00 PM** | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 146 | 0 | 0 | 99 | 3 | 252 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 0 | 117 | 1 | 242 |
| **01:15 PM - 01:30 PM** | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 0 | 0 | 131 | 3 | 238 |
| **01:30 PM - 01:45 PM** | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 0 | 0 | 119 | 1 | 225 |
| **01:45 PM - 02:00 PM** | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 112 | 0 | 0 | 125 | 0 | 240 |
| **02:00 PM - 02:15 PM** | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 104 | 4 | 210 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 95 | 0 | 0 | 139 | 3 | 239 |
| **02:30 PM - 02:45 PM** | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 134 | 0 | 0 | 121 | 0 | 262 |
| **02:45 PM - 03:00 PM** | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 119 | 0 | 0 | 124 | 5 | 254 |
| **03:00 PM - 03:15 PM** | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 100 | 0 | 0 | 130 | 2 | 237 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 0 | 0 | 149 | 1 | 240 |
| **03:30 PM - 03:45 PM** | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 122 | 0 | 221 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 90 | 0 | 0 | 146 | 2 | 240 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 124 | 1 | 221 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 135 | 1 | 239 |
| **04:30 PM - 04:45 PM** | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 126 | 0 | 256 |
| **04:45 PM - 05:00 PM** | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 127 | 0 | 0 | 128 | 3 | 264 |
| **05:00 PM - 05:15 PM** | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 135 | 0 | 0 | 100 | 0 | 238 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 111 | 0 | 0 | 110 | 2 | 228 |
| **05:30 PM - 05:45 PM** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 115 | 3 | 217 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 80 | 0 | 0 | 102 | 0 | 185 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 0600 - 0900 | APPLY |
| Peak Hour | 0700 - 0800 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

0700 - 0800

Volume



# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 1500 - 1800 | APPLY |
| Peak Hour | 1615 - 1715 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1600 - 1700

Volume



| Start Date: 8/19/2025 | Tom Anderson Rd Eastbound | | | Driveway Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 33 | 0 | 162 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 172 | 0 | 0 | 42 | 0 | 216 |
| **06:30 AM - 06:45 AM** | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 285 | 0 | 0 | 57 | 0 | 348 |
| **06:45 AM - 07:00 AM** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 327 | 0 | 0 | 66 | 0 | 394 |
| **07:00 AM - 07:15 AM** | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 339 | 0 | 0 | 68 | 0 | 410 |
| **07:15 AM - 07:30 AM** | 2 | 0 | 1 | 0 | 0 | 0 | 7 | 337 | 0 | 0 | 68 | 0 | 415 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 313 | 0 | 0 | 83 | 0 | 402 |
| **07:45 AM - 08:00 AM** | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 311 | 0 | 0 | 92 | 4 | 411 |
| **08:00 AM - 08:15 AM** | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 302 | 0 | 0 | 84 | 1 | 393 |
| **08:15 AM - 08:30 AM** | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 235 | 0 | 0 | 89 | 4 | 336 |
| **08:30 AM - 08:45 AM** | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 271 | 0 | 0 | 59 | 1 | 334 |
| **08:45 AM - 09:00 AM** | 3 | 0 | 2 | 0 | 0 | 0 | 3 | 223 | 0 | 0 | 90 | 0 | 321 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 157 | 0 | 0 | 80 | 2 | 240 |
| **09:15 AM - 09:30 AM** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 0 | 0 | 70 | 1 | 192 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 145 | 0 | 0 | 83 | 0 | 230 |
| **09:45 AM - 10:00 AM** | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 122 | 0 | 0 | 84 | 2 | 215 |
| **10:00 AM - 10:15 AM** | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 121 | 0 | 0 | 48 | 0 | 173 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 105 | 0 | 0 | 65 | 0 | 172 |
| **10:30 AM - 10:45 AM** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 93 | 1 | 187 |
| **10:45 AM - 11:00 AM** | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 96 | 0 | 0 | 85 | 1 | 186 |
| **11:00 AM - 11:15 AM** | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 95 | 0 | 0 | 71 | 0 | 169 |
| **11:15 AM - 11:30 AM** | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 66 | 0 | 0 | 85 | 2 | 158 |
| **11:30 AM - 11:45 AM** | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 94 | 0 | 0 | 84 | 1 | 181 |
| **11:45 AM - 12:00 PM** | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 96 | 2 | 157 |
| **12:00 PM - 12:15 PM** | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 52 | 0 | 0 | 112 | 0 | 168 |
| **12:15 PM - 12:30 PM** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 100 | 2 | 177 |
| **12:30 PM - 12:45 PM** | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 78 | 0 | 0 | 99 | 5 | 188 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 98 | 0 | 165 |
| **01:00 PM - 01:15 PM** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 102 | 2 | 170 |
| **01:15 PM - 01:30 PM** | 4 | 0 | 3 | 0 | 0 | 0 | 1 | 51 | 0 | 0 | 85 | 2 | 146 |
| **01:30 PM - 01:45 PM** | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 58 | 0 | 0 | 100 | 2 | 164 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 114 | 3 | 181 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 64 | 0 | 1 | 117 | 1 | 188 |
| **02:15 PM - 02:30 PM** | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 68 | 0 | 0 | 142 | 3 | 218 |
| **02:30 PM - 02:45 PM** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 178 | 4 | 261 |
| **02:45 PM - 03:00 PM** | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 221 | 3 | 297 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 85 | 0 | 0 | 296 | 0 | 387 |
| **03:15 PM - 03:30 PM** | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 74 | 0 | 0 | 315 | 2 | 395 |
| **03:30 PM - 03:45 PM** | 1 | 0 | 5 | 0 | 0 | 0 | 1 | 85 | 0 | 0 | 319 | 1 | 412 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 77 | 0 | 1 | 322 | 3 | 406 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 96 | 0 | 0 | 307 | 1 | 410 |
| **04:15 PM - 04:30 PM** | 1 | 0 | 8 | 0 | 0 | 0 | 2 | 101 | 0 | 0 | 341 | 3 | 456 |
| **04:30 PM - 04:45 PM** | 1 | 0 | 23 | 0 | 0 | 0 | 1 | 81 | 0 | 0 | 339 | 3 | 448 |
| **04:45 PM - 05:00 PM** | 3 | 0 | 45 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 295 | 0 | 440 |
| **05:00 PM - 05:15 PM** | 3 | 0 | 44 | 0 | 0 | 0 | 2 | 96 | 0 | 0 | 291 | 0 | 436 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 296 | 0 | 402 |
| **05:30 PM - 05:45 PM** | 1 | 0 | 7 | 0 | 0 | 0 | 2 | 101 | 0 | 0 | 306 | 2 | 419 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 292 | 3 | 371 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Saturday, August 16, 2025 | | |
|---|---|---|
| | Fair | 86°F |
| Period | 1200 - 1800 | APPLY |
| Peak Hour | 1615 - 1715 | APPLY |
| Global PH | 1615 - 1715 | APPLY |

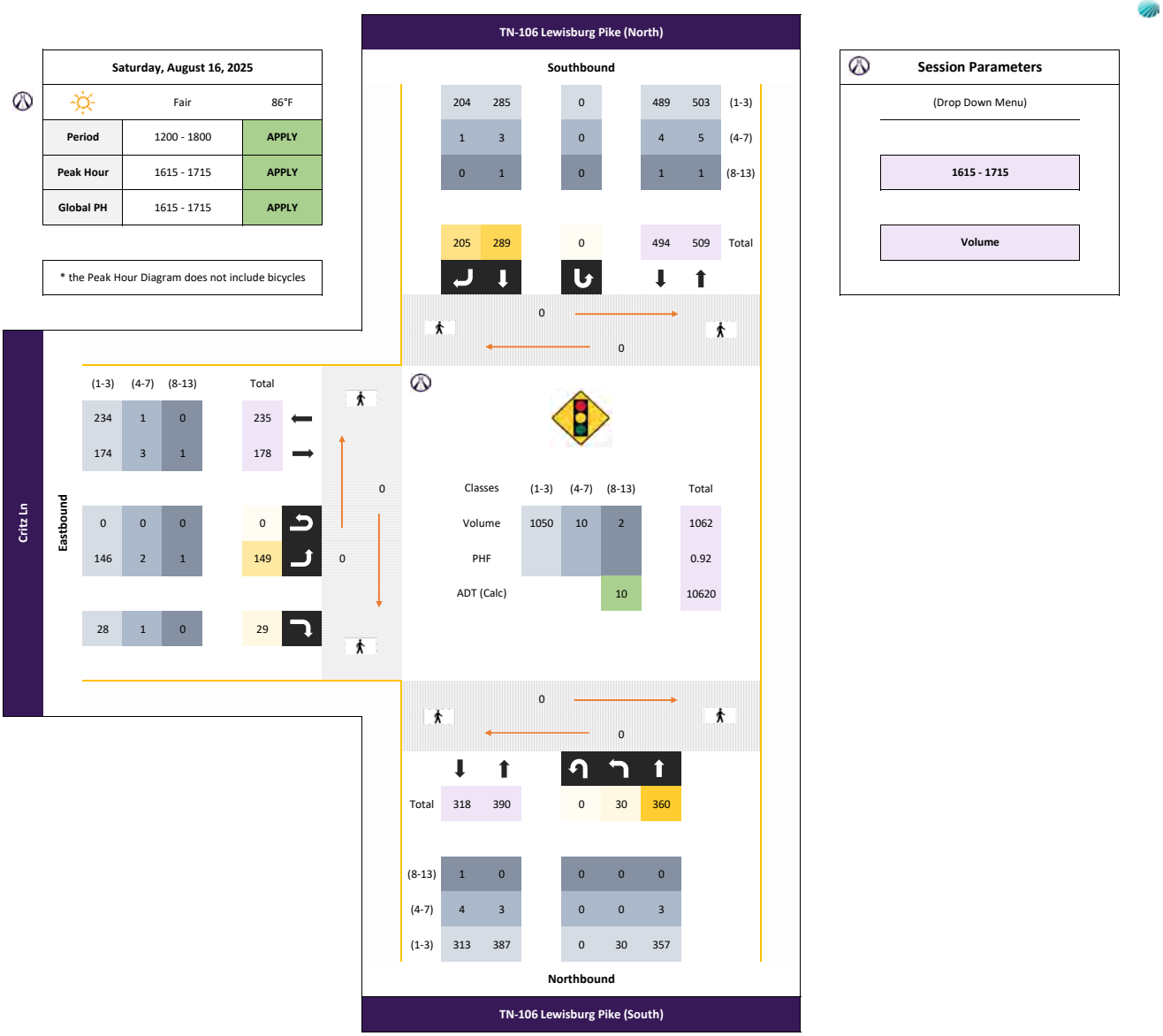
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1615 - 1715

Volume



| Start Date: 8/16/2025 | Critz Ln Eastbound | | | Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 38 | 0 | 8 | 0 | 0 | 0 | 6 | 83 | 0 | 0 | 63 | 34 | 232 |
| **12:15 PM - 12:30 PM** | 35 | 0 | 5 | 0 | 0 | 0 | 7 | 78 | 0 | 0 | 66 | 52 | 243 |
| **12:30 PM - 12:45 PM** | 49 | 0 | 7 | 0 | 0 | 0 | 4 | 80 | 0 | 0 | 61 | 40 | 241 |
| **12:45 PM - 01:00 PM** | 34 | 0 | 6 | 0 | 0 | 0 | 12 | 107 | 0 | 0 | 52 | 49 | 260 |
| **01:00 PM - 01:15 PM** | 36 | 0 | 7 | 0 | 0 | 0 | 2 | 80 | 0 | 0 | 55 | 58 | 238 |
| **01:15 PM - 01:30 PM** | 40 | 0 | 7 | 0 | 0 | 0 | 5 | 71 | 0 | 0 | 77 | 58 | 258 |
| **01:30 PM - 01:45 PM** | 26 | 0 | 7 | 0 | 0 | 0 | 6 | 68 | 0 | 0 | 75 | 52 | 234 |
| **01:45 PM - 02:00 PM** | 41 | 0 | 12 | 0 | 0 | 0 | 4 | 70 | 0 | 0 | 87 | 41 | 255 |
| **02:00 PM - 02:15 PM** | 36 | 0 | 3 | 0 | 0 | 0 | 7 | 60 | 0 | 0 | 60 | 48 | 214 |
| **02:15 PM - 02:30 PM** | 35 | 0 | 5 | 0 | 0 | 0 | 4 | 62 | 0 | 0 | 73 | 61 | 240 |
| **02:30 PM - 02:45 PM** | 47 | 0 | 7 | 0 | 0 | 0 | 13 | 86 | 0 | 0 | 73 | 53 | 279 |
| **02:45 PM - 03:00 PM** | 36 | 0 | 11 | 0 | 0 | 0 | 4 | 79 | 0 | 0 | 70 | 56 | 256 |
| **03:00 PM - 03:15 PM** | 34 | 0 | 4 | 0 | 0 | 0 | 5 | 69 | 0 | 0 | 65 | 66 | 243 |
| **03:15 PM - 03:30 PM** | 36 | 0 | 11 | 0 | 0 | 0 | 5 | 54 | 0 | 0 | 91 | 57 | 254 |
| **03:30 PM - 03:45 PM** | 36 | 0 | 8 | 0 | 0 | 0 | 3 | 62 | 0 | 0 | 61 | 60 | 230 |
| **03:45 PM - 04:00 PM** | 38 | 0 | 10 | 0 | 0 | 0 | 6 | 63 | 0 | 0 | 84 | 63 | 264 |
| **04:00 PM - 04:15 PM** | 31 | 0 | 6 | 0 | 0 | 0 | 6 | 59 | 0 | 0 | 55 | 66 | 223 |
| **04:15 PM - 04:30 PM** | 37 | 0 | 4 | 0 | 0 | 0 | 6 | 67 | 0 | 0 | 73 | 61 | 248 |
| **04:30 PM - 04:45 PM** | 42 | 0 | 7 | 0 | 0 | 0 | 5 | 87 | 0 | 0 | 77 | 53 | 271 |
| **04:45 PM - 05:00 PM** | 27 | 0 | 9 | 0 | 0 | 0 | 10 | 113 | 0 | 0 | 84 | 45 | 288 |
| **05:00 PM - 05:15 PM** | 43 | 0 | 9 | 0 | 0 | 0 | 9 | 93 | 0 | 0 | 55 | 46 | 255 |
| **05:15 PM - 05:30 PM** | 55 | 0 | 10 | 0 | 0 | 0 | 5 | 57 | 0 | 0 | 60 | 60 | 247 |
| **05:30 PM - 05:45 PM** | 41 | 0 | 3 | 0 | 0 | 0 | 3 | 42 | 0 | 0 | 63 | 45 | 197 |
| **05:45 PM - 06:00 PM** | 43 | 0 | 16 | 0 | 0 | 0 | 6 | 45 | 0 | 0 | 59 | 40 | 209 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 0600 - 0900 | APPLY |
| Peak Hour | 0645 - 0745 | APPLY |
| Global PH | | APPLY |

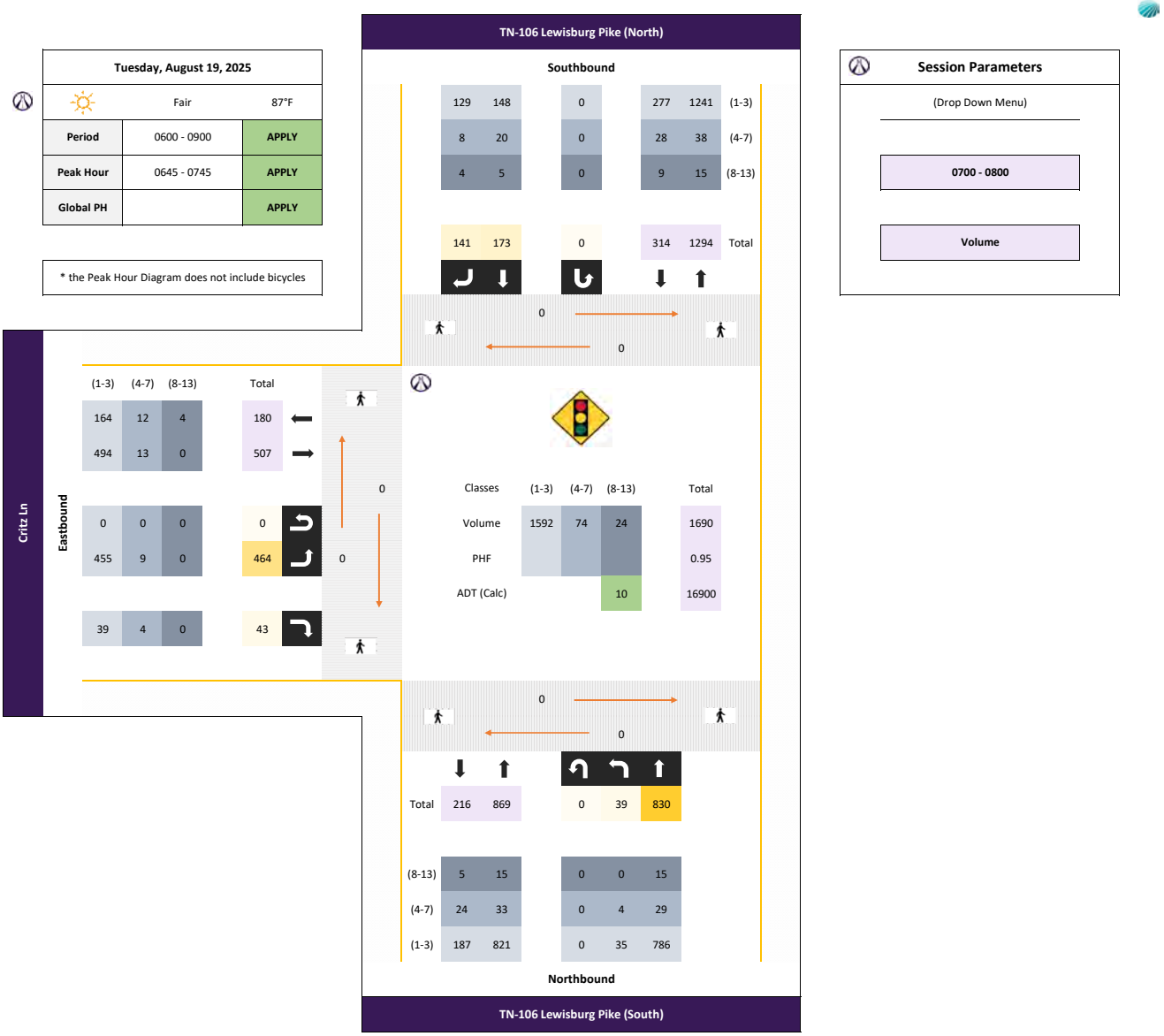
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

0700 - 0800

Volume



# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 1500 - 1800 | APPLY |
| Peak Hour | 1500 - 1600 | APPLY |
| Global PH | | APPLY |

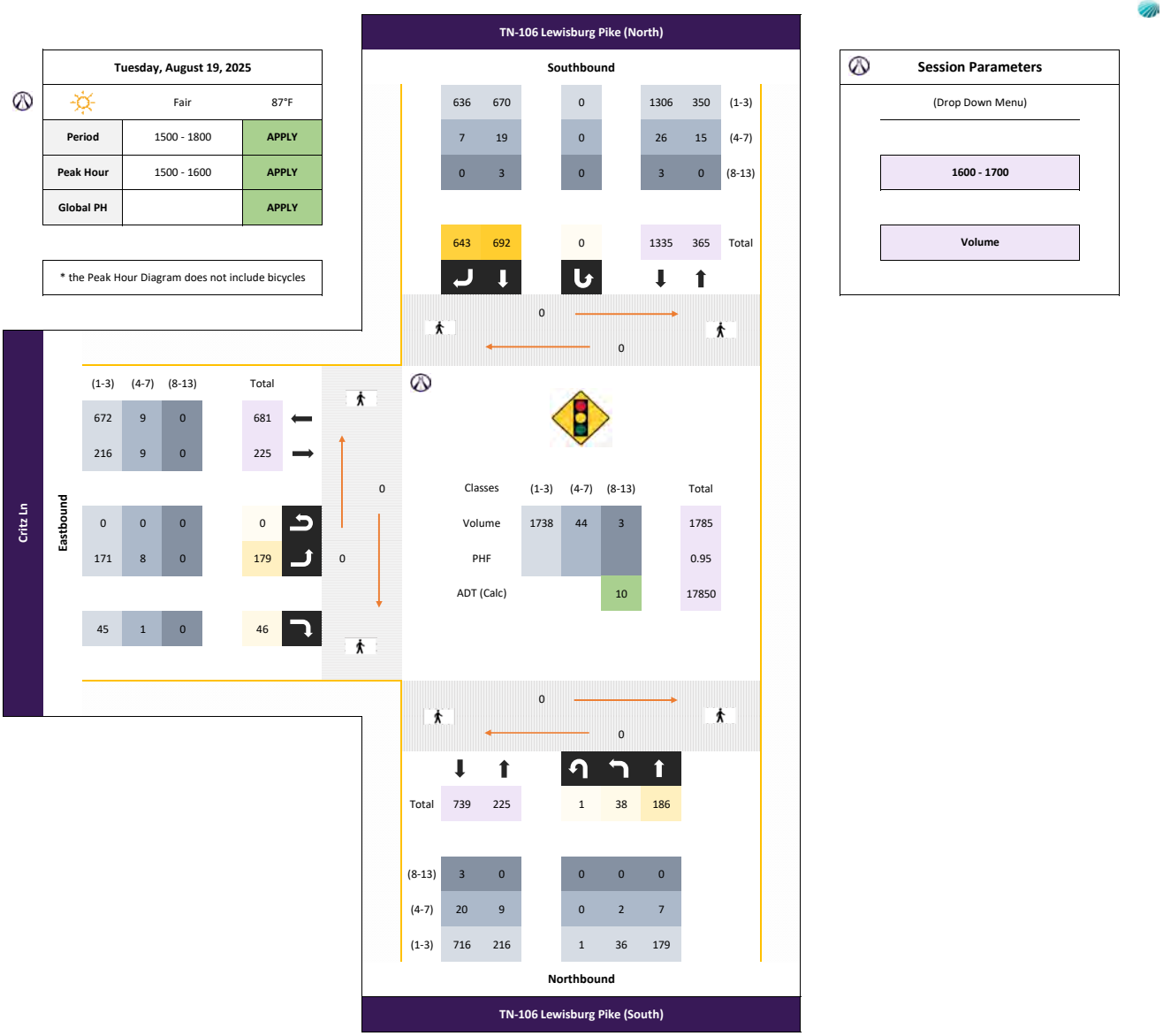
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1600 - 1700

Volume



| Start Date: 8/19/2025 | Critz Ln Eastbound | | | Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 39 | 0 | 1 | 0 | 0 | 0 | 2 | 98 | 0 | 0 | 19 | 12 | 171 |
| **06:15 AM - 06:30 AM** | 42 | 0 | 2 | 0 | 0 | 0 | 2 | 134 | 0 | 0 | 34 | 6 | 220 |
| **06:30 AM - 06:45 AM** | 93 | 0 | 4 | 0 | 0 | 0 | 7 | 208 | 0 | 0 | 39 | 12 | 363 |
| **06:45 AM - 07:00 AM** | 116 | 0 | 9 | 0 | 0 | 0 | 7 | 233 | 0 | 0 | 46 | 9 | 420 |
| **07:00 AM - 07:15 AM** | 124 | 0 | 2 | 0 | 0 | 0 | 14 | 205 | 0 | 0 | 32 | 40 | 417 |
| **07:15 AM - 07:30 AM** | 109 | 0 | 15 | 0 | 0 | 0 | 5 | 222 | 0 | 0 | 42 | 27 | 420 |
| **07:30 AM - 07:45 AM** | 111 | 0 | 17 | 0 | 0 | 0 | 14 | 215 | 0 | 0 | 55 | 31 | 443 |
| **07:45 AM - 08:00 AM** | 120 | 0 | 9 | 0 | 0 | 0 | 6 | 188 | 0 | 0 | 44 | 43 | 410 |
| **08:00 AM - 08:15 AM** | 86 | 0 | 8 | 0 | 0 | 0 | 5 | 207 | 0 | 0 | 45 | 45 | 396 |
| **08:15 AM - 08:30 AM** | 85 | 0 | 9 | 0 | 0 | 0 | 9 | 158 | 0 | 0 | 35 | 51 | 347 |
| **08:30 AM - 08:45 AM** | 111 | 0 | 6 | 0 | 0 | 0 | 7 | 174 | 0 | 0 | 39 | 21 | 358 |
| **08:45 AM - 09:00 AM** | 72 | 0 | 5 | 0 | 0 | 0 | 8 | 149 | 0 | 0 | 44 | 38 | 316 |
| **09:00 AM - 09:15 AM** | 49 | 0 | 6 | 0 | 0 | 0 | 7 | 111 | 0 | 0 | 50 | 27 | 250 |
| **09:15 AM - 09:30 AM** | 29 | 0 | 7 | 0 | 0 | 0 | 10 | 85 | 0 | 0 | 43 | 25 | 199 |
| **09:30 AM - 09:45 AM** | 57 | 0 | 8 | 0 | 0 | 0 | 2 | 93 | 0 | 0 | 45 | 31 | 236 |
| **09:45 AM - 10:00 AM** | 41 | 0 | 7 | 0 | 0 | 0 | 6 | 82 | 0 | 0 | 61 | 32 | 229 |
| **10:00 AM - 10:15 AM** | 38 | 0 | 4 | 0 | 0 | 0 | 8 | 83 | 0 | 0 | 26 | 21 | 180 |
| **10:15 AM - 10:30 AM** | 55 | 0 | 6 | 0 | 0 | 0 | 5 | 55 | 0 | 0 | 34 | 30 | 185 |
| **10:30 AM - 10:45 AM** | 26 | 0 | 9 | 0 | 0 | 0 | 4 | 62 | 0 | 0 | 55 | 36 | 192 |
| **10:45 AM - 11:00 AM** | 41 | 0 | 7 | 0 | 0 | 0 | 7 | 52 | 0 | 0 | 45 | 36 | 188 |
| **11:00 AM - 11:15 AM** | 43 | 0 | 5 | 0 | 0 | 0 | 7 | 61 | 0 | 0 | 51 | 30 | 197 |
| **11:15 AM - 11:30 AM** | 43 | 0 | 9 | 0 | 0 | 0 | 19 | 26 | 0 | 0 | 55 | 29 | 181 |
| **11:30 AM - 11:45 AM** | 72 | 0 | 14 | 0 | 0 | 0 | 39 | 25 | 0 | 0 | 38 | 35 | 223 |
| **11:45 AM - 12:00 PM** | 27 | 0 | 8 | 0 | 0 | 0 | 31 | 21 | 0 | 0 | 60 | 46 | 193 |
| **12:00 PM - 12:15 PM** | 43 | 0 | 12 | 0 | 0 | 0 | 30 | 12 | 0 | 0 | 51 | 59 | 207 |
| **12:15 PM - 12:30 PM** | 56 | 0 | 12 | 0 | 0 | 0 | 34 | 12 | 0 | 0 | 45 | 48 | 207 |
| **12:30 PM - 12:45 PM** | 62 | 0 | 14 | 0 | 0 | 0 | 20 | 22 | 0 | 0 | 51 | 51 | 220 |
| **12:45 PM - 01:00 PM** | 40 | 0 | 9 | 0 | 0 | 0 | 23 | 24 | 0 | 0 | 57 | 42 | 195 |
| **01:00 PM - 01:15 PM** | 45 | 0 | 8 | 0 | 0 | 0 | 25 | 17 | 0 | 0 | 53 | 59 | 207 |
| **01:15 PM - 01:30 PM** | 37 | 0 | 9 | 0 | 0 | 0 | 25 | 20 | 0 | 0 | 38 | 45 | 174 |
| **01:30 PM - 01:45 PM** | 42 | 0 | 13 | 0 | 0 | 0 | 29 | 16 | 0 | 0 | 52 | 52 | 204 |
| **01:45 PM - 02:00 PM** | 45 | 0 | 10 | 0 | 0 | 0 | 19 | 17 | 0 | 0 | 56 | 58 | 205 |
| **02:00 PM - 02:15 PM** | 41 | 0 | 10 | 0 | 0 | 0 | 21 | 19 | 0 | 0 | 65 | 58 | 214 |
| **02:15 PM - 02:30 PM** | 47 | 0 | 11 | 0 | 0 | 0 | 32 | 21 | 0 | 0 | 84 | 62 | 257 |
| **02:30 PM - 02:45 PM** | 58 | 0 | 15 | 0 | 0 | 0 | 40 | 15 | 0 | 0 | 82 | 97 | 307 |
| **02:45 PM - 03:00 PM** | 53 | 0 | 13 | 0 | 0 | 0 | 39 | 17 | 0 | 0 | 113 | 96 | 331 |
| **03:00 PM - 03:15 PM** | 49 | 0 | 17 | 0 | 0 | 0 | 60 | 37 | 0 | 0 | 146 | 139 | 448 |
| **03:15 PM - 03:30 PM** | 39 | 0 | 18 | 0 | 0 | 0 | 56 | 32 | 0 | 0 | 163 | 172 | 480 |
| **03:30 PM - 03:45 PM** | 48 | 0 | 10 | 0 | 0 | 0 | 65 | 30 | 0 | 0 | 134 | 183 | 470 |
| **03:45 PM - 04:00 PM** | 40 | 0 | 9 | 0 | 0 | 0 | 8 | 41 | 0 | 0 | 150 | 173 | 421 |
| **04:00 PM - 04:15 PM** | 47 | 0 | 18 | 0 | 0 | 0 | 10 | 46 | 0 | 0 | 159 | 151 | 431 |
| **04:15 PM - 04:30 PM** | 45 | 0 | 11 | 0 | 0 | 0 | 10 | 46 | 0 | 0 | 173 | 186 | 471 |
| **04:30 PM - 04:45 PM** | 40 | 0 | 9 | 0 | 0 | 0 | 8 | 44 | 0 | 0 | 181 | 167 | 449 |
| **04:45 PM - 05:00 PM** | 47 | 0 | 8 | 0 | 0 | 0 | 10 | 50 | 0 | 0 | 179 | 139 | 433 |
| **05:00 PM - 05:15 PM** | 33 | 0 | 13 | 0 | 0 | 0 | 6 | 46 | 0 | 0 | 213 | 131 | 442 |
| **05:15 PM - 05:30 PM** | 31 | 0 | 11 | 0 | 0 | 0 | 6 | 58 | 0 | 0 | 184 | 134 | 424 |
| **05:30 PM - 05:45 PM** | 39 | 0 | 17 | 0 | 0 | 0 | 7 | 52 | 0 | 0 | 186 | 129 | 430 |
| **05:45 PM - 06:00 PM** | 31 | 0 | 9 | 0 | 0 | 0 | 6 | 48 | 0 | 0 | 201 | 109 | 404 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

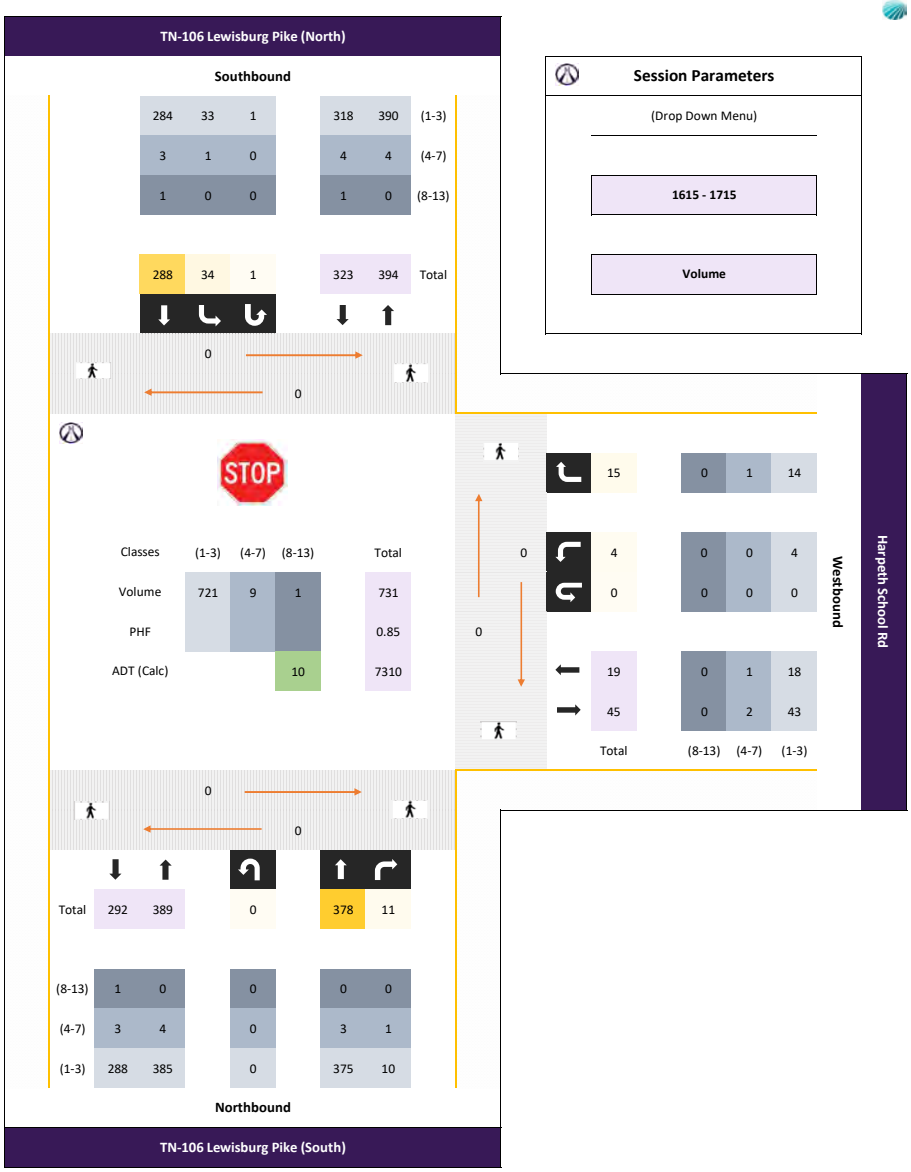
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Saturday, August 16, 2025 | | |
|---|---|---|
| | Fair | 86°F |
| Period | 1200 - 1800 | APPLY |
| Peak Hour | 1615 - 1715 | APPLY |
| Global PH | 1615 - 1715 | APPLY |

* the Peak Hour Diagram does not include bicycles




| Session Parameters |
|---|
| (Drop Down Menu) |
| 1615 - 1715 |
| Volume |

| Start Date: 8/16/2025 | Eastbound | | | Harpeth School Rd Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 85 | 1 | 4 | 65 | 0 | 159 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 86 | 2 | 4 | 69 | 0 | 162 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 79 | 1 | 2 | 65 | 0 | 152 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 112 | 6 | 3 | 57 | 0 | 190 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 81 | 3 | 3 | 55 | 0 | 145 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 2 | 4 | 80 | 0 | 164 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 72 | 2 | 6 | 77 | 0 | 163 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 71 | 1 | 6 | 94 | 0 | 177 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 64 | 6 | 0 | 66 | 0 | 147 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 62 | 3 | 3 | 73 | 0 | 146 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 94 | 2 | 3 | 73 | 0 | 181 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 83 | 3 | 6 | 72 | 0 | 166 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 67 | 1 | 4 | 70 | 0 | 150 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 52 | 0 | 8 | 95 | 0 | 164 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 58 | 0 | 3 | 63 | 0 | 131 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 66 | 1 | 4 | 92 | 0 | 165 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 63 | 2 | 8 | 51 | 0 | 129 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 73 | 2 | 6 | 66 | 0 | 152 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 91 | 2 | 16 | 73 | 0 | 184 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 113 | 4 | 10 | 80 | 0 | 213 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 101 | 3 | 2 | 69 | 0 | 181 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 57 | 2 | 0 | 70 | 0 | 134 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 41 | 2 | 1 | 65 | 0 | 112 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 49 | 1 | 2 | 71 | 0 | 127 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

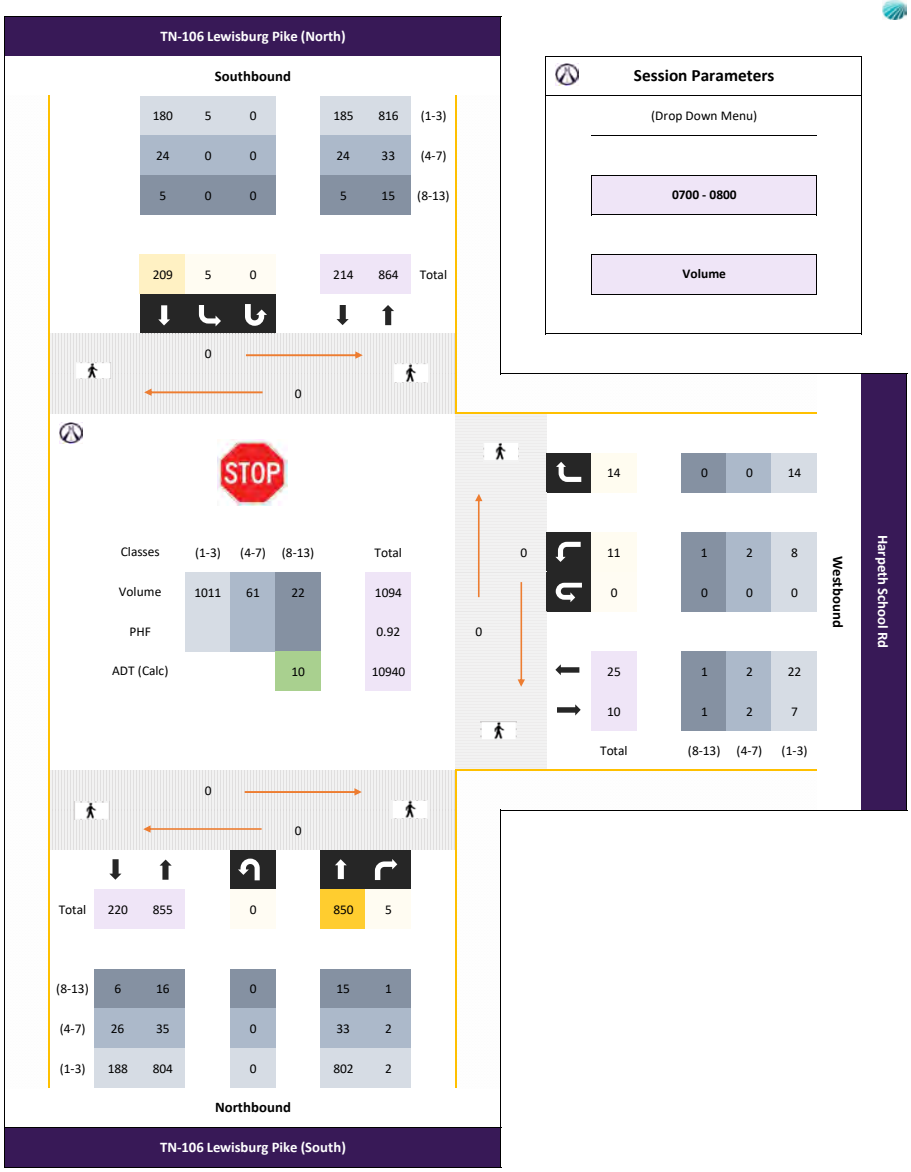
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 0600 - 0900 | APPLY |
| Peak Hour | 0645 - 0745 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles




## Session Parameters

(Drop Down Menu)

0700 - 0800

Volume

# Peak Hour Turning Movement Count

Thompson's Station, TN

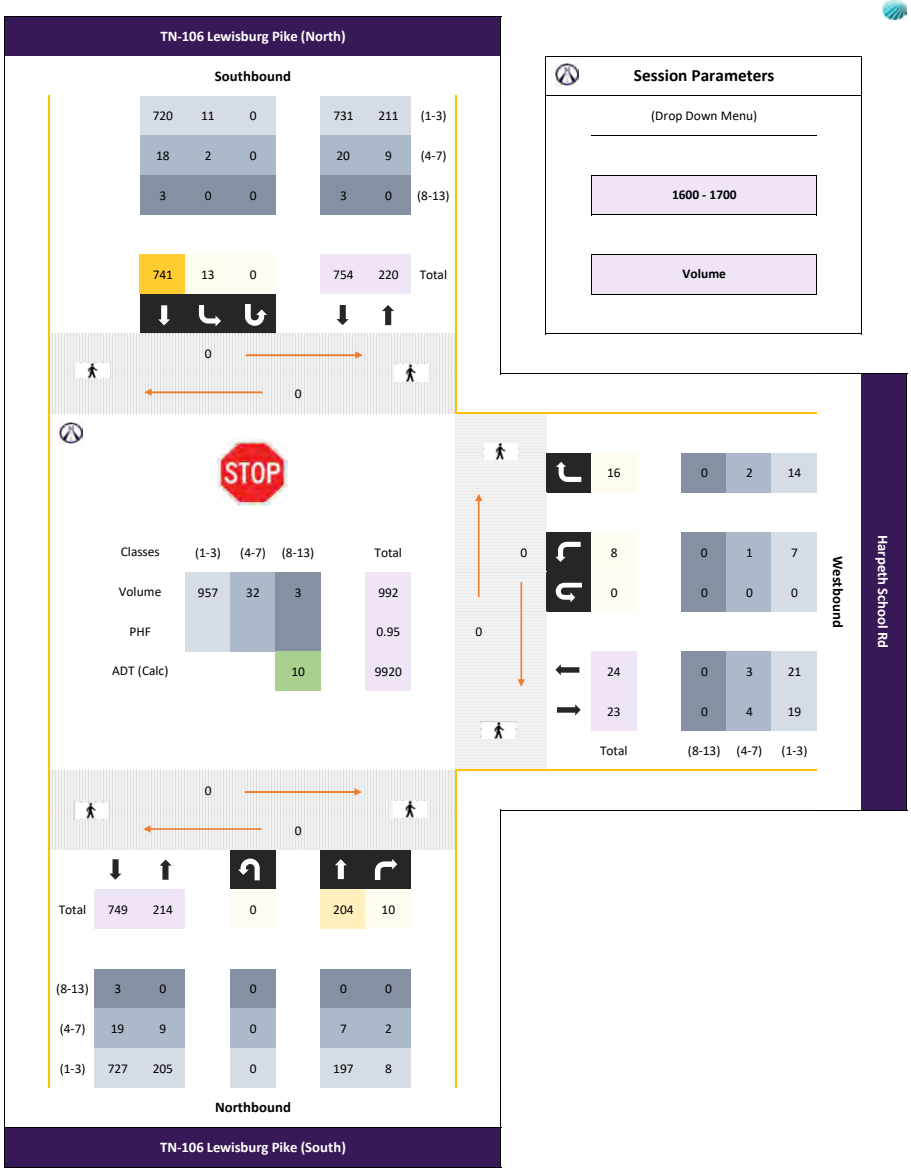
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 1500 - 1800 | APPLY |
| Peak Hour | 1645 - 1745 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles




**Session Parameters**

(Drop Down Menu)

1600 - 1700

Volume

| Start Date: 8/19/2025 | Eastbound | | | Harpeth School Rd Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 100 | 1 | 0 | 20 | 0 | 123 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 139 | 1 | 1 | 36 | 0 | 181 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 220 | 1 | 1 | 41 | 0 | 265 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 226 | 4 | 1 | 57 | 0 | 293 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 215 | 1 | 1 | 32 | 0 | 258 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 222 | 1 | 1 | 53 | 0 | 282 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 219 | 0 | 1 | 74 | 0 | 297 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 194 | 3 | 2 | 50 | 0 | 257 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 211 | 2 | 1 | 52 | 0 | 268 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 159 | 1 | 1 | 48 | 0 | 213 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 181 | 0 | 0 | 41 | 0 | 224 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 153 | 5 | 3 | 50 | 0 | 216 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 117 | 2 | 2 | 55 | 0 | 179 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 95 | 0 | 5 | 45 | 0 | 152 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 87 | 3 | 4 | 50 | 0 | 150 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 82 | 1 | 3 | 63 | 0 | 159 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 90 | 0 | 0 | 30 | 0 | 124 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 58 | 2 | 2 | 37 | 0 | 102 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 64 | 3 | 5 | 56 | 0 | 130 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 58 | 0 | 2 | 50 | 0 | 112 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 57 | 2 | 1 | 53 | 0 | 124 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 41 | 3 | 2 | 63 | 0 | 114 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 63 | 1 | 3 | 48 | 0 | 119 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 55 | 2 | 4 | 63 | 0 | 126 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 43 | 1 | 8 | 60 | 0 | 115 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 40 | 1 | 4 | 52 | 0 | 101 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 37 | 3 | 7 | 57 | 0 | 112 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 42 | 0 | 4 | 61 | 0 | 113 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 39 | 0 | 1 | 59 | 0 | 104 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 43 | 1 | 1 | 45 | 0 | 96 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 40 | 1 | 3 | 60 | 0 | 106 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 39 | 0 | 2 | 64 | 0 | 107 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 37 | 1 | 3 | 68 | 0 | 112 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 56 | 1 | 2 | 90 | 0 | 154 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 48 | 1 | 2 | 103 | 0 | 156 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 61 | 0 | 2 | 114 | 0 | 183 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 94 | 5 | 3 | 173 | 0 | 278 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 90 | 0 | 7 | 173 | 0 | 273 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 86 | 1 | 4 | 136 | 0 | 230 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 45 | 0 | 2 | 160 | 0 | 212 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 55 | 3 | 7 | 177 | 0 | 245 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 55 | 1 | 1 | 182 | 0 | 243 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 46 | 3 | 3 | 185 | 0 | 243 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 48 | 3 | 2 | 197 | 0 | 261 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 66 | 4 | 3 | 207 | 0 | 284 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 208 | 0 | 279 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 52 | 3 | 4 | 187 | 0 | 248 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 39 | 2 | 7 | 205 | 0 | 257 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

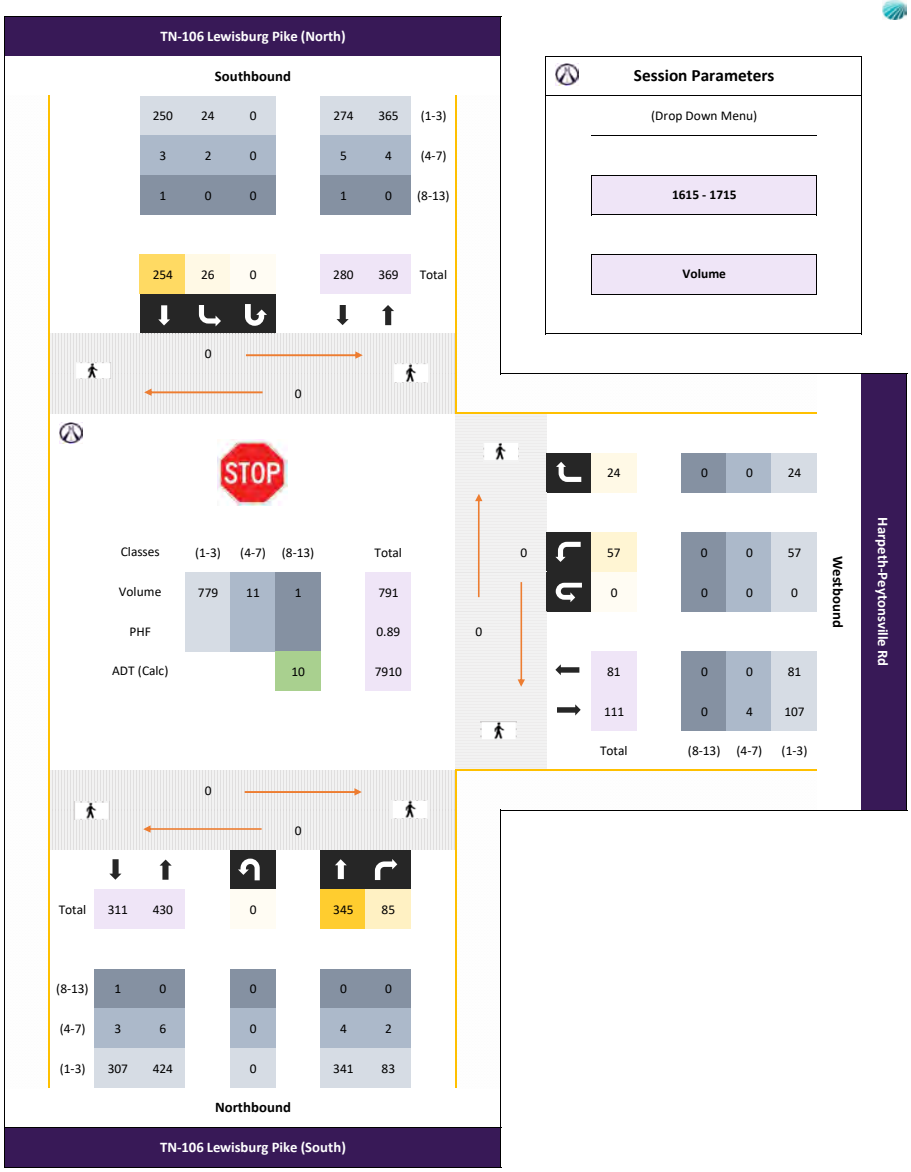
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Saturday, August 16, 2025 | | |
|---|---|---|
| | Fair | 86°F |
| Period | 1200 - 1800 | APPLY |
| Peak Hour | 1615 - 1715 | APPLY |
| Global PH | 1615 - 1715 | APPLY |

* the Peak Hour Diagram does not include bicycles




**Session Parameters**

(Drop Down Menu)

1615 - 1715

Volume

| Start Date: 8/16/2025 | Eastbound | | | Harpeth-Peytonsville Rd Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 15 | 0 | 4 | 0 | 64 | 19 | 4 | 58 | 0 | 164 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 11 | 0 | 7 | 0 | 82 | 25 | 3 | 63 | 0 | 191 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 16 | 0 | 4 | 0 | 71 | 18 | 5 | 57 | 0 | 171 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 110 | 28 | 1 | 55 | 0 | 210 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 13 | 0 | 5 | 0 | 65 | 12 | 6 | 48 | 0 | 149 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 15 | 0 | 6 | 0 | 70 | 20 | 3 | 70 | 0 | 184 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 12 | 0 | 3 | 0 | 66 | 10 | 9 | 60 | 0 | 160 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 61 | 22 | 2 | 75 | 0 | 171 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 18 | 0 | 6 | 0 | 62 | 17 | 3 | 80 | 0 | 186 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 12 | 0 | 6 | 0 | 57 | 9 | 6 | 74 | 0 | 164 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 8 | 0 | 6 | 0 | 92 | 19 | 5 | 68 | 0 | 198 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 16 | 0 | 5 | 0 | 75 | 10 | 9 | 63 | 0 | 178 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 20 | 0 | 7 | 0 | 56 | 20 | 3 | 59 | 0 | 165 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 43 | 13 | 5 | 80 | 0 | 152 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 15 | 0 | 2 | 0 | 61 | 20 | 8 | 55 | 0 | 161 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 11 | 0 | 2 | 0 | 63 | 22 | 3 | 81 | 0 | 182 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 61 | 22 | 6 | 51 | 0 | 157 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 18 | 0 | 3 | 0 | 67 | 26 | 7 | 55 | 0 | 176 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 15 | 0 | 5 | 0 | 87 | 15 | 5 | 70 | 0 | 197 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 12 | 0 | 5 | 0 | 110 | 24 | 10 | 62 | 0 | 223 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 12 | 0 | 11 | 0 | 81 | 20 | 4 | 67 | 0 | 195 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 48 | 19 | 6 | 55 | 0 | 149 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 40 | 13 | 2 | 58 | 0 | 125 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 19 | 0 | 3 | 0 | 42 | 11 | 5 | 59 | 0 | 139 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

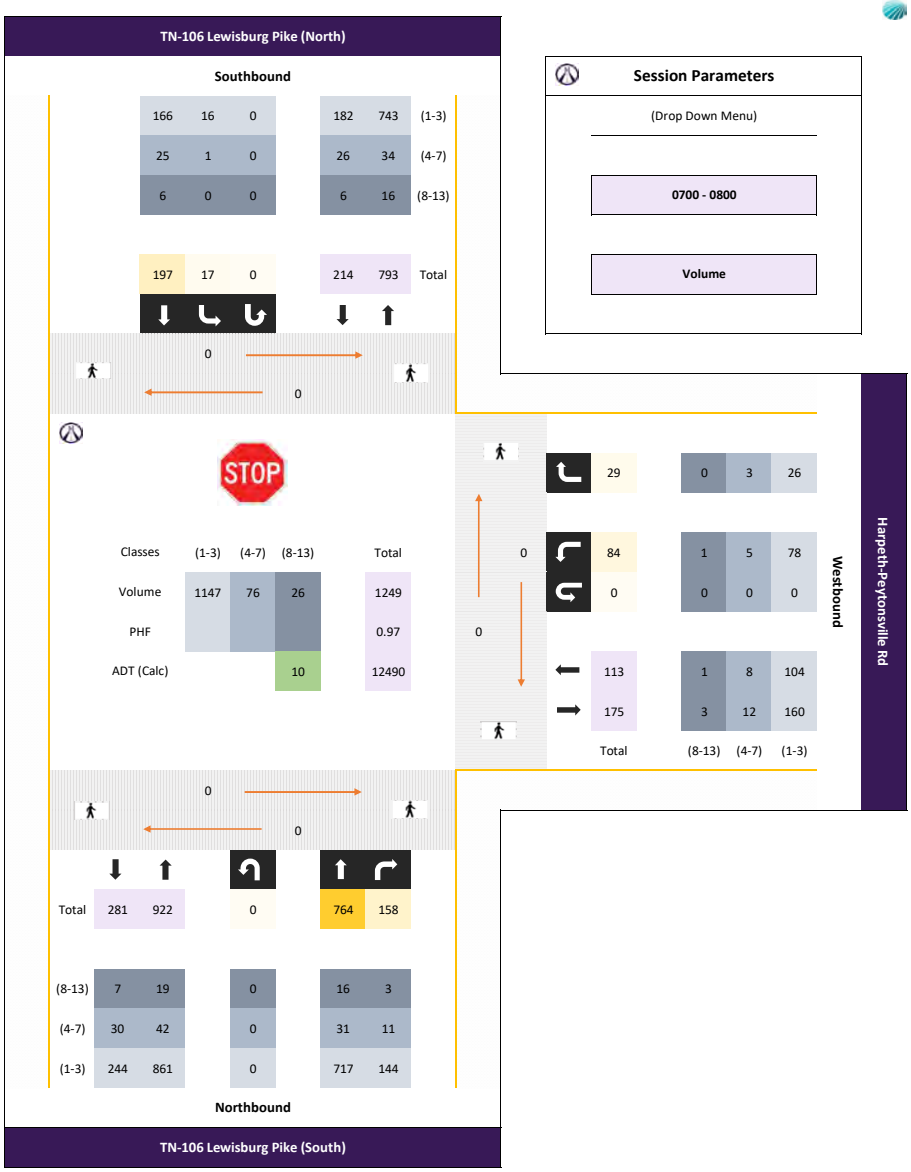
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 0600 - 0900 | APPLY |
| Peak Hour | 0645 - 0745 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles




**Session Parameters**

(Drop Down Menu)

0700 - 0800

Volume

# Peak Hour Turning Movement Count

Thompson's Station, TN

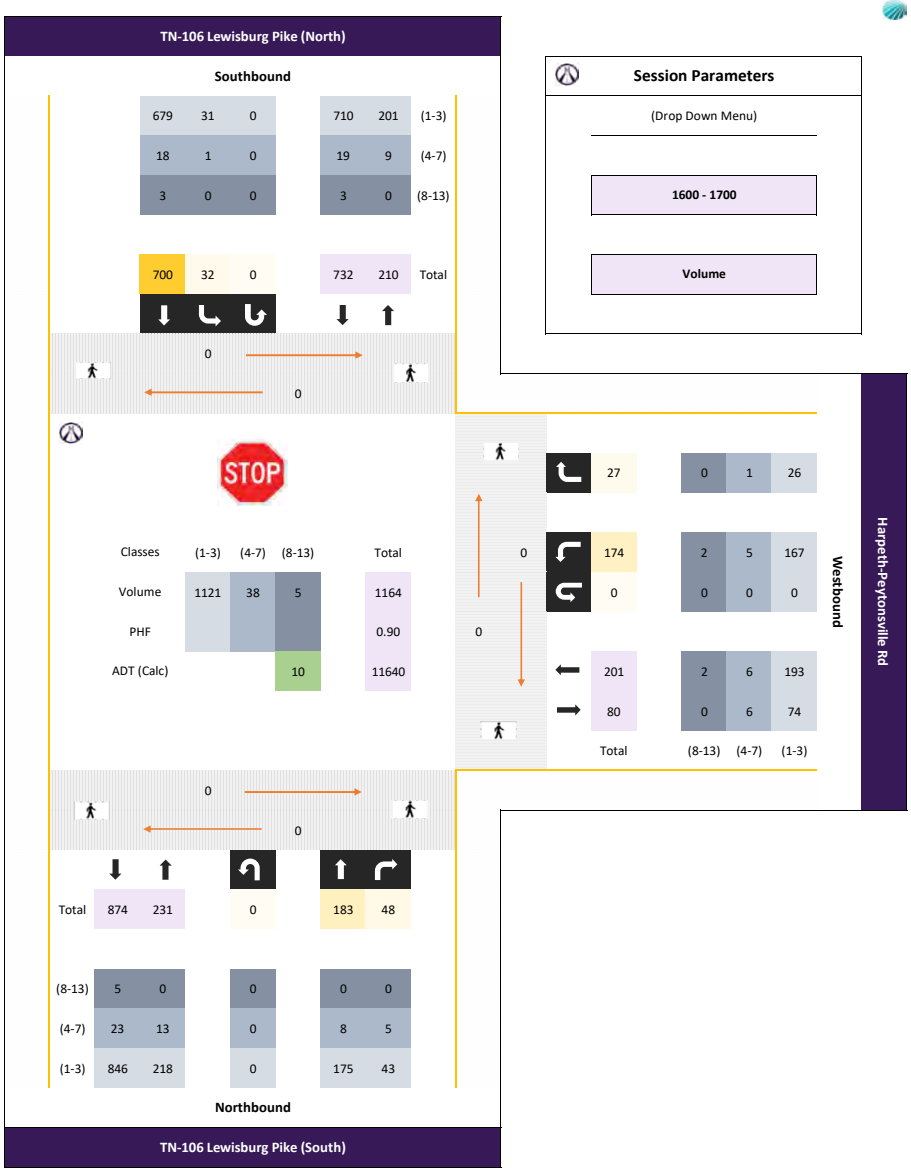
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 1500 - 1800 | APPLY |
| Peak Hour | 1645 - 1745 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles




**Session Parameters**

(Drop Down Menu)

1600 - 1700

Volume

| Start Date: 8/19/2025 | | Eastbound | | | Harpeth-Peytonsville Rd Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 107 | 21 | 1 | 14 | 0 | 153 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 127 | 34 | 5 | 31 | 0 | 213 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 9 | 0 | 12 | 0 | 215 | 36 | 1 | 31 | 0 | 304 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 11 | 0 | 5 | 0 | 234 | 45 | 5 | 42 | 0 | 342 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 20 | 0 | 8 | 0 | 194 | 34 | 1 | 38 | 0 | 295 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 25 | 0 | 9 | 0 | 201 | 45 | 6 | 37 | 0 | 323 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 20 | 0 | 5 | 0 | 178 | 44 | 4 | 69 | 0 | 320 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 19 | 0 | 7 | 0 | 191 | 35 | 6 | 53 | 0 | 311 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 15 | 0 | 7 | 0 | 196 | 43 | 8 | 37 | 0 | 306 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 10 | 0 | 15 | 0 | 131 | 37 | 3 | 40 | 0 | 236 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 18 | 0 | 6 | 0 | 174 | 35 | 5 | 41 | 0 | 279 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 13 | 0 | 9 | 0 | 134 | 30 | 3 | 44 | 0 | 233 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 101 | 26 | 5 | 46 | 0 | 194 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 83 | 22 | 9 | 39 | 0 | 164 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 75 | 14 | 5 | 49 | 0 | 155 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 70 | 14 | 5 | 52 | 0 | 149 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 85 | 25 | 2 | 33 | 0 | 157 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 56 | 14 | 2 | 36 | 0 | 123 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 9 | 0 | 8 | 0 | 51 | 12 | 2 | 48 | 0 | 130 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 38 | 5 | 2 | 40 | 0 | 97 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 52 | 8 | 6 | 43 | 0 | 124 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 10 | 0 | 8 | 0 | 25 | 11 | 4 | 53 | 0 | 111 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 46 | 28 | 6 | 36 | 0 | 131 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 3 | 7 | 30 | 6 | 0 | 72 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 23 | 2 | 0 | 41 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 27 | 0 | 0 | 40 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 29 | 0 | 0 | 41 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 31 | 0 | 0 | 48 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 2 | 0 | 22 | 0 | 1 | 0 | 33 | 1 | 0 | 59 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 1 | 0 | 15 | 0 | 0 | 1 | 33 | 0 | 0 | 50 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 23 | 2 | 0 | 40 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 42 | 0 | 0 | 57 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 41 | 1 | 0 | 53 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 43 | 0 | 0 | 65 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 1 | 0 | 27 | 0 | 0 | 1 | 59 | 3 | 0 | 91 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | 0 | 87 | 0 | 0 | 113 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 103 | 1 | 0 | 143 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 2 | 1 | 102 | 0 | 0 | 138 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 3 | 0 | 43 | 0 | 1 | 2 | 99 | 20 | 0 | 168 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 30 | 0 | 9 | 0 | 32 | 16 | 12 | 145 | 0 | 244 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 37 | 0 | 5 | 0 | 50 | 7 | 9 | 166 | 0 | 274 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 54 | 0 | 6 | 0 | 55 | 15 | 8 | 158 | 0 | 296 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 38 | 0 | 6 | 0 | 31 | 12 | 6 | 179 | 0 | 272 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 45 | 0 | 10 | 0 | 47 | 14 | 9 | 197 | 0 | 322 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 43 | 0 | 11 | 0 | 49 | 14 | 10 | 193 | 0 | 320 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 38 | 0 | 8 | 0 | 56 | 16 | 8 | 194 | 0 | 320 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 39 | 0 | 4 | 0 | 45 | 10 | 11 | 184 | 0 | 293 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 40 | 0 | 5 | 0 | 36 | 5 | 6 | 182 | 0 | 274 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

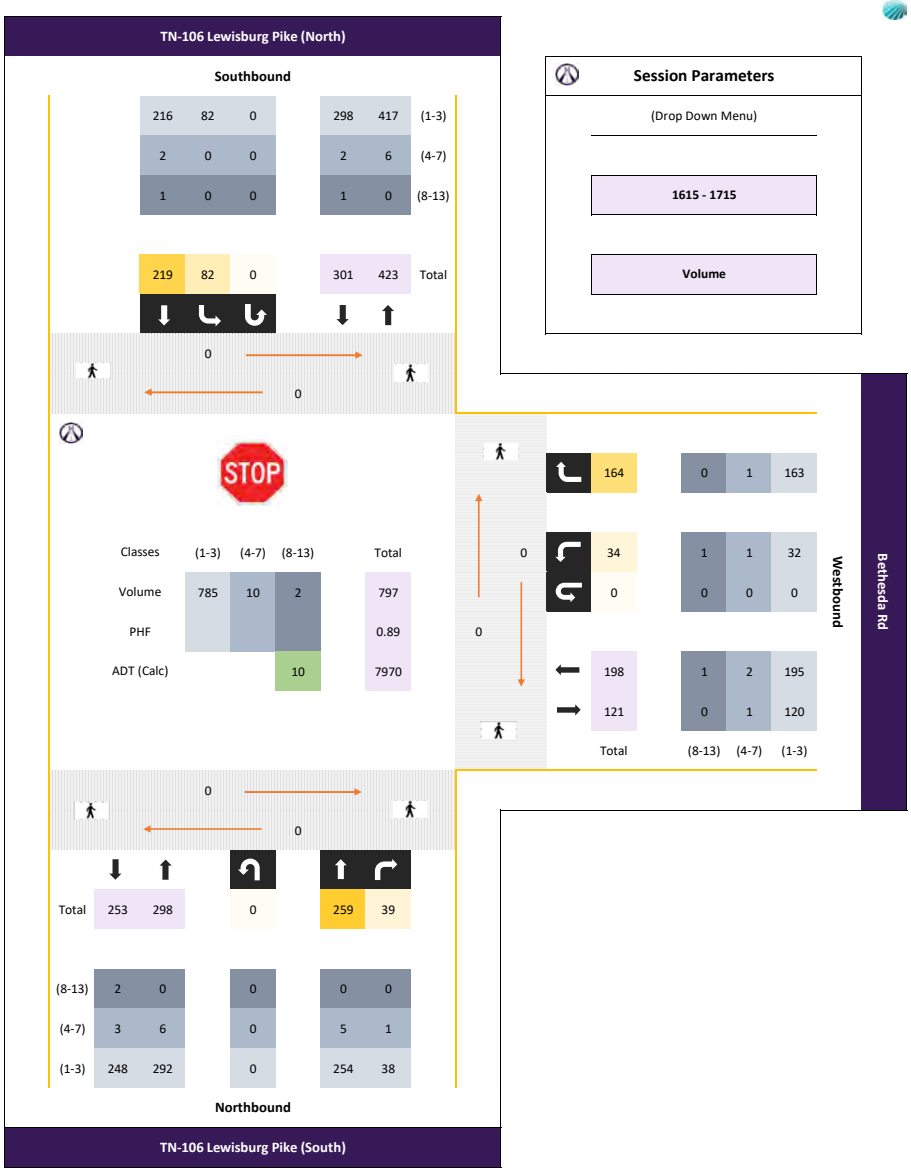
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Saturday, August 16, 2025 | | |
|---|---|---|
| | Fair | 86°F |
| Period | 1200 - 1800 | APPLY |
| Peak Hour | 1615 - 1715 | APPLY |
| Global PH | 1615 - 1715 | APPLY |

* the Peak Hour Diagram does not include bicycles




**Session Parameters**

(Drop Down Menu)

1615 - 1715

Volume

| Start Date: 8/16/2025 | | Eastbound | | | Bethesda Rd Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 6 | 0 | 18 | 0 | 65 | 7 | 26 | 49 | 0 | 171 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 9 | 0 | 29 | 0 | 73 | 6 | 25 | 56 | 0 | 198 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 7 | 0 | 25 | 0 | 73 | 11 | 25 | 45 | 0 | 186 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 10 | 0 | 74 | 0 | 67 | 8 | 20 | 43 | 0 | 222 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 6 | 0 | 22 | 0 | 58 | 5 | 15 | 43 | 0 | 149 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 4 | 0 | 20 | 0 | 65 | 7 | 24 | 64 | 0 | 184 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 4 | 0 | 27 | 0 | 50 | 7 | 22 | 50 | 0 | 160 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 5 | 0 | 16 | 0 | 60 | 9 | 47 | 38 | 0 | 175 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 5 | 0 | 23 | 0 | 63 | 13 | 44 | 52 | 0 | 200 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 5 | 0 | 21 | 0 | 49 | 9 | 31 | 52 | 0 | 167 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 7 | 0 | 47 | 0 | 73 | 10 | 17 | 55 | 0 | 209 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 8 | 0 | 13 | 0 | 65 | 7 | 34 | 46 | 0 | 173 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 6 | 0 | 16 | 0 | 63 | 4 | 23 | 63 | 0 | 175 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 47 | 6 | 20 | 64 | 0 | 148 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 11 | 0 | 14 | 0 | 69 | 8 | 26 | 46 | 0 | 174 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 7 | 0 | 20 | 0 | 63 | 9 | 37 | 49 | 0 | 185 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 5 | 0 | 24 | 0 | 65 | 11 | 25 | 45 | 0 | 175 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 3 | 0 | 19 | 0 | 71 | 10 | 17 | 54 | 0 | 174 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 11 | 0 | 47 | 0 | 56 | 9 | 23 | 58 | 0 | 204 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 12 | 0 | 70 | 0 | 65 | 7 | 19 | 52 | 0 | 225 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 8 | 0 | 28 | 0 | 67 | 13 | 23 | 55 | 0 | 194 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 6 | 0 | 10 | 0 | 48 | 9 | 16 | 49 | 0 | 138 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 46 | 4 | 22 | 51 | 0 | 137 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 41 | 13 | 25 | 48 | 0 | 145 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

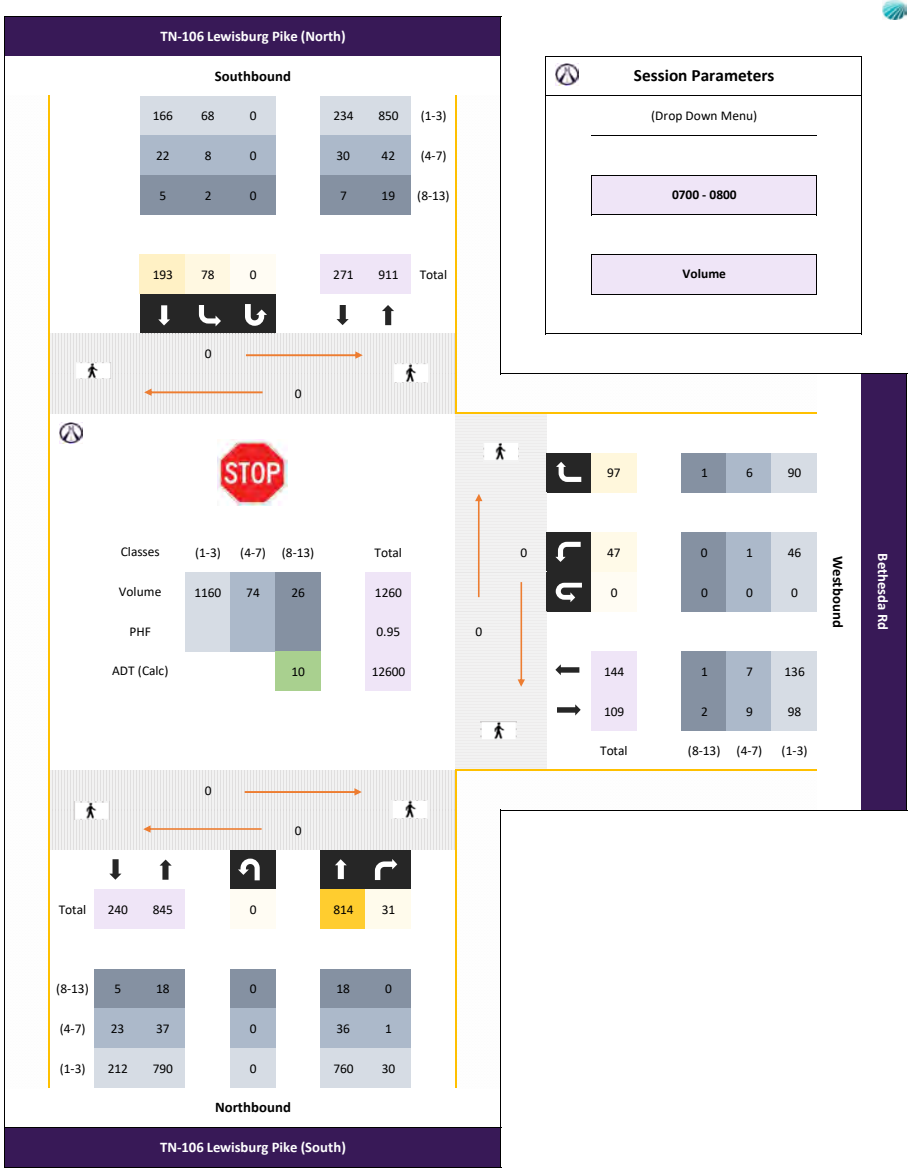
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 0600 - 0900 | APPLY |
| Peak Hour | 0645 - 0745 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles




## Session Parameters

(Drop Down Menu)

0700 - 0800

Volume

# Peak Hour Turning Movement Count

Thompson's Station, TN

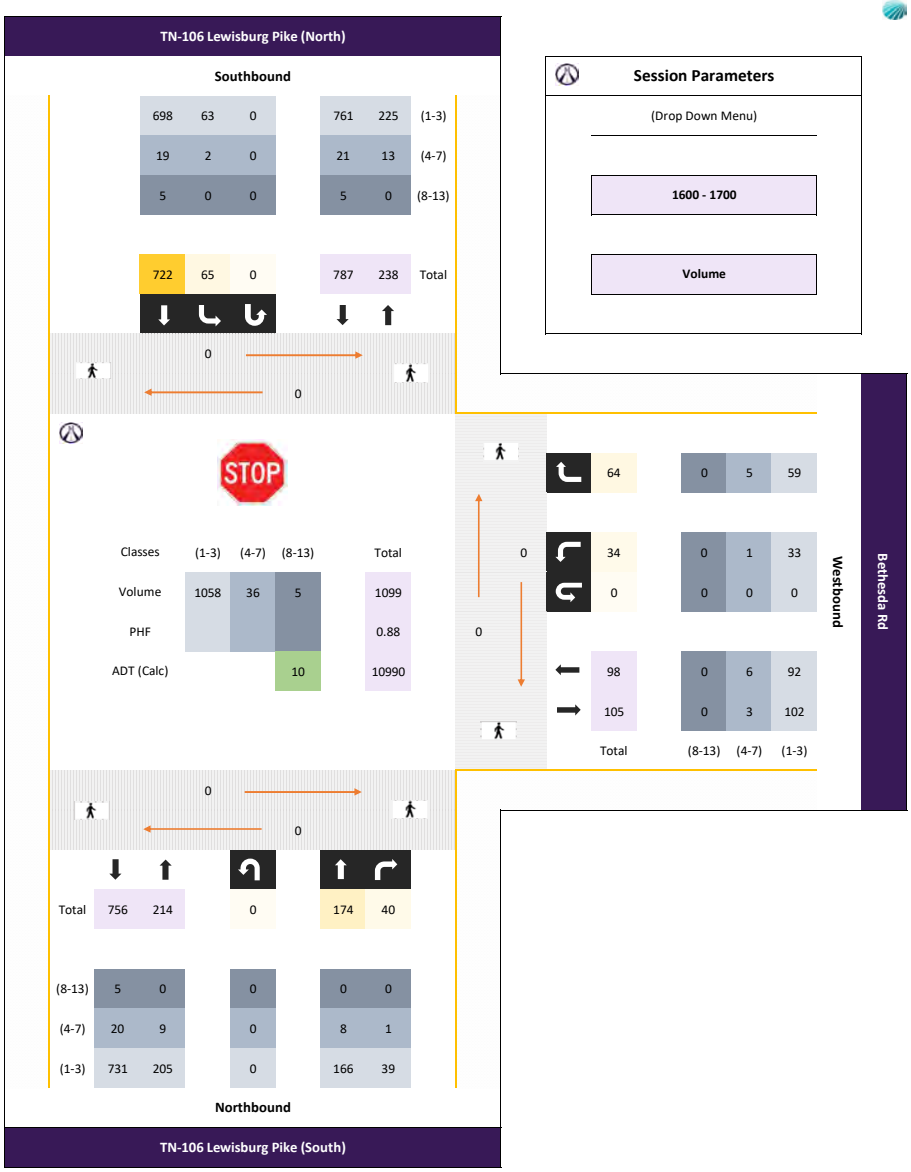
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 1500 - 1800 | APPLY |
| Peak Hour | 1645 - 1745 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles




**Session Parameters**

(Drop Down Menu)

1600 - 1700

Volume

| Start Date: 8/19/2025 | Eastbound | | | Bethesda Rd Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 123 | 3 | 9 | 10 | 0 | 155 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 155 | 6 | 8 | 35 | 0 | 222 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 3 | 0 | 21 | 0 | 229 | 1 | 11 | 29 | 0 | 294 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 12 | 0 | 32 | 0 | 265 | 5 | 13 | 41 | 0 | 368 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 16 | 0 | 32 | 0 | 222 | 4 | 12 | 44 | 0 | 330 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 19 | 0 | 27 | 0 | 185 | 6 | 12 | 44 | 0 | 293 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 5 | 0 | 16 | 0 | 208 | 11 | 29 | 60 | 0 | 329 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 7 | 0 | 22 | 0 | 199 | 10 | 25 | 45 | 0 | 308 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 7 | 0 | 20 | 0 | 215 | 10 | 25 | 30 | 0 | 307 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 10 | 0 | 19 | 0 | 150 | 13 | 23 | 31 | 0 | 246 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 12 | 0 | 36 | 0 | 170 | 8 | 18 | 39 | 0 | 283 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 11 | 0 | 30 | 0 | 141 | 4 | 16 | 43 | 0 | 245 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 5 | 0 | 20 | 0 | 98 | 10 | 16 | 35 | 0 | 184 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 3 | 0 | 22 | 0 | 82 | 3 | 11 | 30 | 0 | 151 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 14 | 0 | 21 | 0 | 76 | 2 | 17 | 39 | 0 | 169 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 10 | 0 | 13 | 0 | 71 | 6 | 17 | 42 | 0 | 159 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 5 | 0 | 28 | 0 | 85 | 4 | 5 | 24 | 0 | 151 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 7 | 0 | 18 | 0 | 51 | 6 | 8 | 42 | 0 | 132 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 53 | 4 | 15 | 39 | 0 | 126 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 7 | 0 | 12 | 0 | 32 | 13 | 12 | 38 | 0 | 114 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 5 | 0 | 26 | 0 | 43 | 5 | 12 | 22 | 0 | 113 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 12 | 0 | 10 | 0 | 33 | 14 | 7 | 50 | 0 | 126 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 36 | 0 | 1 | 0 | 1 | 44 | 1 | 3 | 0 | 86 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 3 | 35 | 3 | 5 | 0 | 70 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 74 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 47 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 25 | 0 | 2 | 0 | 44 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 0 | 44 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 19 | 0 | 0 | 0 | 40 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 41 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 1 | 32 | 0 | 0 | 0 | 57 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | 0 | 49 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 50 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 7 | 28 | 0 | 2 | 0 | 66 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 36 | 1 | 3 | 0 | 68 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | 0 | 60 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 30 | 0 | 1 | 0 | 49 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 55 | 0 | 1 | 0 | 79 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 5 | 33 | 1 | 8 | 0 | 66 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 37 | 9 | 18 | 158 | 0 | 238 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 13 | 0 | 24 | 0 | 39 | 9 | 7 | 149 | 0 | 241 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 12 | 0 | 13 | 0 | 53 | 5 | 14 | 170 | 0 | 267 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 3 | 0 | 13 | 0 | 39 | 13 | 14 | 195 | 0 | 277 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 6 | 0 | 14 | 0 | 43 | 13 | 30 | 208 | 0 | 314 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 10 | 0 | 14 | 0 | 47 | 8 | 24 | 220 | 0 | 323 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 8 | 0 | 21 | 0 | 61 | 11 | 22 | 207 | 0 | 330 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 9 | 0 | 10 | 0 | 43 | 11 | 33 | 180 | 0 | 286 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 6 | 0 | 13 | 0 | 31 | 18 | 40 | 192 | 0 | 300 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Saturday, August 16, 2025 | | |
|---|---|---|
| | Fair | 86°F |
| Period | 1200 - 1800 | APPLY |
| Peak Hour | 1615 - 1715 | APPLY |
| Global PH | 1615 - 1715 | APPLY |

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1615 - 1715

Volume



| Start Date: 8/16/2025 | Thompson's Station Rd E Eastbound | | | Driveway Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 14 | 0 | 1 | 0 | 0 | 1 | 2 | 61 | 0 | 0 | 46 | 12 | 137 |
| **12:15 PM - 12:30 PM** | 11 | 0 | 5 | 0 | 0 | 0 | 3 | 70 | 0 | 0 | 55 | 20 | 164 |
| **12:30 PM - 12:45 PM** | 12 | 0 | 5 | 0 | 0 | 0 | 2 | 68 | 0 | 0 | 37 | 12 | 136 |
| **12:45 PM - 01:00 PM** | 11 | 0 | 4 | 0 | 0 | 0 | 1 | 61 | 0 | 0 | 44 | 11 | 132 |
| **01:00 PM - 01:15 PM** | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 58 | 0 | 0 | 41 | 5 | 111 |
| **01:15 PM - 01:30 PM** | 10 | 0 | 2 | 0 | 0 | 0 | 2 | 60 | 0 | 0 | 57 | 11 | 142 |
| **01:30 PM - 01:45 PM** | 8 | 0 | 6 | 0 | 0 | 0 | 1 | 52 | 0 | 0 | 46 | 9 | 122 |
| **01:45 PM - 02:00 PM** | 8 | 0 | 3 | 0 | 0 | 0 | 6 | 62 | 0 | 0 | 40 | 4 | 123 |
| **02:00 PM - 02:15 PM** | 12 | 0 | 3 | 0 | 1 | 0 | 1 | 65 | 1 | 0 | 49 | 13 | 145 |
| **02:15 PM - 02:30 PM** | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 51 | 7 | 119 |
| **02:30 PM - 02:45 PM** | 19 | 0 | 3 | 0 | 0 | 0 | 3 | 59 | 0 | 0 | 49 | 11 | 144 |
| **02:45 PM - 03:00 PM** | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 64 | 0 | 0 | 41 | 11 | 124 |
| **03:00 PM - 03:15 PM** | 10 | 0 | 1 | 0 | 0 | 1 | 3 | 55 | 1 | 0 | 59 | 14 | 144 |
| **03:15 PM - 03:30 PM** | 6 | 0 | 5 | 0 | 0 | 0 | 1 | 51 | 0 | 0 | 63 | 7 | 133 |
| **03:30 PM - 03:45 PM** | 13 | 0 | 5 | 0 | 0 | 0 | 4 | 64 | 0 | 0 | 44 | 14 | 144 |
| **03:45 PM - 04:00 PM** | 10 | 0 | 2 | 0 | 0 | 0 | 1 | 60 | 0 | 0 | 42 | 12 | 127 |
| **04:00 PM - 04:15 PM** | 14 | 0 | 8 | 0 | 0 | 0 | 3 | 60 | 0 | 0 | 45 | 8 | 138 |
| **04:15 PM - 04:30 PM** | 10 | 0 | 3 | 0 | 1 | 0 | 1 | 69 | 0 | 1 | 46 | 14 | 145 |
| **04:30 PM - 04:45 PM** | 12 | 0 | 3 | 0 | 0 | 0 | 2 | 53 | 0 | 0 | 57 | 13 | 140 |
| **04:45 PM - 05:00 PM** | 10 | 0 | 1 | 0 | 0 | 1 | 4 | 62 | 0 | 0 | 51 | 12 | 141 |
| **05:00 PM - 05:15 PM** | 15 | 0 | 4 | 0 | 0 | 0 | 2 | 64 | 0 | 1 | 51 | 12 | 149 |
| **05:15 PM - 05:30 PM** | 10 | 0 | 1 | 0 | 0 | 0 | 2 | 48 | 0 | 1 | 42 | 12 | 116 |
| **05:30 PM - 05:45 PM** | 6 | 0 | 4 | 0 | 0 | 1 | 3 | 42 | 1 | 0 | 43 | 12 | 112 |
| **05:45 PM - 06:00 PM** | 8 | 0 | 4 | 0 | 0 | 0 | 2 | 44 | 0 | 0 | 43 | 12 | 113 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 0600 - 0900 | APPLY |
| Peak Hour | 0645 - 0745 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

0700 - 0800

Volume



# Peak Hour Turning Movement Count

Thompson's Station, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Tuesday, August 19, 2025 | | |
|---|---|---|
| | Fair | 87°F |
| Period | 1500 - 1800 | APPLY |
| Peak Hour | 1630 - 1730 | APPLY |
| Global PH | | APPLY |

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1600 - 1700

Volume



| Start Date: 8/19/2025 | Thompson's Station Rd E Eastbound | | | Driveway Westbound | | | TN-106 Lewisburg Pike (South) Northbound | | | TN-106 Lewisburg Pike (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 10 | 0 | 2 | 0 | 0 | 0 | 2 | 111 | 0 | 0 | 6 | 4 | 135 |
| **06:15 AM - 06:30 AM** | 15 | 0 | 1 | 0 | 0 | 0 | 9 | 141 | 0 | 0 | 28 | 11 | 205 |
| **06:30 AM - 06:45 AM** | 9 | 0 | 2 | 0 | 0 | 0 | 9 | 221 | 0 | 0 | 17 | 12 | 270 |
| **06:45 AM - 07:00 AM** | 12 | 0 | 2 | 0 | 0 | 0 | 10 | 256 | 0 | 0 | 34 | 19 | 333 |
| **07:00 AM - 07:15 AM** | 16 | 0 | 6 | 0 | 0 | 0 | 20 | 213 | 0 | 0 | 40 | 24 | 319 |
| **07:15 AM - 07:30 AM** | 8 | 0 | 7 | 1 | 0 | 0 | 21 | 180 | 0 | 0 | 35 | 28 | 280 |
| **07:30 AM - 07:45 AM** | 23 | 0 | 8 | 0 | 0 | 0 | 4 | 193 | 0 | 0 | 54 | 11 | 293 |
| **07:45 AM - 08:00 AM** | 23 | 0 | 1 | 0 | 0 | 0 | 4 | 184 | 1 | 0 | 40 | 11 | 264 |
| **08:00 AM - 08:15 AM** | 20 | 0 | 3 | 0 | 0 | 0 | 4 | 204 | 0 | 0 | 27 | 11 | 269 |
| **08:15 AM - 08:30 AM** | 16 | 0 | 3 | 0 | 0 | 0 | 3 | 144 | 0 | 0 | 27 | 14 | 207 |
| **08:30 AM - 08:45 AM** | 14 | 0 | 4 | 0 | 0 | 0 | 5 | 169 | 0 | 0 | 35 | 16 | 243 |
| **08:45 AM - 09:00 AM** | 10 | 0 | 4 | 0 | 0 | 0 | 3 | 127 | 0 | 0 | 43 | 13 | 200 |
| **09:00 AM - 09:15 AM** | 13 | 0 | 3 | 0 | 0 | 0 | 2 | 95 | 0 | 0 | 32 | 7 | 152 |
| **09:15 AM - 09:30 AM** | 10 | 0 | 2 | 0 | 0 | 0 | 4 | 71 | 0 | 0 | 27 | 6 | 120 |
| **09:30 AM - 09:45 AM** | 11 | 0 | 3 | 0 | 0 | 0 | 6 | 62 | 0 | 0 | 35 | 19 | 136 |
| **09:45 AM - 10:00 AM** | 7 | 0 | 3 | 0 | 0 | 0 | 3 | 66 | 0 | 0 | 40 | 13 | 132 |
| **10:00 AM - 10:15 AM** | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 71 | 0 | 0 | 19 | 10 | 114 |
| **10:15 AM - 10:30 AM** | 9 | 0 | 2 | 0 | 0 | 0 | 3 | 47 | 0 | 0 | 34 | 15 | 110 |
| **10:30 AM - 10:45 AM** | 12 | 0 | 3 | 0 | 0 | 0 | 1 | 45 | 0 | 0 | 35 | 3 | 99 |
| **10:45 AM - 11:00 AM** | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 34 | 10 | 90 |
| **11:00 AM - 11:15 AM** | 8 | 1 | 3 | 1 | 0 | 2 | 2 | 40 | 1 | 0 | 21 | 8 | 87 |
| **11:15 AM - 11:30 AM** | 14 | 0 | 7 | 0 | 0 | 0 | 4 | 38 | 0 | 0 | 19 | 40 | 122 |
| **11:30 AM - 11:45 AM** | 10 | 0 | 9 | 0 | 0 | 0 | 3 | 41 | 0 | 0 | 15 | 36 | 114 |
| **11:45 AM - 12:00 PM** | 18 | 0 | 9 | 0 | 0 | 0 | 7 | 31 | 1 | 0 | 13 | 29 | 108 |
| **12:00 PM - 12:15 PM** | 17 | 0 | 5 | 0 | 0 | 0 | 5 | 28 | 0 | 0 | 18 | 28 | 101 |
| **12:15 PM - 12:30 PM** | 18 | 0 | 11 | 0 | 0 | 0 | 6 | 28 | 0 | 0 | 8 | 28 | 99 |
| **12:30 PM - 12:45 PM** | 11 | 0 | 18 | 1 | 0 | 0 | 6 | 25 | 0 | 0 | 7 | 23 | 91 |
| **12:45 PM - 01:00 PM** | 13 | 0 | 7 | 0 | 0 | 0 | 8 | 24 | 0 | 0 | 2 | 37 | 91 |
| **01:00 PM - 01:15 PM** | 11 | 0 | 9 | 0 | 0 | 0 | 9 | 22 | 0 | 0 | 6 | 18 | 75 |
| **01:15 PM - 01:30 PM** | 11 | 0 | 12 | 0 | 0 | 0 | 8 | 18 | 0 | 0 | 12 | 23 | 84 |
| **01:30 PM - 01:45 PM** | 13 | 0 | 8 | 0 | 0 | 0 | 6 | 32 | 0 | 0 | 18 | 19 | 96 |
| **01:45 PM - 02:00 PM** | 11 | 0 | 8 | 0 | 0 | 0 | 12 | 22 | 0 | 0 | 15 | 17 | 85 |
| **02:00 PM - 02:15 PM** | 8 | 0 | 5 | 0 | 0 | 0 | 4 | 22 | 0 | 0 | 12 | 19 | 70 |
| **02:15 PM - 02:30 PM** | 14 | 0 | 6 | 0 | 0 | 0 | 15 | 27 | 0 | 0 | 13 | 29 | 104 |
| **02:30 PM - 02:45 PM** | 17 | 0 | 13 | 1 | 0 | 0 | 20 | 24 | 0 | 0 | 13 | 26 | 114 |
| **02:45 PM - 03:00 PM** | 14 | 0 | 12 | 0 | 0 | 0 | 11 | 15 | 0 | 0 | 11 | 28 | 91 |
| **03:00 PM - 03:15 PM** | 14 | 0 | 31 | 0 | 0 | 0 | 10 | 30 | 1 | 0 | 12 | 12 | 110 |
| **03:15 PM - 03:30 PM** | 24 | 0 | 27 | 0 | 0 | 0 | 15 | 35 | 0 | 0 | 13 | 22 | 136 |
| **03:30 PM - 03:45 PM** | 19 | 0 | 18 | 1 | 0 | 0 | 11 | 24 | 1 | 0 | 14 | 14 | 102 |
| **03:45 PM - 04:00 PM** | 13 | 0 | 12 | 0 | 0 | 0 | 7 | 33 | 0 | 0 | 150 | 16 | 231 |
| **04:00 PM - 04:15 PM** | 15 | 0 | 11 | 0 | 0 | 0 | 3 | 34 | 0 | 0 | 168 | 26 | 257 |
| **04:15 PM - 04:30 PM** | 7 | 0 | 6 | 0 | 0 | 0 | 1 | 51 | 0 | 0 | 176 | 28 | 269 |
| **04:30 PM - 04:45 PM** | 10 | 0 | 5 | 0 | 0 | 0 | 4 | 39 | 0 | 0 | 183 | 31 | 272 |
| **04:45 PM - 05:00 PM** | 17 | 0 | 5 | 0 | 0 | 0 | 2 | 40 | 0 | 0 | 187 | 27 | 278 |
| **05:00 PM - 05:15 PM** | 10 | 0 | 21 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 194 | 29 | 299 |
| **05:15 PM - 05:30 PM** | 15 | 0 | 4 | 0 | 0 | 0 | 2 | 51 | 0 | 0 | 198 | 20 | 290 |
| **05:30 PM - 05:45 PM** | 10 | 0 | 8 | 0 | 0 | 0 | 3 | 44 | 0 | 0 | 174 | 19 | 258 |
| **05:45 PM - 06:00 PM** | 13 | 0 | 8 | 0 | 0 | 0 | 5 | 34 | 0 | 0 | 174 | 18 | 252 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Thompson's Station, TN

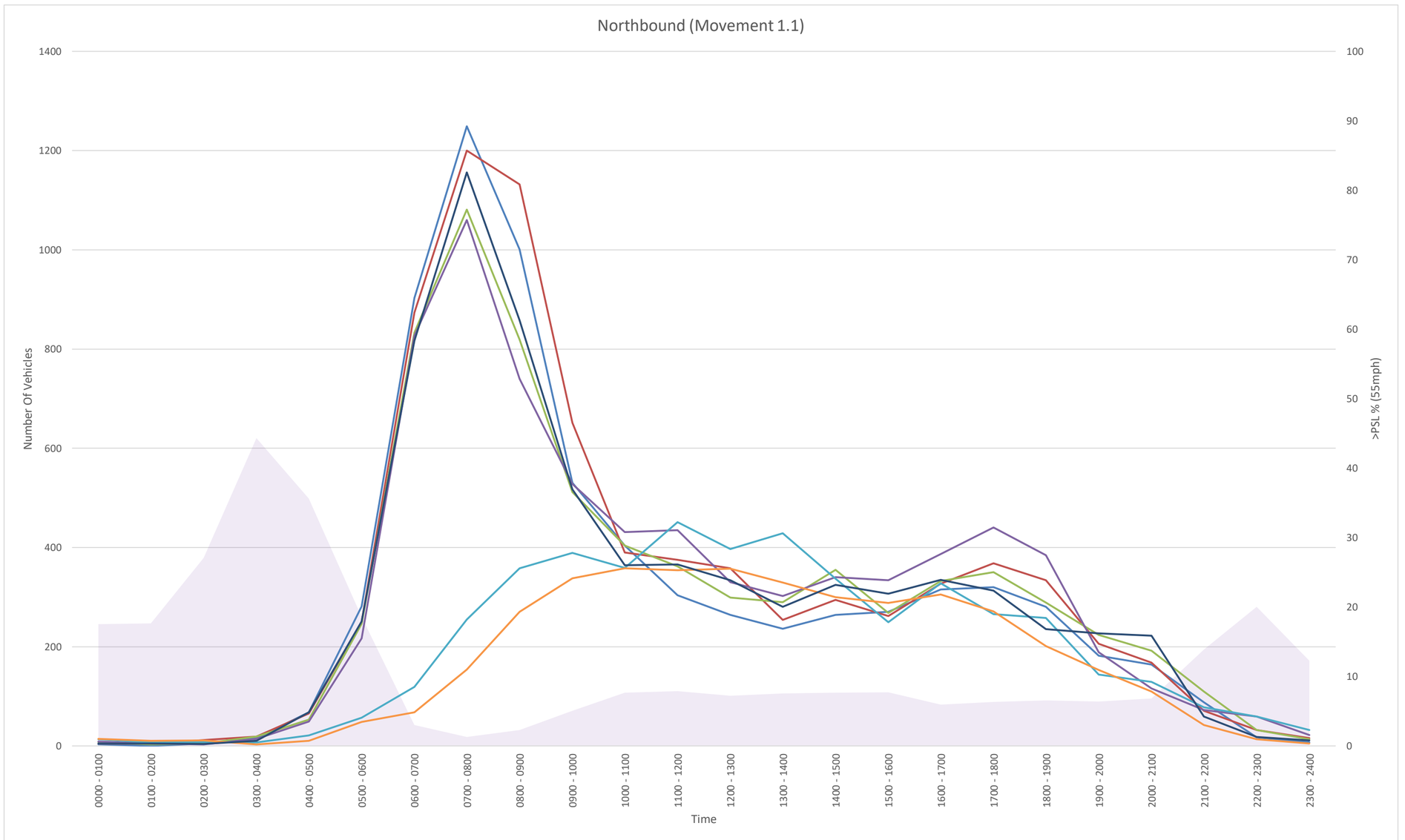
Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
TN-106 Lewisburg,
south of Tom Anderson Rd

**Lat/Long**
35.815715°, -86.851610°

Click here for Map

**0000 - 2400 (Weekday 24h Session)**
Graphical Analysis NB EB




| Time | Tue 08/19 | Wed 08/20 | Thu 08/21 | Fri 08/22 | Sat 08/23 | Sun 08/24 | Mon 08/25 |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 3 | 5 | 8 | 9 | 13 | 14 | 5 |
| 0100 - 0200 | 0 | 4 | 3 | 5 | 7 | 10 | 5 |
| 0200 - 0300 | 5 | 12 | 5 | 3 | 8 | 11 | 4 |
| 0300 - 0400 | 16 | 19 | 19 | 14 | 7 | 3 | 10 |
| 0400 - 0500 | 68 | 65 | 53 | 49 | 21 | 10 | 68 |
| 0500 - 0600 | 281 | 250 | 246 | 217 | 57 | 48 | 251 |
| 0600 - 0700 | 903 | 873 | 833 | 827 | 119 | 68 | 817 |
| 0700 - 0800 | 1249 | 1200 | 1081 | 1060 | 255 | 154 | 1156 |
| 0800 - 0900 | 1001 | 1132 | 819 | 740 | 358 | 270 | 858 |
| 0900 - 1000 | 530 | 651 | 512 | 528 | 389 | 338 | 517 |
| 1000 - 1100 | 404 | 390 | 404 | 431 | 359 | 358 | 364 |
| 1100 - 1200 | 304 | 375 | 362 | 435 | 451 | 354 | 366 |
| 1200 - 1300 | 264 | 358 | 299 | 330 | 397 | 357 | 334 |
| 1300 - 1400 | 236 | 254 | 290 | 302 | 429 | 329 | 280 |
| 1400 - 1500 | 264 | 294 | 355 | 340 | 337 | 300 | 325 |
| 1500 - 1600 | 270 | 262 | 268 | 334 | 249 | 288 | 307 |
| 1600 - 1700 | 315 | 327 | 332 | 387 | 328 | 305 | 335 |
| 1700 - 1800 | 320 | 368 | 350 | 440 | 266 | 271 | 313 |
| 1800 - 1900 | 280 | 334 | 289 | 384 | 258 | 201 | 235 |
| 1900 - 2000 | 182 | 206 | 224 | 189 | 144 | 153 | 227 |
| 2000 - 2100 | 164 | 168 | 192 | 116 | 129 | 110 | 222 |
| 2100 - 2200 | 88 | 71 | 110 | 72 | 78 | 42 | 59 |
| 2200 - 2300 | 17 | 32 | 32 | 59 | 59 | 13 | 18 |
| 2300 - 2400 | 7 | 16 | 13 | 22 | 32 | 5 | 11 |
| Daily Total | 7171 | 7666 | 7099 | 7293 | 4750 | 4012 | 7087 |

## Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Thompson's Station, TN

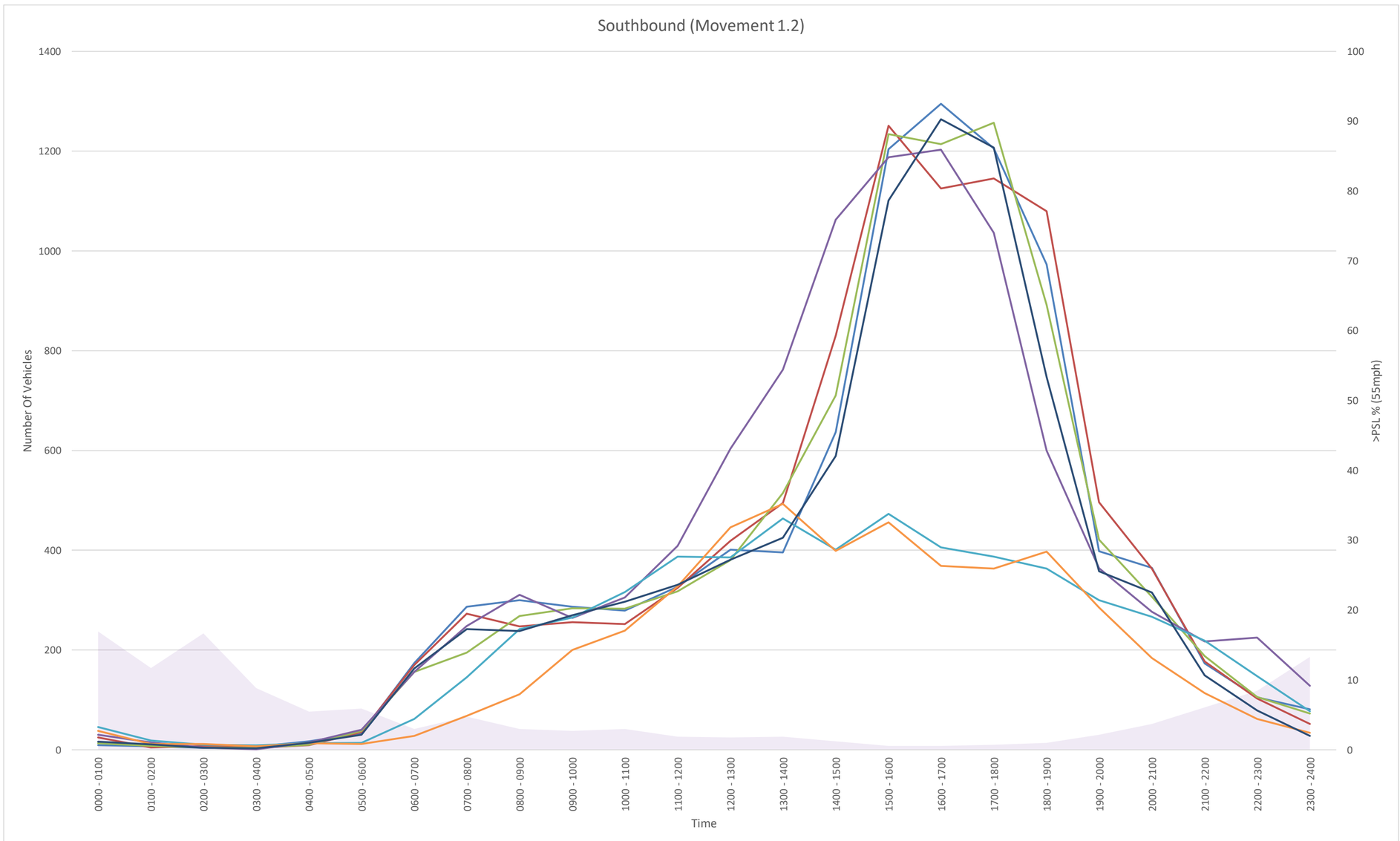
Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
TN-106 Lewisburg,
south of Tom Anderson Rd

**Lat/Long**
35.815715°, -86.851610°

Click here for Map

**0000 - 2400 (Weekday 24h Session)**
Graphical Analysis SB WB




| Time | Tue 08/19 | Wed 08/20 | Thu 08/21 | Fri 08/22 | Sat 08/23 | Sun 08/24 | Mon 08/25 |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 9 | 25 | 13 | 30 | 46 | 38 | 16 |
| 0100 - 0200 | 7 | 5 | 8 | 15 | 19 | 12 | 11 |
| 0200 - 0300 | 4 | 8 | 5 | 5 | 10 | 12 | 4 |
| 0300 - 0400 | 6 | 4 | 4 | 1 | 9 | 7 | 3 |
| 0400 - 0500 | 17 | 9 | 10 | 15 | 13 | 13 | 14 |
| 0500 - 0600 | 33 | 36 | 38 | 40 | 14 | 12 | 30 |
| 0600 - 0700 | 174 | 170 | 156 | 156 | 62 | 28 | 163 |
| 0700 - 0800 | 287 | 273 | 195 | 248 | 145 | 68 | 242 |
| 0800 - 0900 | 300 | 247 | 268 | 311 | 242 | 111 | 238 |
| 0900 - 1000 | 287 | 256 | 284 | 264 | 265 | 200 | 270 |
| 1000 - 1100 | 279 | 252 | 283 | 305 | 316 | 239 | 297 |
| 1100 - 1200 | 327 | 325 | 318 | 409 | 387 | 328 | 331 |
| 1200 - 1300 | 401 | 419 | 380 | 604 | 386 | 446 | 381 |
| 1300 - 1400 | 396 | 495 | 515 | 762 | 464 | 493 | 425 |
| 1400 - 1500 | 637 | 830 | 710 | 1063 | 401 | 399 | 589 |
| 1500 - 1600 | 1204 | 1251 | 1234 | 1188 | 473 | 456 | 1101 |
| 1600 - 1700 | 1295 | 1125 | 1214 | 1203 | 406 | 369 | 1264 |
| 1700 - 1800 | 1206 | 1145 | 1257 | 1036 | 387 | 363 | 1207 |
| 1800 - 1900 | 973 | 1080 | 892 | 600 | 363 | 397 | 747 |
| 1900 - 2000 | 398 | 496 | 421 | 364 | 300 | 285 | 358 |
| 2000 - 2100 | 365 | 363 | 307 | 277 | 267 | 184 | 315 |
| 2100 - 2200 | 173 | 177 | 188 | 217 | 219 | 114 | 149 |
| 2200 - 2300 | 105 | 103 | 106 | 225 | 148 | 62 | 79 |
| 2300 - 2400 | 81 | 52 | 73 | 128 | 77 | 34 | 28 |
| Daily Total | 8964 | 9146 | 8879 | 9466 | 5419 | 4670 | 8262 |

## Bi-Directional Speed & Class Count || Graphical Analysis Bi-Direction

Thompson's Station, TN

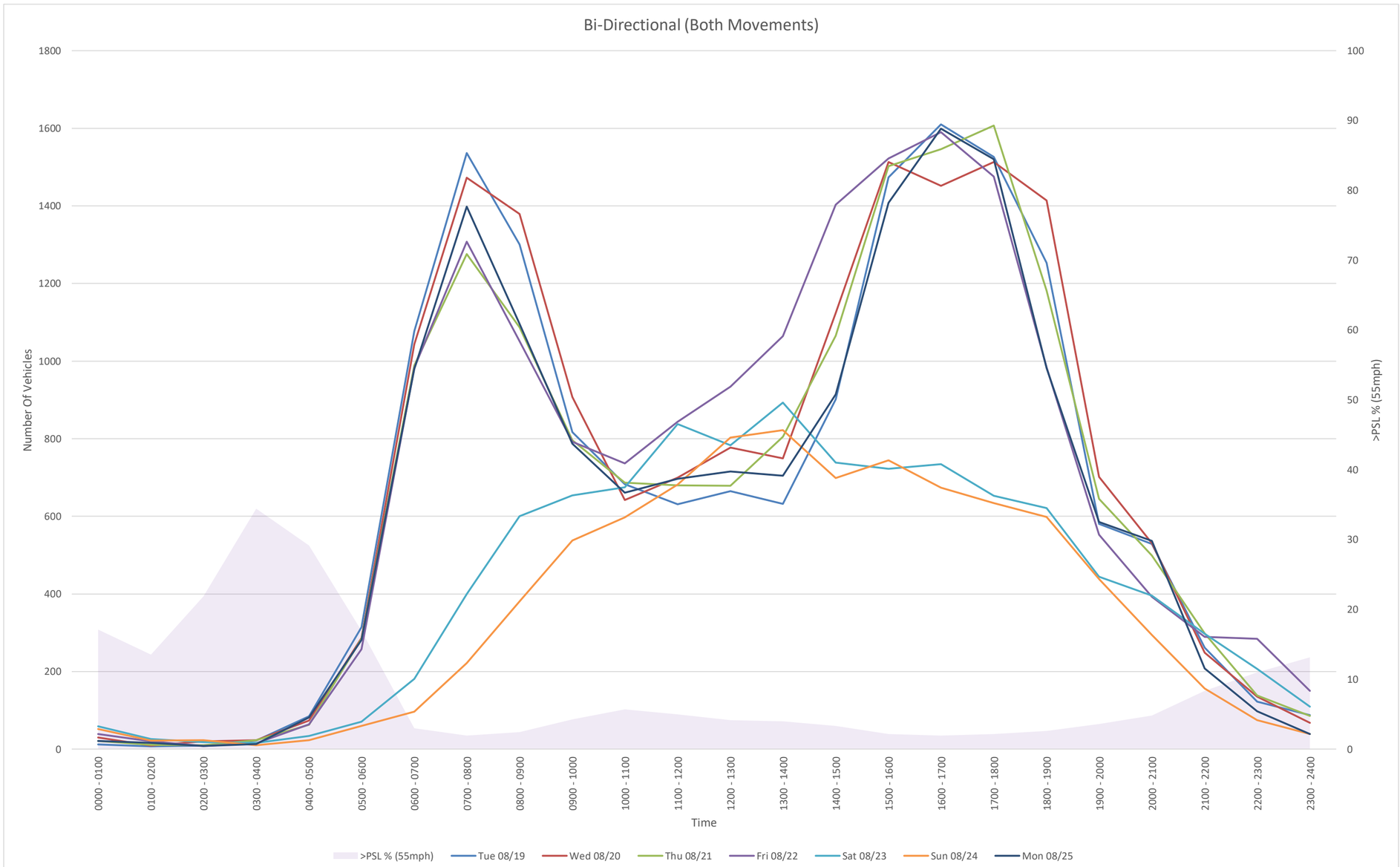
Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 1**
TN-106 Lewisburg,
south of Tom Anderson Rd

**Lat/Long**
35.815715°, -86.851610°

Click here for Map

**0000 - 2400 (Weekday 24h Session)**
Graphical Analysis Bi-Direction




| Time | Tue 08/19 | Wed 08/20 | Thu 08/21 | Fri 08/22 | Sat 08/23 | Sun 08/24 | Mon 08/25 |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 12 | 30 | 21 | 39 | 59 | 52 | 21 |
| 0100 - 0200 | 7 | 9 | 11 | 20 | 26 | 22 | 16 |
| 0200 - 0300 | 9 | 20 | 10 | 8 | 18 | 23 | 8 |
| 0300 - 0400 | 22 | 23 | 23 | 15 | 16 | 10 | 13 |
| 0400 - 0500 | 85 | 74 | 63 | 64 | 34 | 23 | 82 |
| 0500 - 0600 | 314 | 286 | 284 | 257 | 71 | 60 | 281 |
| 0600 - 0700 | 1077 | 1043 | 989 | 983 | 181 | 96 | 980 |
| 0700 - 0800 | 1536 | 1473 | 1276 | 1308 | 400 | 222 | 1398 |
| 0800 - 0900 | 1301 | 1379 | 1087 | 1051 | 600 | 381 | 1096 |
| 0900 - 1000 | 817 | 907 | 796 | 792 | 654 | 538 | 787 |
| 1000 - 1100 | 683 | 642 | 687 | 736 | 675 | 597 | 661 |
| 1100 - 1200 | 631 | 700 | 680 | 844 | 838 | 682 | 697 |
| 1200 - 1300 | 665 | 777 | 679 | 934 | 783 | 803 | 715 |
| 1300 - 1400 | 632 | 749 | 805 | 1064 | 893 | 822 | 705 |
| 1400 - 1500 | 901 | 1124 | 1065 | 1403 | 738 | 699 | 914 |
| 1500 - 1600 | 1474 | 1513 | 1502 | 1522 | 722 | 744 | 1408 |
| 1600 - 1700 | 1610 | 1452 | 1546 | 1590 | 734 | 674 | 1599 |
| 1700 - 1800 | 1526 | 1513 | 1607 | 1476 | 653 | 634 | 1520 |
| 1800 - 1900 | 1253 | 1414 | 1181 | 984 | 621 | 598 | 982 |
| 1900 - 2000 | 580 | 702 | 645 | 553 | 444 | 438 | 585 |
| 2000 - 2100 | 529 | 531 | 499 | 393 | 396 | 294 | 537 |
| 2100 - 2200 | 261 | 248 | 298 | 289 | 297 | 156 | 208 |
| 2200 - 2300 | 122 | 135 | 138 | 284 | 207 | 75 | 97 |
| 2300 - 2400 | 88 | 68 | 86 | 150 | 109 | 39 | 39 |
| Daily Total | 16135 | 16812 | 15978 | 16759 | 10169 | 8682 | 15349 |

**Existing Minor Street - Traffic Estimates**

| Street | Subdivision | Land Use | Size | Unit | Weekday | AM Peak Hour | | | PM Peak Hour | | | Saturday | Saturday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ADT | Total | Enter | Exit | Total | Enter | Exit | ADT | Total | Enter | Exit |
| Serina's Way | Harpeth Woods | Single-Family Detached Housing LUC 210 | 40 | DU | 364 | 32 | 9 | 23 | 41 | 25 | 16 | 361 | 40 | 21 | 19 |
| Savannah Springs Dr | NA | Single-Family Detached Housing LUC 210 | 9 | DU | 82 | 12 | 3 | 9 | 11 | 7 | 4 | 81 | 9 | 5 | 4 |
| Blackberry Estates Dr | Blackberry Estates | Single-Family Detached Housing LUC 210 | 22 | DU | 200 | 20 | 5 | 15 | 24 | 15 | 9 | 199 | 22 | 12 | 10 |

Source: *ITE Trip Generation Manual, 12th Edition*

# APPENDIX E

# BACKGROUND PROJECT DATA

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

# Traffic Impact Study

# Littlebury
# Pantall Road
# Thompson's Station, TN

Prepared January 2018
(Revised September 2018)
For Great Tennessee Land Company

**FTG, LLC**
**P.O. Box 682736**
**Franklin, TN 37068**
**(615) 771-8022 phone**
**Gillian@FTGtraffic.com**

**Traffic Impact Study**

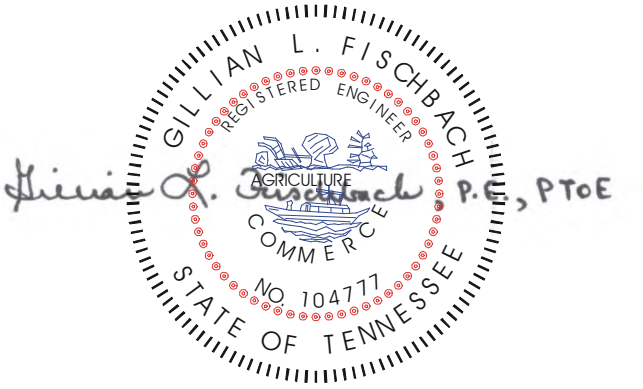
# Littlebury
# Pantall Road

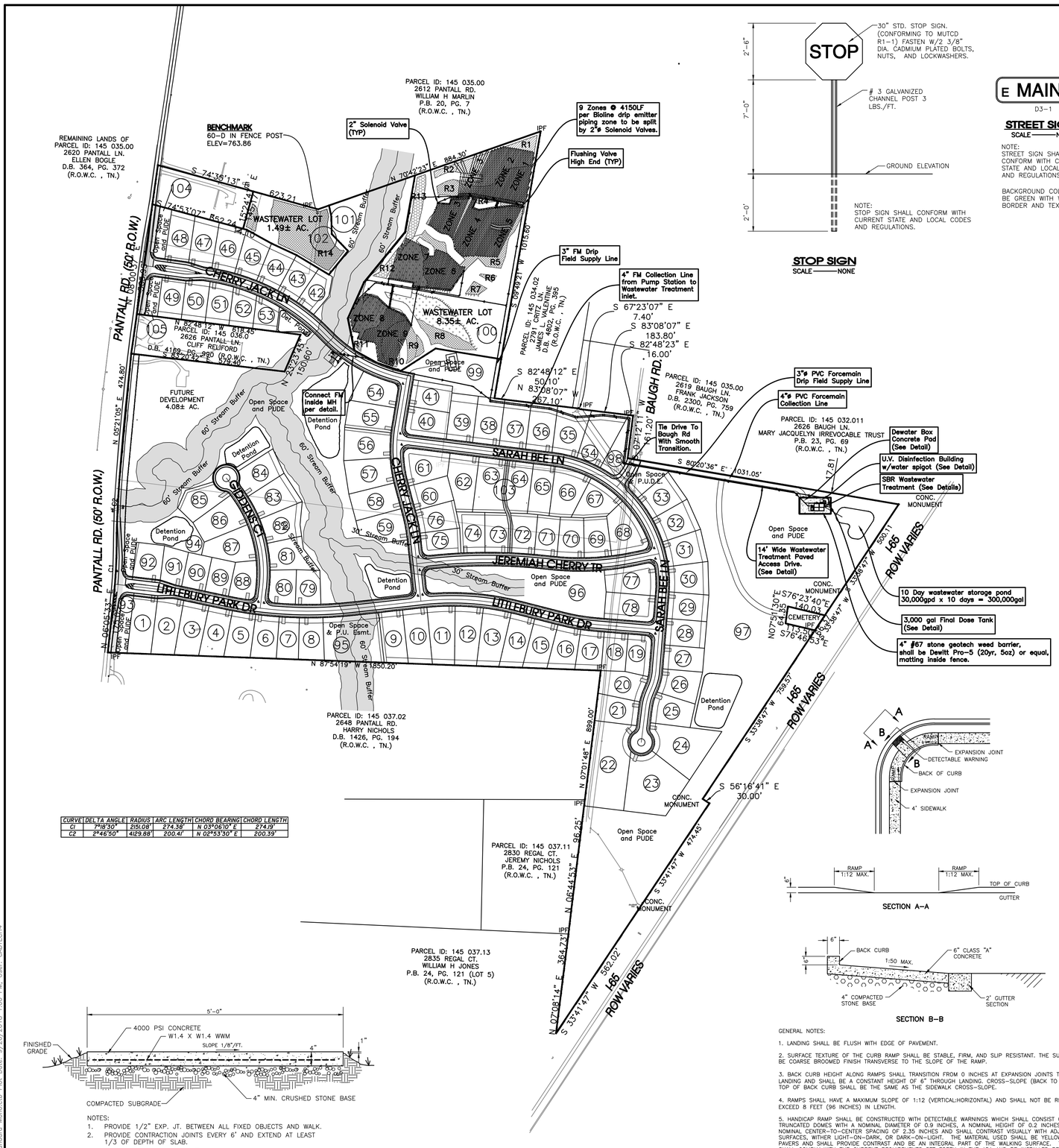
## Thompson's Station, Tennessee

**Prepared January 2018**
**(Revised September 2019)**


**PREPARED FOR:**
Great Tennessee Land Company
7123 Crossroads Blvd, Suite E
Brentwood, TN 37027

**PREPARED BY:**
Ms. Gillian L. Fischbach, P.E., PTOE
Fischbach Transportation Group (FTG, LLC)
P.O. Box 682736
Franklin, TN 37068
Phone: (615) 771-8022
FTG Project Number: 10886




| CURVE | DELTA ANGLE | RADIUS | ARC LENGTH | CHORD BEARING | CHORD LENGTH |
|---|---|---|---|---|---|
| C1 | 7°18'30" | 2151.08' | 274.38' | N 03°06'10" E | 274.19' |
| C2 | 2°46'50" | 4129.88' | 200.41' | N 02°53'30" E | 200.39' |




NOTES:
1. PROVIDE 1/2" EXP. JT. BETWEEN ALL FIXED OBJECTS AND WALK.
2. PROVIDE CONTRACTION JOINTS EVERY 6' AND EXTEND AT LEAST 1/3 OF DEPTH OF SLAB.
3. PROVIDE EXP. JOINTS (1/2") AT INTERSECTIONS OF DIFFERENT WALKS AND EVERY 30' O.C. ON STRAIGHT RUNS.
4. HOA IS RESPONSIBLE FOR MAINTENANCE OF SIDEWALKS.

**CONCRETE SIDEWALK**
SCALE ——— NONE



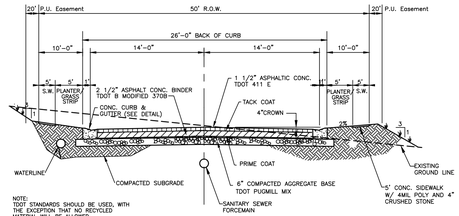

**STOP SIGN**
SCALE ——— NONE




**STREET SIGN**
SCALE ——— NONE

NOTE:
STREET SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

BACKGROUND COLOR TO BE GREEN WITH WHITE BORDER AND TEXT.




**TYPICAL SECTION**
SCALE ——— NONE







SECTION A–A




SECTION B–B

GENERAL NOTES:

1. LANDING SHALL BE FLUSH WITH EDGE OF PAVEMENT.

2. SURFACE TEXTURE OF THE CURB RAMP SHALL BE STABLE, FIRM, AND SLIP RESISTANT. THE SURFACE SHALL BE COARSE BROOMED FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.

3. BACK CURB HEIGHT ALONG RAMPS SHALL TRANSITION FROM 0 INCHES AT EXPANSION JOINTS TO 6" AT LANDING AND SHALL BE A CONSTANT HEIGHT OF 6" THROUGH LANDING. CROSS-SLOPE (BACK TO FRONT) OF TOP OF BACK CURB SHALL BE THE SAME AS THE SIDEWALK CROSS-SLOPE.

4. RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1:12 (VERTICAL:HORIZONTAL) AND SHALL NOT BE REQUIRED TO EXCEED 8 FEET (96 INCHES) IN LENGTH.

5. HANDICAP RAMP SHALL BE CONSTRUCTED WITH DETECTABLE WARNINGS WHICH SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A NOMINAL DIAMETER OF 0.9 INCHES, A NOMINAL HEIGHT OF 0.2 INCHES AND A NOMINAL CENTER-TO-CENTER SPACING OF 2.35 INCHES AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, WITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. THE MATERIAL USED SHALL BE YELLOW BRICK PAVERS AND SHALL PROVIDE CONTRAST AND BE AN INTEGRAL PART OF THE WALKING SURFACE. THE PAVERS SHALL COMPLY WITH THE CURRENT REQUIREMENTS SET FORTH IN THE ADA AND BE INSTALLED PER THE MANUFACTURERS RECOMENDATIONS. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND FOR 2 FEET FROM THE BOTTOM OF RAMP.

6. A CURB RAMP SHALL HAVE A DETECTABLE WARNING COMPLYING WITH 4.29.2 OF ADA REQUIREMENTS. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.

**HANDICAP RAMP**
SCALE ——— NONE

**The proposed electric and water information shown hereon is not an actual design to be used for construction, and is for reference and illustrative purposes only. The contractor shall refer to the actual final design for each proper discipline (electrical, civil, mechanical, etc.) with the Tennessee professional engineer's seal, for precise design information.**

| Lot # | Lot Area (s.f.) | Lot # | Lot Area (s.f.) |
|---|---|---|---|
| 1 | 19024 | 54 | 15876 |
| 2 | 19587 | 55 | 17272 |
| 3 | 18704 | 56 | 18978 |
| 4 | 16786 | 57 | 19258 |
| 5 | 15831 | 58 | 17816 |
| 6 | 14927 | 59 | 16690 |
| 7 | 12389 | 60 | 14250 |
| 8 | 14736 | 61 | 18818 |
| 9 | 17595 | 62 | 23726 |
| 10 | 18903 | 63 | 21215 |
| 11 | 20705 | 64 | 16578 |
| 12 | 20878 | 65 | 16960 |
| 13 | 20303 | 66 | 19899 |
| 14 | 17577 | 67 | 16383 |
| 15 | 16166 | 68 | 21141 |
| 16 | 15276 | 69 | 14289 |
| 17 | 13851 | 70 | 14289 |
| 18 | 12900 | 71 | 13458 |
| 19 | 13137 | 72 | 13532 |
| 20 | 16335 | 73 | 12942 |
| 21 | 15308 | 74 | 14976 |
| 22 | 47549 | 75 | 13103 |
| 23 | 41006 | 76 | 14349 |
| 24 | 33089 | 77 | 19501 |
| 25 | 15923 | 78 | 18366 |
| 26 | 15547 | 79 | 11821 |
| 27 | 13500 | 80 | 12518 |
| 28 | 15000 | 81 | 17028 |
| 29 | 15000 | 82 | 15993 |
| 30 | 16314 | 83 | 18271 |
| 31 | 16194 | 84 | 16423 |
| 32 | 16194 | 85 | 15954 |
| 33 | 16194 | 86 | 18777 |
| 34 | 23209 | 87 | 19029 |
| 35 | 19963 | 88 | 12684 |
| 36 | 17557 | 89 | 11700 |
| 37 | 17512 | 90 | 11647 |
| 38 | 17499 | 91 | 11508 |
| 39 | 17500 | 92 | 13646 |
| 40 | 15982 | 93 (OS) | 9262 |
| 41 | 15212 | 94 (OS) | 571484 |
| 42 | 12269 | 95 (OS) | 37513 |
| 43 | 13441 | 96 (OS) | 86979 |
| 44 | 14256 | 97 (OS) | 666149 |
| 45 | 15248 | 98 (OS) | 12697 |
| 46 | 16527 | 99 (OS) | 43389 |
| 47 | 16178 | 100 (OS) | 389440 |
| 48 | 16309 | 101 (OS) | 101963 |
| 49 | 13219 | 102 (OS) | 64873 |
| 50 | 13750 | 103 (OS) | 5232 |
| 51 | 13658 | 104 (OS) | 8471 |
| 52 | 12361 | 105 (OS) | 6783 |
| 53 | 10005 | | |

**Note:**
**All Open Space is to be maintained by the Home Owners Association Third Party.**

## Purpose Statement:

Purpose of the Preliminary Plat is to Subdivide these 89 Acres into 88 Residential Lots

## Legend:

| | | | |
|---|---|---|---|
| EXIST. CONCRETE MONUMENT | | BENCHMARK | |
| IRON PIN SET (I.P.S.) | | HANDICAP RAMP SYMBOL | |
| IRON PIN FOUND (I.P.F.) | V.A. | VAN ACCESSIBLE HANDICAP DESIGNATION | |
| EXIST. SIGN POST | | HC SIGN | |
| EXIST. SEWER CLEANOUT | | PROPOSED SIGN POST | |
| EXIST. MANHOLE (SEWER & PHONE) | | CONCRETE BOLLARD | |
| EXIST. CATCH BASIN (STORM SEWER) | | WHEEL STOP | |
| EXIST. WATER/GAS VALVE | | CONCRETE SIDEWALK | |
| EXIST. TELEPHONE RISER | | EXTRUDED CURB | |
| EXIST. GAS RISER | | CURB & GUTTER | |
| ELECTRICAL ENCLOSURE | | TRAFFIC ARROW | |
| EXIST. WATER METER | | TURN LANE ARROWS | |
| EXIST. UTILITY POLE | | REVISION NUMBER | |
| EXIST. FIRE HYDRANT | #1 | DRAINAGE STRUCTURE DESIGNATION | |
| POST INDICATOR VALVE | A | DRAINAGE PIPE DESIGNATION | |
| BLOW OFF VALVE | | RIP RAP | |
| REDUCER | | RUNOFF FLOW ARROW | |
| REMOTE FIRE DEPT. CONNECTION | | INLET FILTER PROTECTION | |
| CONCRETE THRUST BLOCK | 63.25 × | PROPOSED SPOT ELEVATION | |
| DOUBLE DETECTOR CHECK VALVE | (63.25) × | EXIST. SPOT ELEVATION | |
| FIRE DEPT. CONNECTION | | SEWER/STORM FLOW DIRECTION | |
| FIRE HYDRANT | | CATCH BASIN | |
| GATE VALVE & BOX | | CURB INLET | |
| WATER METER | | AREA DRAIN | |
| GAS METER | | HEADWALL | |
| GREASE TRAP | | WINGED HEADWALL | |
| EXTERIOR CLEANOUT ECO | | CONCRETE SWALE | |
| MANHOLE | | TYPE- X- HEADWALL | |
| EXISTING PHONE | PH | | |
| EXISTING ELECTRIC | OH | | |
| PROPERTY LINE | | | |
| EASEMENTS | | | |
| RIGHT OF WAY | 50'ROW | | |
| EROSION CONTROL SILT FENCE | SF SF | | |
| EROSION EEL | E E E | | |
| EXISTING TREELINE | | | |
| EXISTING FENCELINE | X X | | |
| MINIMUM BUILDING SETBACK LINE | MBSL | | |
| PHASE BOUNDARY | | | |
| EXISTING GAS LINE | GAS | | |
| PROPOSED GAS LINE | GAS | | |
| EXISTING STORM | STM | | |
| PROPOSED STORM | STM | | |
| EXISTING CONTOUR LINES | 601 | | |
| PROPOSED CONTOUR LINES | 601 | | |
| EXISTING SANITARY SEWER | SS SS | | |
| PROPOSED SANITARY SEWER | SS SS | | |
| EXISTING WATER | W W | | |
| PROPOSED WATER | W W | | |

SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
SEC, Inc.
950 MIDDLE TENNESSEE BOULEVARD MURFREESBORO, TENNESSEE 37129
E-MAIL:JFREDRICK@SECINC.COM PHONE: (615) 890-7901 FAX: (615) 895-2567
NO PORTION OF THIS DRAWING MAY BE REPRODUCED WITHOUT THE EXPRESSED WRITTEN CONSENT OF S.E.C. INC.

The site as shown on these construction drawings is intended to achieve specific engineering design criteria and objectives. It is the sole responsibility of the owner/developer to ensure that the construction of the site shown on these construction drawings is performed in such a manner as to assure that these criteria and objectives are met. The owner/developer shall assume all responsibility in the assurance that the site is constructed in accordance with the construction plans.

JAMES L. REED III — 2336 — REGISTERED PROFESSIONAL ENGINEER — AGRICULTURE — STATE OF TENNESSEE

# Littlebury Subdivision

Thompson Station, Tennessee

Know what's below. Call before you dig.

200′ 0 200′ 400′
SCALE: 1"= 200′

REVISED: 8-30-18 Comments
DRAWN: MLG
DATE: 6-11-18
CHECKED: JFR
FILE NAME: 17224Littleberry Prelim
SCALE: 1"=200'
JOB NO. 17224
SHEET: C0.1

Master Plan

Plot Style: S.E.C. Standard Mono.ctb Plot Date: 9/26/2018 1:00 PM; User: CADTECH4

# 5. IMPACTS OF PROPOSED DEVELOPMENT

## 5.1 TRIP GENERATION

Trip generation calculations were conducted in order to identify how much traffic will be generated by the proposed project. Trip generation data for daily and peak hour trips were identified from Trip Generation, Tenth Edition, which was published by the Institute of Transportation Engineers (ITE) in 2017. Tables 5A and 5B present the daily and peak hour trip generations for proposed project, and these calculations are included in Appendix C.

**TABLE 5A. WEEKDAY TRIP GENERATION FOR THE PROPOSED PROJECT**

| LAND USE | SIZE | GENERATED TRAFFIC | | | | |
|---|---|---|---|---|---|---|
| | | DAILY | AM PEAK HOUR | | PM PEAK HOUR | |
| | | | ENTER | EXIT | ENTER | EXIT |
| Single-Family Residential (LUC 210) | 92 homes | 962 | 18 | 53 | 59 | 35 |

**TABLE 5B. SATURDAY TRIP GENERATION FOR THE PROPOSED PROJECT**

| LAND USE | SIZE | GENERATED TRAFFIC | |
|---|---|---|---|
| | | SATURDAY PEAK HOUR | |
| | | ENTER | EXIT |
| Single-Family Residential | 92 homes | 51 | 44 |

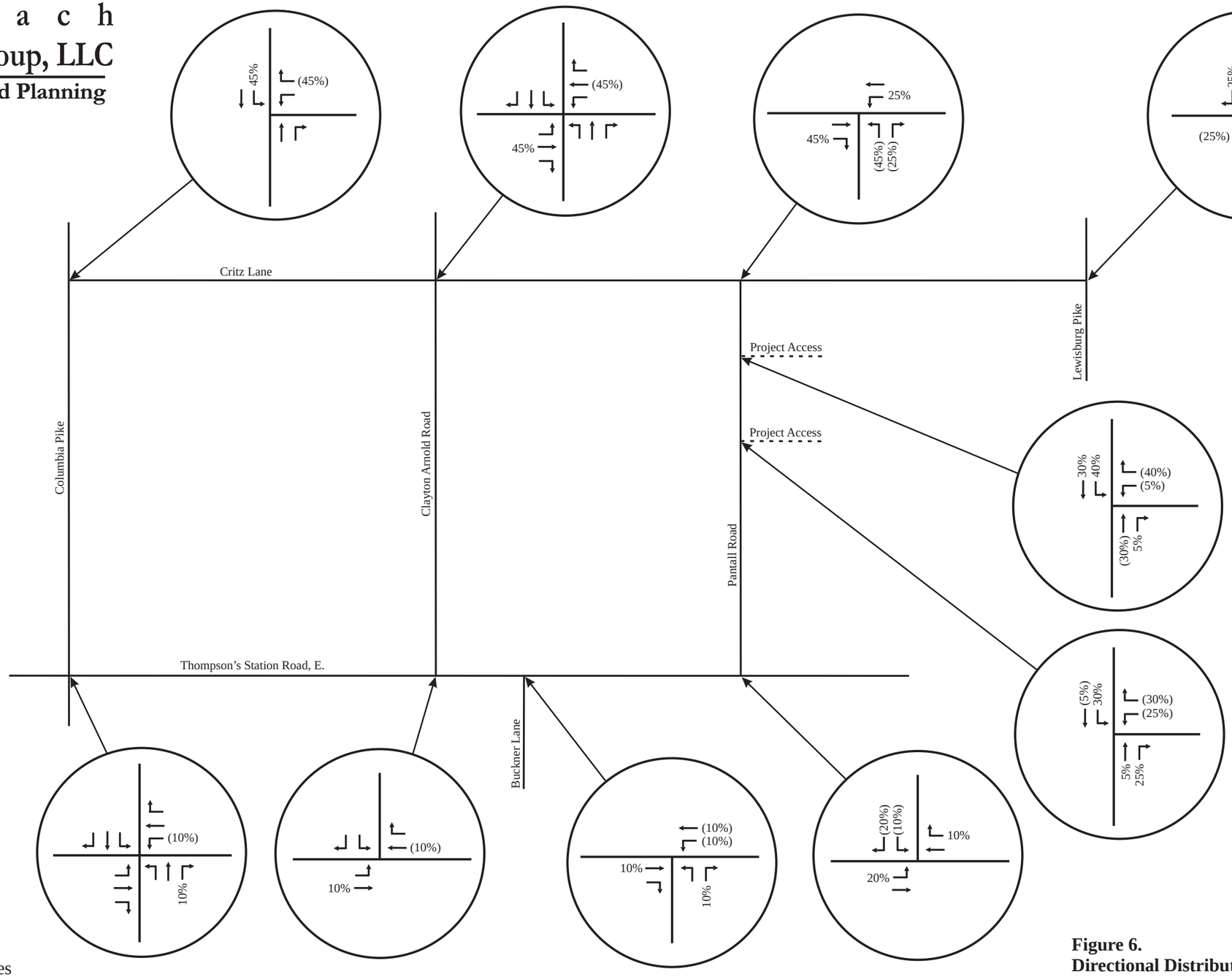
## 5.2 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For the purposes of this study, it was estimated that the trips generated by the proposed development will access the project site according to the directional distribution shown in Figure 6. The development of this distribution was based on the following factors:

- existing land use characteristics,
- the directions of approach of the existing traffic,
- the access proposed for the project, and
- the locations of population centers in the area.

The peak hour trip generation and directional distribution were used to add the site-generated trips to the roadway system. Figures 7A and 7B include the peak hour traffic volumes that are expected to be generated by the proposed project.

Fischbach
Transportation Group, LLC
Traffic Engineering and Planning



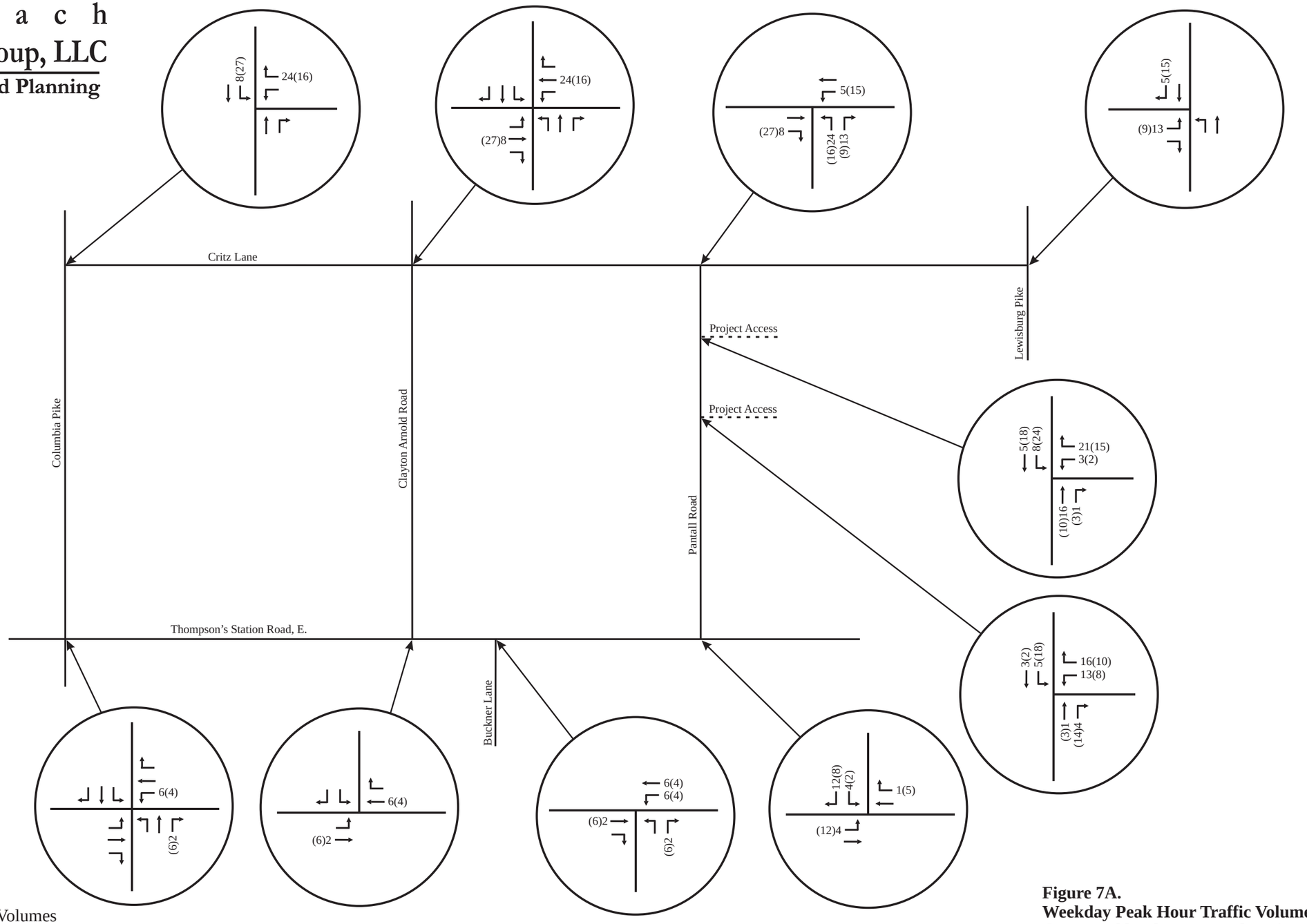

N

**No Scale**

XX - Entering Volumes
(XX) - Exiting Volumes

**Figure 6.**
**Directional Distribution of Traffic Volumes Generated by the Proposed Project**

Fischbach
Transportation Group, LLC
Traffic Engineering and Planning




**No Scale**

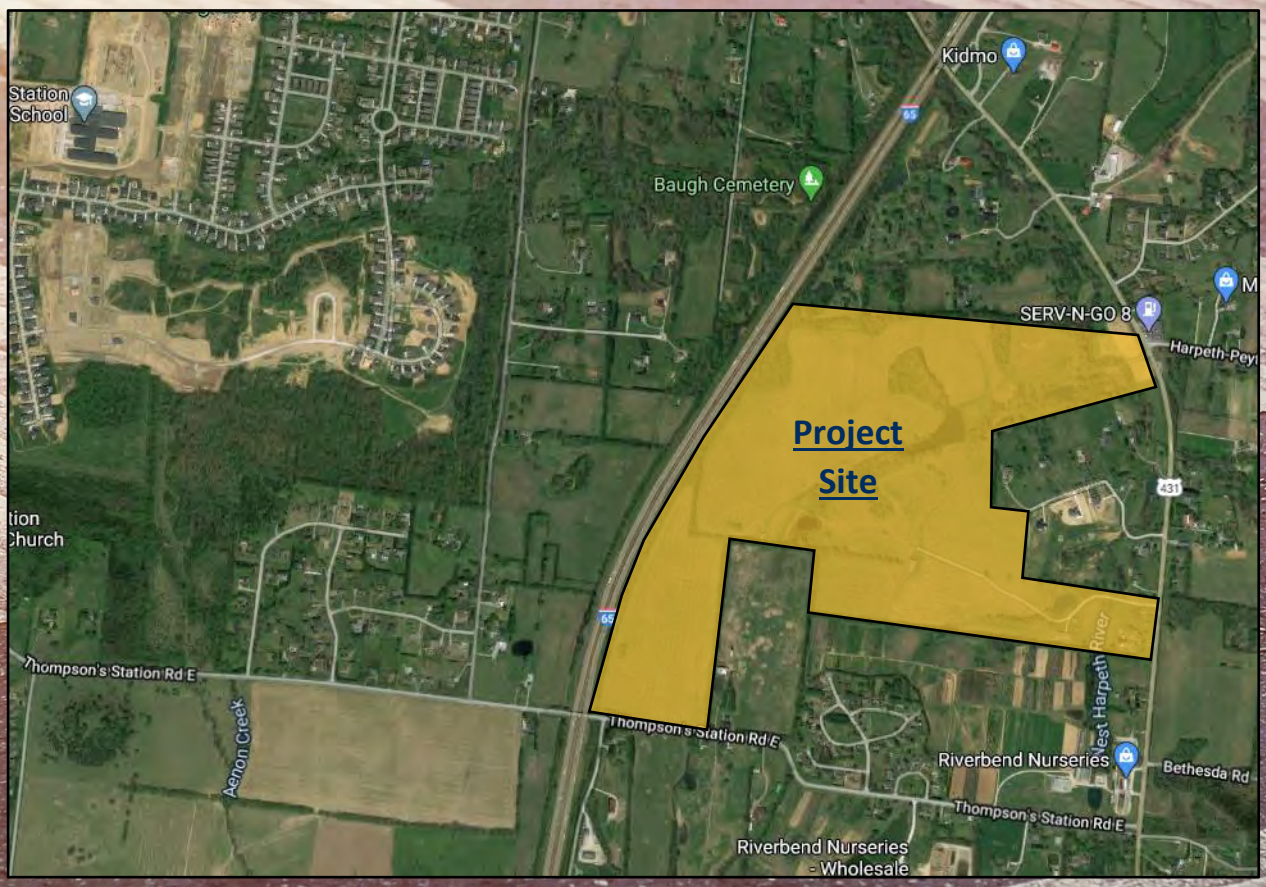
XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

**Figure 7A.**
**Weekday Peak Hour Traffic Volumes**
**Generated by the Proposed Project**

# TRAFFIC IMPACT STUDY

## PLEASANT CREEK

## THOMPSON'S STATION, TENNESSEE




PREPARED FOR:

PLEASANT CREEK INVESTMENTS, LLC

SEPTEMBER 2020

KCI TECHNOLOGIES, INC. // 500 11TH AVENUE NORTH, NASHVILLE, TN 37203 // KCI.COM

# TRAFFIC IMPACT STUDY
# PLEASANT CREEK
# THOMPSON'S STATION, TENNESSEE

PREPARED FOR:

**PLEASANT CREEK INVESTMENTS, LLC**




PREPARED BY:

**KCI TECHNOLOGIES, INC**

500 11th Avenue North, Suite 290
Nashville, TN 37203
615.370.8410 office  615.370.8455 fax
www.kci.com

# 4. IMPACTS

## 4.1 Trip Generation

A traffic generation process was used to estimate the amount of traffic expected to be generated by the proposed Pleasant Creek development. Factors for the trip generation were taken from ITE's *Trip Generation*, 10th Edition. According to the developer, the proposed development includes approximately 327 single-family residential homes, 90 single-family townhomes, 5,500 square feet of retail, 2,000 square feet of fitness center, and 2,000 square feet of bank. It should be noted that the 90 single-family townhomes will be analyzed using LUC 210 due to the planned nature of the development, as well as, LUC being more conservative than LUC 220 (Low Rise Multi-Family). Therefore, the total units for analysis is 417. Additionally, the fitness center will be analyzed using LUC 820 due to the planned nature of the development, as well as, LUC being more conservative than LUC 492 (Health/Fitness Club).

No reductions were applied to the base trip generation to account for internal capture, alternative modes, or pass-by trips.

Table 5 presents the daily, AM and PM peak hour trip generation for the proposed development. As shown in Table 5, the proposed development can be expected to generate approximately 5,164 new vehicle trips per day. The AM and PM peak hour trip generations will equal approximately 327 and 545 new trips, respectively. These trips represent the new traffic that will be generated by the proposed Pleasant Creek development. The calculations for trip generation are included in Appendix F.

**TABLE 5. DEVELOPMENT TRIP GENERATION**

| LAND USE | SIZE | GENERATED TRAFFIC | | | | |
|---|---|---|---|---|---|---|
| | | DAILY TRAFFIC | AM PEAK | | PM PEAK | |
| | | | Enter | Exit | Enter | Exit |
| Single-Family Detached Housing (LUC 210) | 417 Units | 3,868 | 75 | 226 | 252 | 148 |
| Shopping Center (LUC 820) | 1,500 s.f. | 346 | 1 | 0 | 12 | 12 |
| Shopping Center (LUC 820) | 4,000 s.f. | 674 | 2 | 2 | 24 | 26 |
| Shopping Center (LUC 820) | 2,000 s.f. | 76 | 1 | 1 | 14 | 16 |
| Drive-In Bank (LUC 912) | 2,000 s.f. | 200 | 11 | 8 | 21 | 21 |
| **NEW TRIPS** | | 5,164 | 90 | 237 | 322 | 223 |
| | | | 327 | | 545 | |

Source: *Trip Generation*, 10th Edition

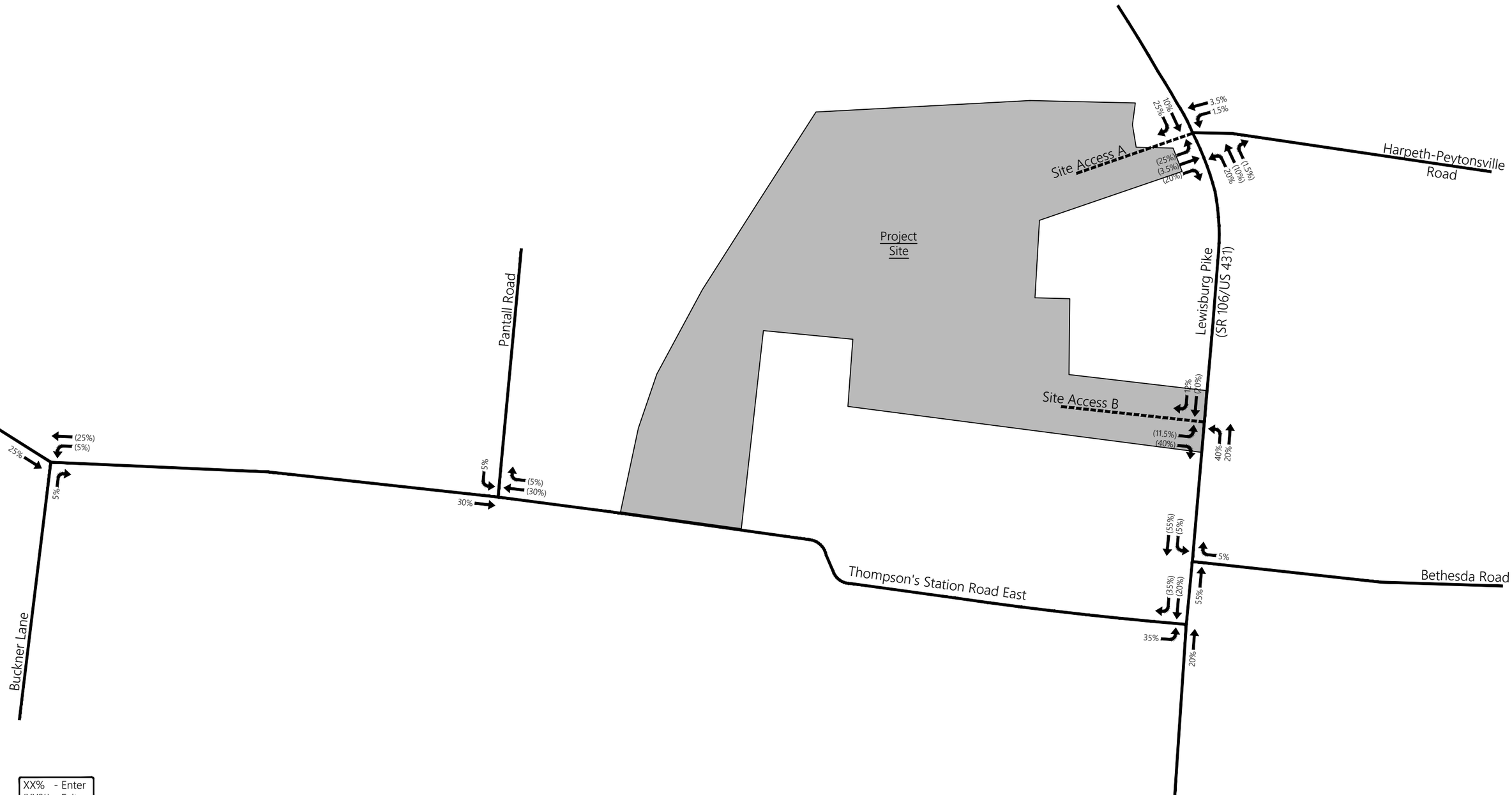
## 4.2 Trip Distribution and Traffic Assignment

A directional distribution of traffic generated by the proposed project was established based on the proposed access, the existing roadway network, and the existing travel patterns developed from the existing peak hour traffic counts. As previously discussed, access to the development is planned to be provided by two access drives, located along Lewisburg Pike (SR 106/US 431). The northern access will be provided via the new eastbound approach to the intersection of Lewisburg Pike (SR 106/US 431) and Harpeth Peytonsville Road. The southern access will be located approximately 1,100 feet north of the intersection of Lewisburg Pike (SR 106/US 431) and Bethesda Road.

The directional distribution for the proposed development is shown in Figure 5. As shown in the figure,

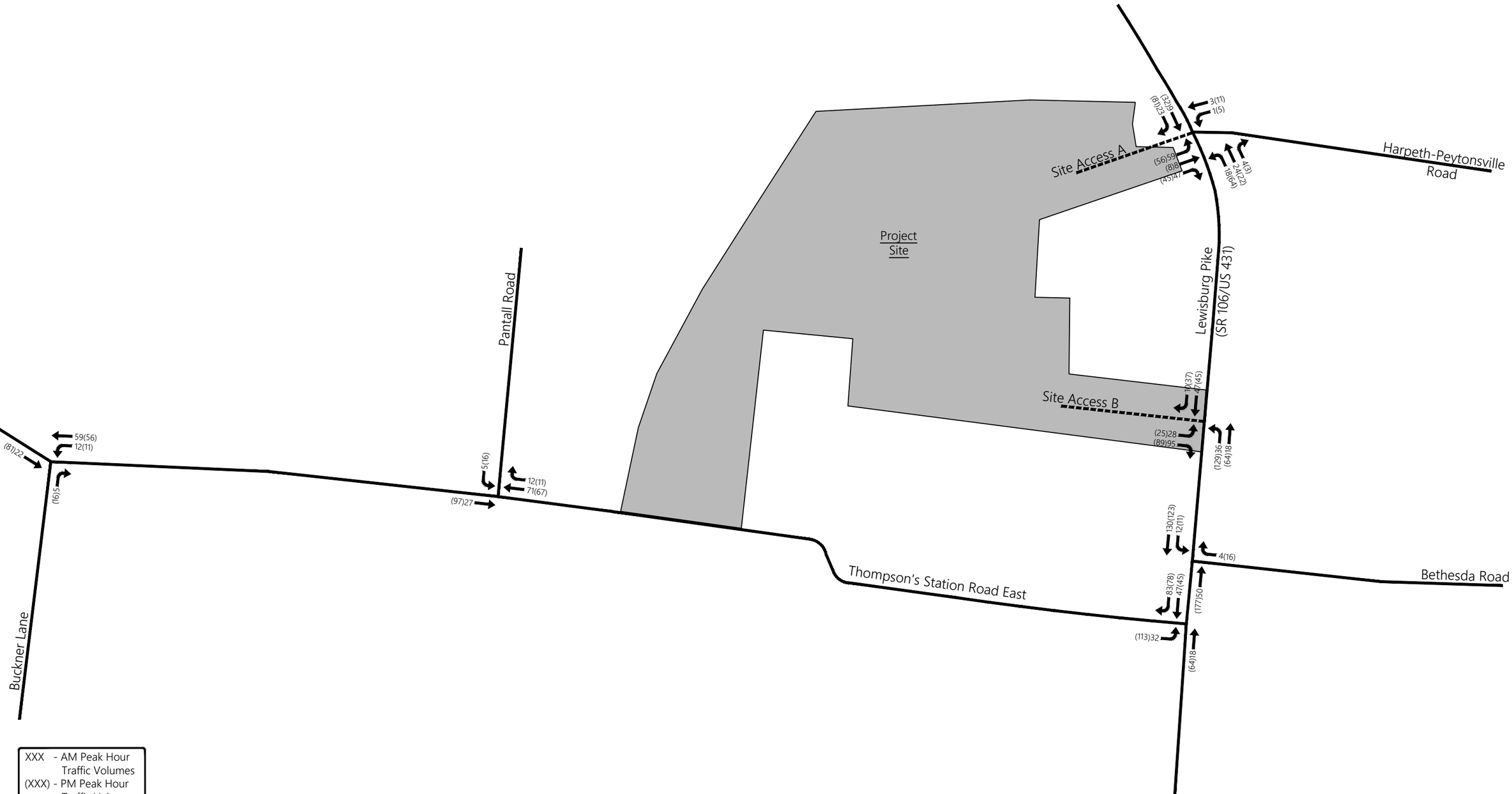
- approximately 35% of the traffic generated by the development will be oriented to the north on Lewisburg Pike (SR 106/US 431),
- 25% to the west on Thompson's Station Road East,
- 20% to the south on Lewisburg Pike (SR 106/US 431),
- 5% to the east on Harpeth-Peytonsville Road,
- 5% to the east on Bethesda Road,
- 5% to the north on Pantall Road, and
- 5% to the south on Buckner Lane.

Based on the directional distribution, the project-generated traffic for the AM and PM peak hour was assigned to the roadway network. The traffic assignment for the proposed development is shown in Figure 6. It should be noted that the 20% of vehicles distributed to the south on Lewisburg Pike (SR 106/US 431) is due to the proposed I-65 interchange located along Buckner Road. This interchange is being constructed in tandem with the Alexander Property background development.




Assignment of Peak Hour Traffic Volumes
Generated by the Project Site
(Not to Scale)

Figure 5.




Distribution of Peak Hour Traffic Volumes
Generated by the Project Site
(Not to Scale)

Figure 6.

## 6. RECOMMENDATIONS

The proposed Pleasant Creek development is located on the north side of Thompson's Station Road East, east of I-65 in Thompson's Station, Tennessee. According to the developer, the proposed development includes approximately 327 single-family residential homes, 90 single-family townhomes, 5,500 square feet of retail, 2,000 square feet of fitness center, and 2,000 square feet of bank. Access to the project site is planned to be provided by two access drives, located along Lewisburg Pike (SR 106/US 431). The northern access will be provided via the new eastbound approach to the intersection of Lewisburg Pike (SR 106/US 431) and Harpeth Peytonsville Road. The southern access will be located approximately 1,100 feet north of the intersection of Lewisburg Pike (SR 106/US 431) and Bethesda Road. The analyses presented in this study indicate that the impacts of the proposed project on the existing street network will be manageable by providing the recommendations below. The recommendations are as follows:

<u>Lewisburg Pike (SR 106/US 431) and Harpeth-Peytonsville Road/Site Access A</u>

- Preliminary signal warrant analysis determined that a signal is warranted under existing conditions. However, these preliminary analyses were based on traffic projections made due to Covid-19 and not on actual counts representing traffic conditions without the impacts of Covid-19. Therefore, a full signal warrant analysis should be completed when traffic conditions have stabilized and prior to the completion of 35 lots within the Pleasant Creek development.
- Until a signal is installed, the eastbound approach of Site Access A should be stop-controlled, and a stop bar and R1-1 'Stop' sign should be installed on the egress approach.
- Site Access A should be designed to include sufficient width for one entering lane and three exiting lanes. The exiting approach should include one left-turn lane with a minimum of 125 feet of storage, one through lane, and one right-turn lane with a minimum of 125 feet of storage.
- Provide a northbound left-turn lane on Lewisburg Pike (SR 106/US 431) with a minimum of 150 feet of storage length.
- Provide a southbound right-turn lane on Lewisburg Pike (SR 106/US 431) with a minimum of 75 feet of storage length.

<u>Lewisburg Pike (SR 106/US 431) and Site Access B</u>

- The eastbound approach of Site Access B should be stop-controlled, and a stop bar and R1-1 'Stop' sign should be installed on the egress approach.

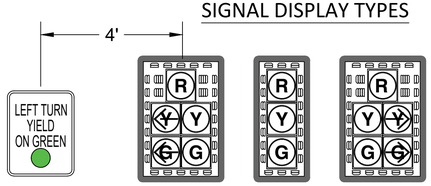
- Site Access B should be designed to include sufficient width for one entering lane and two exiting lanes. The exiting approach should include one left-turn lane and one right-turn lane.
- Provide a northbound left-turn lane on Lewisburg Pike (SR 106/US 431) with a minimum of 150 feet of storage length.
- Provide a southbound right-turn lane on Lewisburg Pike (SR 106/US 431) with a minimum of 75 feet of storage length.

Additional Recommendations

- As part of the construction of the project, all internal and external roadway connections should be designed such that the departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing vegetation, monument signs/walls, fences, etc.
- Final design of internal roadways and parking should meet all Town of Thompson's Station standards. Internal intersections should be two-way stop-controlled unless all-way stop control warrants are met.

In summary, based on the analyses conducted, no further recommendations are presented for the proposed Pleasant Creek development.

## SIGNAL DISPLAY TYPES




R10-12
24"x30"
SIGN
(S1)

NOTE:
SIGNAL HEADS SHALL BE PAINTED YELLOW AND HAVE BLACK LOUVERED BACKPLATES WITH YELLOW RETROREFLECTIVE BORDER.

## OVERHEAD STREET NAME SIGNS

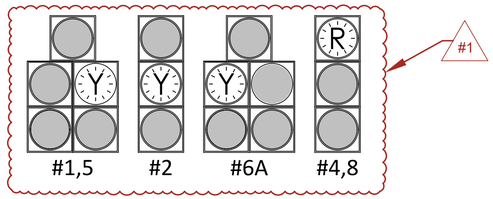
Ⓐ U.S. Hwy 231

Ⓑ Harpeth Peytonsville Rd

Ⓒ Nita Drive

NOTE:
STREET NAME SIGNS (SNS)
- 18" SIGN BLANK (VARIABLE WIDTH)
- 8" UPPER CASE LETTERS FOR PRINCIPLE LEGEND (NAME)
- 6" UPPER CASE LETTERS FOR DESCENDANT TEXT

## SIGNAL DISPLAYS FOR FLASHING OPERATION




## GROUND MOUNTED SIGNS

N.T.S.

NEW W16-15P

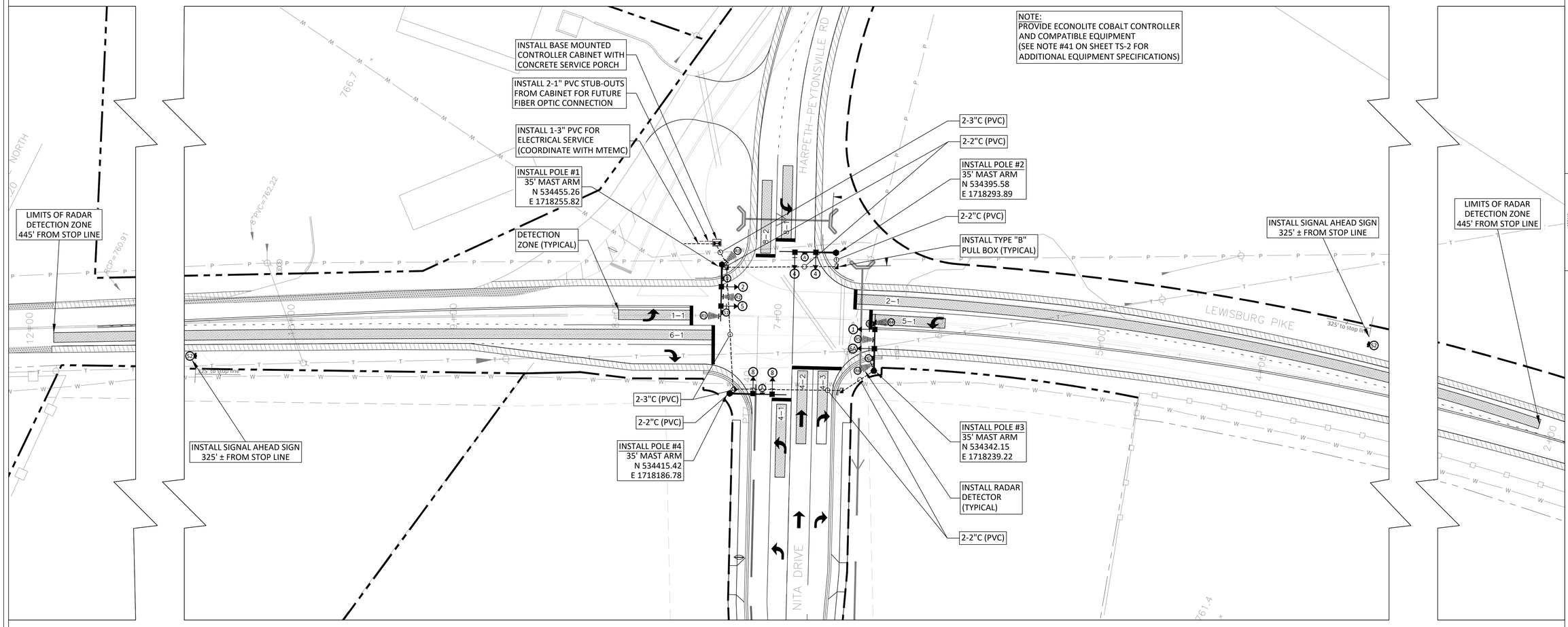
NOTE:
W16-15P SIGN TO BE REMOVED BY CONTRACTOR 30 DAYS AFTER SIGNAL IS OPERATIONAL



W3-3
36"x36"
SIGN
(S2)

811

0 15 30 60




## PHASING DIAGRAM

| | | | |
|---|---|---|---|
| Ø1 | Ø2 | Ø3 NOT USED | Ø4 |
| Ø5 | Ø6 | Ø7 NOT USED | Ø8 |

PERMITTED (NOT PROTECTED) MOVEMENT

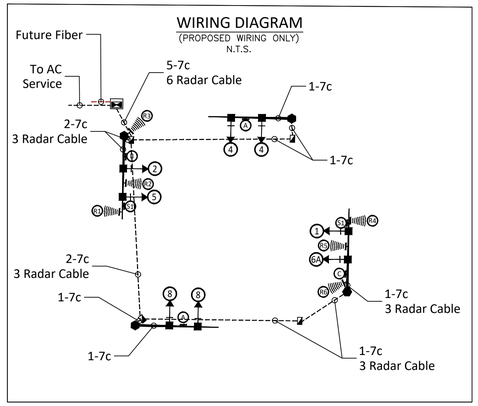
## DETECTION ASSIGNMENT CHART

| Zone | Radar # | Type | Phase | Zone Size |
|---|---|---|---|---|
| 1-1 | R1 | Matrix | 1 | 6'x50' |
| 2-2 | R2 | Advance | 2 | 6'x445' |
| 4-1 | R6 | Matrix | 4 | 6'x50' |
| 4-2 | R6 | Matrix | 4 | 6'x50' |
| 4-3 | R6 | Matrix | 4 | 6'x50' |
| 5-1 | R4 | Matrix | 5 | 6'x50' |
| 6-1 | R5 | Advance | 6 | 6'x445' |
| 8-1 | R3 | Matrix | 8 | 6'x50' |
| 8-2 | R3 | Matrix | 8 | 6'x50' |

*ALL DETECTION SHALL BE WAVETRONIX OR CITY APPROVED EQUAL

## WIRING DIAGRAM

(PROPOSED WIRING ONLY)
N.T.S.




## LEGEND

| | |
|---|---|
| | CANTILEVERED SIGNAL SUPPORT POLE WITH MAST ARM |
| ① | SIGNAL HEAD WITH BACKPLATE |
| | PAD MOUNTED CONTROLLER CABINET (W/ PORCH) |
| | PULL BOX (TYPE B) |
| | UNDERGROUND CONDUIT |
| | DETECTION ZONE |
| R1 | RADAR DETECTION |
| A | SIGN |


RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



The site as shown on these construction drawings is intended to achieve specific engineering design criteria and objectives. It is the sole responsibility of the owner/developer to ensure that the construction of the site shown on these construction drawings is in total accordance with the design concepts and dimensions indicated. Failure by the owner/developer to assume total responsibility for the site as shown on these construction drawings is in total accordance with the design concepts and dimensions indicated. Failure by the owner/developer to assume total responsibility in the assurance that the site is constructed in accordance with the construction plans.


RICHARD G. PHILLIPS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
REG. 022078
STATE OF TENNESSEE
7/1/25

# Pleasant Creek Development
# Thompson's Station, Tennessee

Traffic Signal Layout
Lewisburg Pike (S.R. 431) & Harpeth Peytonsville Road

REV 1: 07-01-2025 Revised Flashing Signals Displays
DRAWN: RGP/RMD
DATE: 07/01/2025
CHECKED: RGP
FILE NAME: 18076-SIG
SCALE: SCALE
JOB NO. 18076
SHEET: TS-1

# SIGNAL INSTALLATION NOTES

GENERAL

1. THE CONTRACTOR SHALL BE RESPONSIBLE TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA. NOTHING CONTAINED IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM THESE RESPONSIBILITIES.
2. ALL CONSTRUCTION, EQUIPMENT, AND INSTALLATION PROCEDURES SHALL COMPLY WITH THE CURRENT EDITION OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE TOWN OF THOMPSON'S STATION. SIGNAL INSTALLATION AND EQUIPMENT SHALL COMPLY WITH SECTION 730-TRAFFIC SIGNALS.
3. ALL TRAFFIC SIGNAL AND SIGN INSTALLATION PROCEDURES AND EQUIPMENT SHALL CONFORM TO THE STANDARDS SET FORTH IN THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ANY SIGNAL HEADS VISIBLE TO DRIVERS BUT NOT OPERATIONAL SHALL BE COMPLETELY COVERED. THE TRAFFIC SIGNAL SHALL FLASH FOR A MINIMUM OF SEVEN (7) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO NORMAL OPERATION, UNLESS OTHERWISE DIRECTED BY THE TOWN OF THOMPSON'S STATION.

TEMPORARY TRAFFIC CONTROL

5. ADVANCE WARNING SIGNS SHALL BE DISPLAYED NO MORE THAN 48 HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED IF THE SIGN FACE IS FULLY COVERED. IF THE CONTRACTOR MOVES OFF THE PROJECT, THE CONTRACTOR SHALL COVER OR REMOVE ALL UN-NEEDED SIGNS, AS DIRECTED BY THE ENGINEER. COST OF REMOVAL, COVERING, AND RE-INSTALLING SIGNS SHALL BE INCIDENTAL TO THE CONTRACT AND SHALL NOT BE MEASURED AND PAID FOR SEPARATELY. LONG TERM, BUT SPORADIC USE OF A WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED, PROVIDED THE SIGN FACE IS FULLY COVERED. TRAFFIC CONTROL DEVICES SHALL NOT BE ERECTED OR DISPLAYED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
6. THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY WITHIN THIRTY (30) FEET OF THE EDGE OF THE PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC. UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TO TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS 30 FOOT SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEERS APPROVAL TO USE THEM.
7. ALL TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE CURRENT EDITION OF THE MUTCD AND SUBJECT TO REVIEW AND APPROVAL BY THE TOWN OF THOMPSON'S STATION.

UTILITIES

8. ALL UTILITY LOCATIONS, AS SHOWN, ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY. SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM INC., AT 1-800-351-1111.
9. THE SIGNAL INSTALLATION SHALL MEET THE NATIONAL ELECTRICAL SAFETY CODE AND LOCAL UTILITY REQUIREMENTS FOR CLEARANCES AND ATTACHMENT HEIGHTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL UTILITIES FOR ANY ADJUSTMENT OF RELOCATION WORK REQUIRED.
10. THE CONTRACTOR WILL PROVIDE ALL NECESSARY MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE AN INCIDENTAL COST TO BE INCLUDED IN THE PRICE BID FOR THE OVERALL PROJECT.
11. PRIOR TO SUBMITTING THEIR BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY LOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. THE CONTRACTOR SHALL COORDINATE WITH AFFECTED UTILITY OWNERS DURING CONSTRUCTION AS SOME WORK MAY BE REQUIRED NEAR UTILITY FACILITIES THAT WILL REMAIN IN PLACE, WHILE OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS.
12. THE CONTRACTOR IS RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS. ELECTRICAL CONNECTIONS SHALL BE COORDINATED WITH THE APPROPRIATE LOCAL UTILITY.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL UTILITIES FOR ANY "MAKE READY" WORK REQUIRED. THE CONTRACTOR SHALL INCLUDE COST OF "MAKE READY" WORK, IF ANY, IN THE BID.

ELECTRICAL

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ELECTRICAL SERVICE TO THE SITE. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN AN ELECTRICAL PERMIT FROM THE APPROPRIATE ELECTRICAL UTILITY PROVIDER, AS REQUIRED.
15. ALL WORK SHALL COMPLY WITH THE STANDARDS SET FORTH IN THE NATIONAL ELECTRIC SAFETY CODE (NESC) HANDBOOK, CURRENT EDITION.

SIGNAL TIMING

16. THE CONTRACTOR SHALL INSTALL INITIAL SIGNAL TIMINGS AS PROVIDED ON THESE PLANS.

WIRING

17. THE CONTRACTOR SHALL LABEL ALL CABLES IN THE CABINET, POLE/PEDESTAL BASES, AND PULL-BOXES, USING THE CONVENTION OF TDOT STANDARD DRAWING T-SG-12. EACH WIRE SHALL BE IDENTIFIED BY A CIRCULAR PLASTIC TAG, 1 3/8 INCHES IN DIAMETER, WITH PRE-PRINTED LETTERING DIES WITH A MINIMUM 1/4 INCH IN HEIGHT. TAGS SHALL BE PERMANENTLY FASTENED TO WIRE BY MEANS OF NYLON SELF CLINCHING STRAPS. MARKING SHALL INDICATE "GRD", FOR ALL GROUND AND GROUNDED NEUTRAL CONDUCTORS. COMPANION CIRCUIT CONDUCTORS SHALL BE MARKED "CKT" FOLLOWED BY THE DESIGNATED CHARACTERS AS SHOWN ON THE PLANS.

TRAFFIC SIGNAL EQUIPMENT AND MATERIALS

18. THE CONTRACTOR SHALL SUBMIT A MATERIAL LIST TO THE TOWN OF THOMPSON'S STATION FOR REVIEW AND APPROVAL PRIOR TO THE START OF CONSTRUCTION. SHOP DRAWINGS SHALL ALSO BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO ORDERING EQUIPMENT AND MATERIALS.

TRAFFIC SIGNAL POLES

19. THE PROPOSED LOCATIONS OF THE SIGNAL SUPPORT POLES, AS SHOWN ON THESE PLANS, ARE APPROXIMATE. SOME FIELD ADJUSTMENTS MAY BE REQUIRED IN ORDER TO AVOID CONFLICT WITH EITHER OVERHEAD OR UNDERGROUND UTILITIES. PROPER CLEARANCES BETWEEN SIGNAL POLES/CABLES AND EXISTING UTILITY LINES SHALL BE MAINTAINED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND STAKING THE OPTIMUM LOCATIONS FOR THESE POLES AND FOR RECEIVING APPROVAL FROM THE CITY AND THE APPROPRIATE UTILITIES BEFORE INSTALLATION BEGINS. THE ENGINEER SHALL BE ADVISED BY THE CONTRACTOR OF ANY FIELD ADJUSTMENT TO POLE LOCATION TO VERIFY THAT ARE ADVISABLE. PROPER ROADSIDE CLEAR ZONES SHALL BE OBSERVED.
20. SHAFTS FOR FOOTINGS SHALL BE DRILLED THROUGH FIRM, UNDISTURBED, UNSATURATED SOIL AND SHALL BE VISUALLY INSPECTED BY THE ENGINEER OR ENGINEERING REPRESENTATIVE PRIOR TO PLACEMENT OF REINFORCEMENT. THE ENGINEER OR ENGINEERING REPRESENTATIVE SHALL BE ADVISED BY THE CONTRACTOR OF ANY GROUND WATER OR LOOSE SOIL ENCOUNTERED DURING DRILLING.
21. NEW TRAFFIC SIGNAL SUPPORT POLE(S) SHALL BE SMOOTH, ROUND, TAPERED, STEEL STRAIN POLES WITH CANTILEVERED MAST ARMS. MULTI-SIDED POLES SHALL NOT BE ACCEPTED. THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE DESIGNED AND FABRICATED TO BE IN ACCORDANCE WITH TDOT STANDARD DRAWINGS. THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE DESIGNED IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS (CURRENT ADDITION WITH ADDENDA).
22. TRAFFIC SIGNAL SUPPORTS POLES AND FOUNDATIONS SHALL CONFORM TO TDOT STANDARD DRAWING FOR CANTILEVER TYPE STEEL POLES (T-SG-9). ALL NEW POLES SHALL BE POWDER COATED BLACK.
23. THE CONTRACTOR AND/OR THE POLE FABRICATOR SHALL DETERMINE THE SIZE OF ALL STEEL SIGNAL SUPPORT POLE(S) AND FOUNDATION(S). SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER AND TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO ORDERING. FOUNDATIONS ARE TO CONFORM TO TDOT STANDARD DRAWINGS.
24. NEW TRAFFIC SIGNAL SUPPORT POLES(S) SHALL BE GALVANIZED STEEL. THE POLES SHALL BE INSTALLED IN GOOD CONDITION WITHOUT VISIBLE DEFECTS.
25. ALL FOUNDATIONS FOR SIGNAL POLES AND THE CONTROLLER CABINET SHALL HAVE ONE SPARE THREE INCH CONDUIT STUB-OUT INSTALLED PARALLEL TO THE ROADWAY. ALL FOUNDATIONS FOR PEDESTRIAN PEDESTAL POLES SHALL INCLUDE ONE SPARE TWO INCH CONDUIT STUB-OUT INSTALLED PARALLEL TO THE ROADWAY. NO GROUT SHALL BE PLACED AT THE BASE OF THE STEEL POLE BETWEEN THE POLE BASE AND FOUNDATION. BASE OF POLE SHALL REMAIN OPEN TO PERMIT DRAINAGE AND AIR CIRCULATION.

CABINET AND CONTROLLER

26. CONTROLLER CABINET SHALL BE 16-CHANNEL NEMA COMPLIANT AND SHALL CONFORM TO ALL STANDARDS SET FORTH BY TDOT.
27. THE TRAFFIC SIGNAL CONTROLLER FURNISHED BY THE CONTRACTOR SHALL BE COMPLETE WITH ALL INCIDENTAL AND AUXILIARY EQUIPMENT (CONFLICT MONITOR/MMU, HARDWARE AND CABINET) NECESSARY FOR INSTALLATION AND OPERATION.
28. ALL WIRING AND EQUIPMENT NECESSARY TO ACTIVATE THE SIGNAL HEADS AND OPERATE THE TRAFFIC SIGNAL AS SPECIFIED SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR. CONTRACTOR SHALL SHOP TEST THE CONTROLLER CABINET AND SHALL PROVIDE ACCESS TO THE CABINET FOR CITY STAFF PRIOR TO FIELD INSTALLATION.
29. CONSTRUCT THE CABINET AND FOUNDATION IN ACCORDANCE WITH TDOT STANDARD DRAWINGS T-SG-5 AND T-SG-6. A TYPE IV CABINET AND FOUNDATION SHALL BE INSTALLED. THE CABINET FOUNDATION SHALL INCLUDE A CONCRETE POURED IN-PLACE SERVICE PORCH TO BE LOCATED ADJACENT TO THE OPENING SIDE OF THE CABINET.
30. THE CONFLICT MONITOR/MALFUNCTION MANAGEMENT UNIT (MMU) SHALL BE A 16-CHANNEL MODEL AS SPECIFIED BY THE TOWN OF THOMPSON'S STATION WITH COMMUNICATIONS PORT AND SHALL INCLUDE AN INTERCONNECT CABLE. COMPATIBILITY OF CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.
31. MANUFACTURER SHALL PROVIDE A ONE-YEAR SERVICE WARRANTY FOR OPERATION OF THE CONTROLLER AND CONFLICT MONITOR UNITS.

VEHICULAR SIGNALS

32. ALL SIGNAL HEADS SHALL BE 12" LED SIGNAL DISPLAYS AND MEET THE CURRENT TDOT LED SIGNAL HEAD SPECIFICATIONS. ALL SIGNAL HEAD HOUSINGS SHALL BE MANUFACTURED FROM ALUMINUM WITH A YELLOW FINISH.
33. PLACEMENT SHALL BE IN ACCORDANCE WITH TDOT STANDARD DRAWINGS. THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR OF ANY PROPOSED FIELD ADJUSTMENTS TO THE SIGNAL HEADS REGARDING THEIR ALIGNMENT, PLACEMENT, OR ATTACHMENT HEIGHT SUCH THAT THE ENGINEER MAY EVALUATE WHETHER THE PROPOSED CHANGES ARE ADVISABLE.
34. ALL SIGNAL HEADS SHALL BE INSTALLED WITH LOUVERED BACKPLATES. THE BACKPLATES SHALL BE BLACK IN COLOR AND SHALL BE FABRICATED AS A SINGLE PIECE.

DETECTION

35. RADAR DETECTION UNITS SHALL BE WAVETRONIX SMARTSENSOR MATRIX OR ADVANCE. RADAR UNITS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S STANDARD DRAWINGS AND SPECIFICATIONS. ALL EQUIPMENT NECESSARY FOR THE RADAR DETECTION SYSTEM SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. SPLICES OF THE RADAR CABLE SHALL NOT BE PERMITTED.

CONDUIT AND PULL BOXES

36. ALL CONDUITS SHALL BE SCHEDULE 80 PVC UNLESS OTHERWISE NOTED. A PULL STRING IS TO BE PROVIDED IN EACH CONDUIT FROM JUNCTION TO JUNCTION. CONDUIT RUNS, EXCEPT AT PULL BOXES, SHALL BE LAID A MINIMUM DEPTH OF 24 INCHES BELOW FINISHED GRADE AND SHALL COMPLY WITH TDOT STANDARDS FOR TRENCHING DETAILS AND CONDUIT PLACEMENT AS INDICATED IN T-SG-2.
37. THE CONTRACTOR SHALL SEAL ALL OPEN CONDUIT ENTRANCE HOLES, WITH OR WITHOUT CABLES, WITH CONDUIT DUCT SEAL PUTTY. WHERE CABLES ENTER THE CONDUIT, THE SEALANT SHALL BE APPLIED AFTER INSTALLING THE CABLES. THESE LOCATIONS SHALL CONSIST OF CONDUIT ENDS AND PULL-BOXES, CABINET BASES AND WEATHER HEADS.
38. ALL OPEN CUTS AND TRENCH REPAIRS SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE CURRENT STANDARD OF TDOT AND THE TOWN OF THOMPSON'S STATION.
39. ALL PULL BOXES SHALL BE SIZED AS FOLLOWS - 12"X24" AS STANDARD AND 24"X36" AT MULTIPLE JUNCTIONS. ALL PULL BOX COVERS SHALL BE APPROPRIATELY DESIGNATED AS TRAFFIC, ELECTRIC, FIBER, ETC. ANY SUBSTITUTION MUST MEET SPECIFICATIONS FOR THE ABOVE LISTED MODEL AND BE APPROVED BY THE TOWN OF THOMPSON'S STATION.

OVERHEAD STREET NAME SIGNS

40. THE CONTRACTOR TO INSTALL THESE STREET NAME SIGNS USING AN "ASTRO BRACKET" OR APPROVED ALTERNATE. DIRECT SCREW MOUNT TO THE MAST ARM IS NOT ALLOWED.

TRAFFIC SIGNAL EQUIPMENT SUMMARY

41. THE CONTRACTOR SHALL PROVIDE THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT:

- CONTROLLER - ECONOLITE COBALT (C) NON-TOUCH SCREEN
- RADAR DETECTION - WAVETRONIX SMARTSENSOR MATRIX & ADVANCE
- TIME CLOCK (GPS) - SIMREX CORPORATION SIMSYNC

# TDOT STANDARD DRAWING REFERENCES

| DRAWING | REVISION | DESCRIPTION |
|---|---|---|
| RD-A-1 | 02-20-20 | STANDARD ABBREVIATIONS |
| RD-L-1 | 02-20-20 | STANDARD LEGEND |
| RD-L-3 | 02-20-20 | STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING |
| RD-L-4 | 02-20-20 | STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING |
| S-CZ-1 | 06-28-19 | CLEAR ZONE CRITERIA |
| T-M-4 | 07-17-20 | STANDARD INTERSECTION PAVEMENT MARKINGS |
| T-WZ-50 | 04-02-12 | TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 2 OR 3 LANE MAJOR ROUTES |
| T-S-20 | 07-11-17 | SIGN DETAILS |
| T-SG-2 | 06-27-16 | LOOP LEAD-INS, CONDUIT, AND PULL BOXES |
| T-SG-3A | 06-27-16 | ALTERNATE DETECTION DETAILS |
| T-SG-5 | 06-27-16 | CONTROLLER CABINET DETAILS |
| T-SG-7 | 10-21-19 | SIGNAL HEAD ASSEMBLIES |
| T-SG-7D | 10-21-19 | TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES |
| T-SG-7E | --- | TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES |
| T-SG-7F | 07-13-17 | TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES |
| T-SG-9 | 10-21-19 | DETAILS OF CANTILEVER SIGNAL SUPPORT |
| T-SG-9A | 07-12-17 | MISCELLANEOUS SIGNAL DETAILS |
| T-SG-10 | 07-11-17 | MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS |
| T-SG-12 | 12-20-19 | TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS |

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

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RICHARD G. PHILLIPS REGISTERED ENGINEER AGRICULTURE CONSULTANT No. 022675 STATE OF TENNESSEE

7/1/25

Pleasant Creek Development
Thompson's Station, Tennessee

REVISED: REVISION1
REVISION2
REVISION3
REVISION4
REVISION5
REVISION6

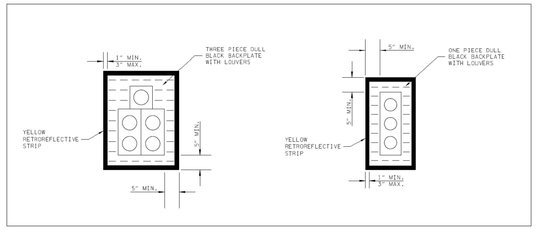
DRAWN: RGP/RMD
DATE: 07/01/2025
CHECKED: RGP
FILE NAME: 18076-SIG
SCALE: SCALE
JOB NO. 18076

Traffic Signal Notes
Lewisburg Pike (S.R. 431) & Harpeth Peytonsville Road

SHEET: TS-2

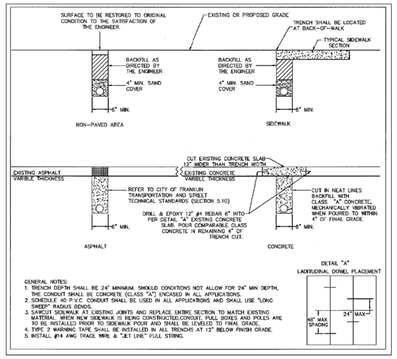
## TRAFFIC SIGNAL BACKPLATE DETAIL

PER TDOT STD DRAWING T-SG-9

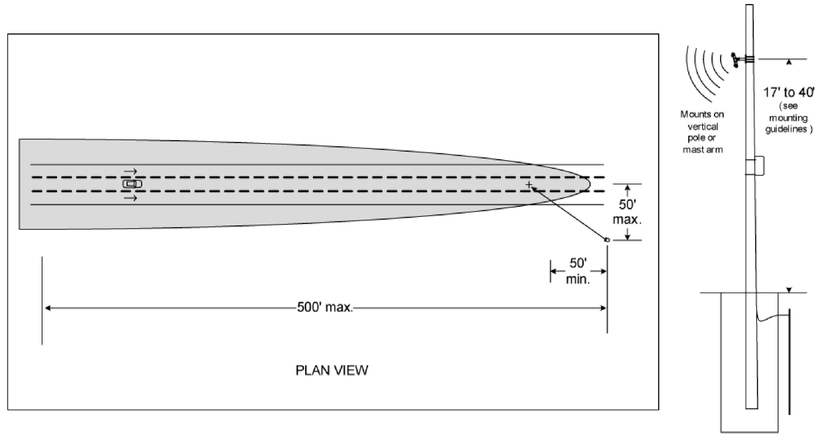



NOTE: BACKPLATES TO BE MADE FROM ALUMINUM AND SHALL HAVE A BLACK POWDER COATED FINISH.

## TRENCH AND CONDUIT PLACEMENT DETAIL

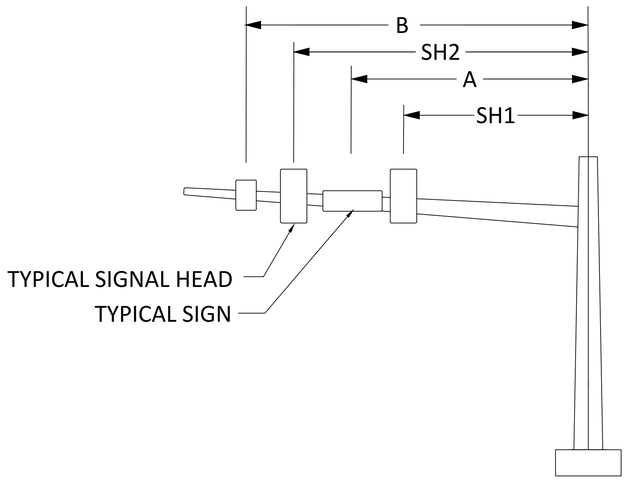



## ADVANCE RADAR DETECTION MOUNTING REFERENCE




## MAST ARM DETAILS

N.T.S.




## SIGNAL SUPPORT POLE DATA

| POLE NO. | POLE TYPE | MAST ARM LENGTH | HEIGHT | ATTACHMENT HEIGHT | FOOTING DIAMETER |
|---|---|---|---|---|---|
| 1–4 | CANTILEVER | 35' | 22' | 20' | 3' |

NOTES:

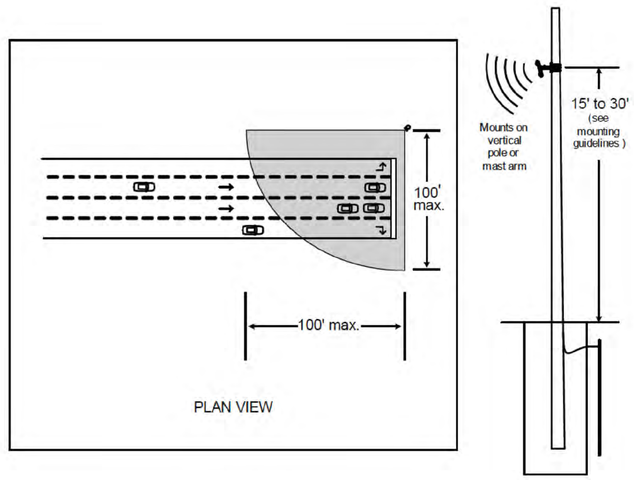
SIGNAL SUPPORT POLES TO BE GALVANIZED STEEL FATIGUE CATEGORY 2.

A MINIMUM OF 17 FEET CLEARANCE SHALL BE PROVIDED FROM THE BOTTOM OF ALL SIGNAL HEADS TO THE ROADWAY BELOW.

CONTRACTOR SHALL SUBMIT SIGNAL POLE FOOTING DESIGN CALCULATIONS ALONG WITH SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION. DESIGN SHALL BE BASED UPON AASHTO LOADING AND DESIGN CRITERIA PUBLISHED IN THE LATEST EDITION OF "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

| POLE | LENGTH | SH1 | SH2 | A | B |
|---|---|---|---|---|---|
| 1 | 35' | 14' | 26' | 9' | 30' |
| 2 | 35' | 13' | 26' | 19' | --- |
| 3 | 35' | 14' | 26' | 7' | 29' |
| 4 | 35' | 14' | 26' | 20' | --- |

## MATRIX RADAR DETECTION MOUNTING REFERENCE

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The site as shown on these construction drawings is intended to achieve specific engineering design criteria and objectives. It is the sole responsibility of the owner/developer to ensure that the construction of the site shown on these construction drawings is in total accordance with the requirements of the site plan approval and that the site is constructed in accordance with the construction plans.

RICHARD G. PHILLIPS REGISTERED ENGINEER AGRICULTURE COMMERCE No. 022275 STATE OF TENNESSEE
7/1/25

Pleasant Creek Development
Thompson's Station, Tennessee

Traffic Signal Details
Lewisburg Pike (S.R. 431) & Harpeth Peytonsville Road

REVISED: REVISION1
REVISION2
REVISION3
REVISION4
REVISION5
REVISION6
DRAWN: RGP/RMD
DATE: 07/01/2025
CHECKED: RGP
FILE NAME: 18076–SIG
SCALE: SCALE
JOB NO. 18076
SHEET: TS–3

| FULLY ACTUATED TIMINGS (SECS) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PHASE | MIN GREEN (INITIAL INTERVAL) | PASSAGE TIME | MAX 1 | MAX 2 | CLEARANCE | | PEDESTRIAN | | RECALL TO | MEMORY POSITION | LEFT-TURN OPERATION |
| | | | | | YELLOW | ALL RED | WALK | FLASHING DON'T WALK | | | |
| 1 | 5 | 2.0 | 20 | 30 | 5.0 | 2.0 | -- | -- | -- | NL | P/P |
| 2 | 20 | 2.0 | 60 | 90 | 5.0 | 2.0 | -- | -- | MIN | NL | -- |
| 3 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 4 | 10 | 3.0 | 20 | 30 | 4.0 | 3.0 | -- | -- | -- | NL | -- |
| 5 | 5 | 2.0 | 20 | 30 | 5.0 | 2.0 | -- | -- | -- | NL | P/P |
| 6 | 20 | 2.0 | 60 | 90 | 5.0 | 2.0 | -- | -- | MIN | NL | -- |
| 7 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 8 | 10 | 3.0 | 20 | 30 | 4.0 | 3.0 | -- | -- | -- | NL | -- |

(1) NL = NON LOCK
L = LOCK

(2) PERM = PERMITTED
PROT = PROTECTED
P/P = PROT/PERM

| DAY PLAN EVENTS MM 5-3 | | | | | |
|---|---|---|---|---|---|
| | DAY | EVENT | | START TIME | DESCRIPTION |
| MM 5-3 | 1 | 1 | 99 | 00:00 | FREE (MAX1) |
| | 1 | 2 | 98 | 06:00 | FREE (MAX2) |
| | 1 | 3 | 99 | 09:00 | FREE (MAX1) |
| | 1 | 4 | 98 | 15:00 | FREE (MAX2) |
| | 1 | 5 | 99 | 18:00 | FREE (MAX1) |
| | | | | | |
| | 2 | 1 | 99 | 00:00 | FREE (MAX1) |
| | | | | | |
| EVENT PLAN NOTES: 100 = FLASH \| 99 = FREE MAX1 \| 98 = FREE MAX2 \| 97 = FREE MAX3 | | | | | |

| DAY PLAN SCHEDULE MM 5-4 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Day Plan | Months | S 1 | M 2 | T 3 | W 4 | T 5 | F 6 | S 7 | DOM |
| 1 | 1-12 | | X | X | X | X | X | | ALL |
| 2 | 1-12 | X | | | | | | X | ALL |

NOTE: SIGNAL TIMINGS, DAY PLAN EVENTS, AND DAY PLAN SCHEDULE TO BE INSTALLED BY CONTRACTOR.

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

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RICHARD G. PHILLIPS REGISTERED ENGINEER AGRICULTURE CIVIL No. 022975 STATE OF TENNESSEE
7/1/25

Pleasant Creek Development
Thompson's Station, Tennessee

Traffic Signal Timings
Lewisburg Pike (S.R. 431) & Harpeth Peytonsville Road

REVISED: REVISION1
REVISION2
REVISION3
REVISION4
REVISION5
REVISION6
DRAWN: RGP/RMD
DATE: 07/01/2025
CHECKED: RGP
FILE NAME: 18076-SIG
SCALE: SCALE
JOB NO. 18076
SHEET: TS-4

**Background Subdivision - Traffic Estimates**

| Street | Subdivision | Land Use | Size | Unit | Weekday ADT | AM Peak Hour | | | PM Peak Hour | | | Saturday ADT | Saturday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Total | Enter | Exit | Total | Enter | Exit | | Total | Enter | Exit |
| Sarah Bee Ln | Littlebury | Single-Family Detached Housing LUC 210 | 26 | DU | 236 | 23 | 6 | 17 | 28 | 17 | 11 | 235 | 26 | 14 | 12 |

# APPENDIX F

# TRIP GENERATION CALCULATIONS

**Sagefield Master Plan**
**Trip Generation Calculations**

9/29/2025

**Base Trip Generation**

| Land Use | Size | Unit | Weekday ADT | AM Peak Hour | | | PM Peak Hour | | | Saturday ADT | Saturday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | Enter | Exit | Total | Enter | Exit | | Total | Enter | Exit |
| Shopping Center LUC 820 | 450,000 | SF | 16,376 | 407 | 252 | 155 | 1425 | 698 | 727 | 18,235 | 1892 | 965 | 927 |
| Restaurant High-Turnover Sit-Down LUC 932 | 8,000 | SF | 858 | 77 | 42 | 35 | 72 | 44 | 28 | 979 | 90 | 46 | 44 |
| Fine Dining Restaurant LUC 931 | 15,000 | SF | 1185 | 6 | 3 | 3 | 122 | 84 | 38 | 693 | 104 | 61 | 43 |
| Fast Casual Restaurant LUC 930 | 12,000 | SF | 2,711 | 19 | 12 | 7 | 172 | 91 | 81 | 2613 | 392 | 215 | 177 |
| Drinking Place/Music Venue LUC 975 | 15,000 | SF | 970 | 0 | 0 | 0 | 97 | 64 | 33 | 1,940 | 97 | 64 | 33 |
| Spa LUC 918 | 10,000 | SF | 505 | 12 | 6 | 6 | 15 | 7 | 8 | 510 | 51 | 18 | 33 |
| Hotel LUC 310 | 125 | KEYS | 931 | 55 | 31 | 24 | 65 | 33 | 32 | 885 | 92 | 52 | 40 |
| Fine Dining Restaurant LUC 931 | 50,000 | SF | 3952 | 21 | 11 | 10 | 405 | 279 | 126 | 2320 | 348 | 205 | 143 |
| Subtotal | -- | -- | 27,488 | 597 | 357 | 240 | 2,373 | 1,300 | 1,073 | 28,175 | 3,066 | 1,626 | 1,440 |

Source: *ITE Trip Generation Manual, 12th Edition*

**Internal Trips - 30% All Land Uses**

| Land Use | Size | Unit | Weekday ADT | AM Peak Hour | | | PM Peak Hour | | | Saturday ADT | Saturday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | Enter | Exit | Total | Enter | Exit | | Total | Enter | Exit |
| Shopping Center LUC 820 | 450,000 | SF | 4,913 | 123 | 76 | 47 | 427 | 209 | 218 | 5,471 | 568 | 290 | 278 |
| Restaurant High-Turnover Sit-Down LUC 932 | 8,000 | SF | 257 | 24 | 13 | 11 | 21 | 13 | 8 | 294 | 27 | 14 | 13 |
| Fine Dining Restaurant LUC 931 | 15,000 | SF | 356 | 2 | 1 | 1 | 36 | 25 | 11 | 208 | 31 | 18 | 13 |
| Fast Casual Restaurant LUC 930 | 12,000 | SF | 813 | 6 | 4 | 2 | 51 | 27 | 24 | 784 | 118 | 65 | 53 |
| Drinking Place/Music Venue LUC 975 | 15,000 | SF | 291 | 0 | 0 | 0 | 29 | 19 | 10 | 582 | 29 | 19 | 10 |
| Spa LUC 918 | 10,000 | SF | 152 | 4 | 2 | 2 | 4 | 2 | 2 | 153 | 15 | 5 | 10 |
| Hotel LUC 310 | 125 | KEYS | 279 | 16 | 9 | 7 | 20 | 10 | 10 | 266 | 28 | 16 | 12 |
| Fine Dining Restaurant LUC 931 | 50,000 | SF | 1,186 | 6 | 3 | 3 | 122 | 84 | 38 | 696 | 105 | 62 | 43 |
| Subtotal | -- | -- | 8,247 | 181 | 108 | 73 | 710 | 389 | 321 | 8,454 | 921 | 489 | 432 |

**External Trips - 70% All Land Uses**

| Land Use | Size | Unit | Weekday ADT | AM Peak Hour | | | PM Peak Hour | | | Saturday ADT | Saturday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | Enter | Exit | Total | Enter | Exit | | Total | Enter | Exit |
| Shopping Center LUC 820 | 450,000 | SF | 11,463 | 284 | 176 | 108 | 998 | 489 | 509 | 12,764 | 1,324 | 675 | 649 |
| Restaurant High-Turnover Sit-Down LUC 932 | 8,000 | SF | 601 | 53 | 29 | 24 | 51 | 31 | 20 | 685 | 63 | 32 | 31 |
| Fine Dining Restaurant LUC 931 | 15,000 | SF | 829 | 4 | 2 | 2 | 86 | 59 | 27 | 485 | 73 | 43 | 30 |
| Fast Casual Restaurant LUC 930 | 12,000 | SF | 1,898 | 13 | 8 | 5 | 121 | 64 | 57 | 1,829 | 274 | 150 | 124 |
| Drinking Place/Music Venue LUC 975 | 15,000 | SF | 679 | 0 | 0 | 0 | 68 | 45 | 23 | 1,358 | 68 | 45 | 23 |
| Spa LUC 918 | 10,000 | SF | 353 | 8 | 4 | 4 | 11 | 5 | 6 | 357 | 36 | 13 | 23 |
| Hotel LUC 310 | 125 | KEYS | 652 | 39 | 22 | 17 | 45 | 23 | 22 | 619 | 64 | 36 | 28 |
| Fine Dining Restaurant LUC 931 | 50,000 | SF | 2,766 | 15 | 8 | 7 | 283 | 195 | 88 | 1,624 | 243 | 143 | 100 |
| Subtotal | -- | -- | 19,241 | 416 | 249 | 167 | 1,663 | 911 | 752 | 19,721 | 2,145 | 1,137 | 1,008 |

**Pass-by Trips (25% Retail, 25% Restaurant)**

| Land Use | Size | Unit | Weekday ADT | AM Peak Hour | | | PM Peak Hour | | | Saturday ADT | Saturday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | Enter | Exit | Total | Enter | Exit | | Total | Enter | Exit |
| Shopping Center LUC 820 | 450,000 | SF | 2,866 | 71 | 44 | 27 | 249 | 122 | 127 | 3,191 | 331 | 169 | 162 |
| Restaurant High-Turnover Sit-Down LUC 932 | 8,000 | SF | 150 | 13 | 7 | 6 | 13 | 8 | 5 | 171 | 16 | 8 | 8 |
| Fine Dining Restaurant LUC 931 | 15,000 | SF | 207 | 2 | 1 | 1 | 22 | 15 | 7 | 121 | 19 | 11 | 8 |
| Fast Casual Restaurant LUC 930 | 12,000 | SF | 475 | 3 | 2 | 1 | 30 | 16 | 14 | 457 | 69 | 38 | 31 |
| Drinking Place/Music Venue LUC 975 | 15,000 | SF | 170 | 0 | 0 | 0 | 17 | 11 | 6 | 340 | 17 | 11 | 6 |
| Spa LUC 918 | 10,000 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel LUC 310 | 125 | KEYS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fine Dining Restaurant LUC 931 | 50,000 | SF | 692 | 4 | 2 | 2 | 71 | 49 | 22 | 406 | 61 | 36 | 25 |
| Subtotal | -- | -- | 4,560 | 93 | 56 | 37 | 402 | 221 | 181 | 4,686 | 513 | 273 | 240 |

**Total New Trips**

| Land Use | Size | Unit | Weekday ADT | AM Peak Hour | | | PM Peak Hour | | | Saturday ADT | Saturday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | Enter | Exit | Total | Enter | Exit | | Total | Enter | Exit |
| Shopping Center LUC 820 | 450,000 | SF | 8,597 | 213 | 132 | 81 | 749 | 367 | 382 | 9,573 | 993 | 506 | 487 |
| Restaurant High-Turnover Sit-Down LUC 932 | 8,000 | SF | 451 | 40 | 22 | 18 | 38 | 23 | 15 | 514 | 47 | 24 | 23 |
| Fine Dining Restaurant LUC 931 | 15,000 | SF | 622 | 2 | 1 | 1 | 64 | 44 | 20 | 364 | 54 | 32 | 22 |
| Fast Casual Restaurant LUC 930 | 12,000 | SF | 1,423 | 10 | 6 | 4 | 91 | 48 | 43 | 1,372 | 205 | 112 | 93 |
| Drinking Place/Music Venue LUC 975 | 15,000 | SF | 509 | 0 | 0 | 0 | 51 | 34 | 17 | 1,018 | 51 | 34 | 17 |
| Spa LUC 918 | 10,000 | SF | 353 | 8 | 4 | 4 | 11 | 5 | 6 | 357 | 36 | 13 | 23 |
| Hotel LUC 310 | 125 | KEYS | 652 | 39 | 22 | 17 | 45 | 23 | 22 | 619 | 64 | 36 | 28 |
| Fine Dining Restaurant LUC 931 | 50,000 | SF | 2,074 | 11 | 6 | 5 | 212 | 146 | 66 | 1,218 | 182 | 107 | 75 |
| **Subtotal** | **--** | **--** | **14,681** | **323** | **193** | **130** | **1,261** | **690** | **571** | **15,035** | **1,632** | **864** | **768** |

# APPENDIX G

# TRAFFIC CALCULATION WORKSHEETS

**Traffic Volume Calculations**
**#1 Lewisburg Pike & I-840 Westbound Ramps**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound I-840 WB Ramps | | | Westbound I-840 WB Ramps | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 66 | 0 | 176 | 0 | 0 | 0 | 148 | 576 | 0 | 0 | 191 | 24 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 8 | 0 | 21 | 0 | 0 | 0 | 18 | 69 | 0 | 0 | 23 | 3 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | 1 | | | | | 2 | | | 1 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 35 | 0 | 0 | 13 | 0 |
| 2028 Background Traffic Volumes | 74 | 0 | 211 | 0 | 0 | 0 | 171 | 682 | 0 | 0 | 228 | 27 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | 15% | | | | | | | | 15% | |
| Exit | | | | | | | 35% | 15% | | | | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 20 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 0 | 29 | 0 | 0 | 0 | 45 | 20 | 0 | 0 | 29 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | -50% | | | | |
| Exit | | | | | | | | 50% | | | | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 | 0 | 0 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 | 0 |
| 2028 Total Projected Traffic Volumes | 74 | 0 | 240 | 0 | 0 | 0 | 216 | 693 | 0 | 0 | 257 | 27 |

**PM Peak Hour**

| Condition | Eastbound I-840 WB Ramps | | | Westbound I-840 WB Ramps | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 20 | 0 | 847 | 0 | 0 | 0 | 31 | 173 | 0 | 0 | 689 | 21 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 2 | 0 | 102 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 83 | 3 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | 2 | | | | | 2 | | | 2 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 43 | 0 | 0 | 0 | 4 | 33 | 0 | 0 | 43 | 0 |
| 2028 Background Traffic Volumes | 22 | 0 | 994 | 0 | 0 | 0 | 39 | 229 | 0 | 0 | 817 | 24 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 35% | 15% | 0% | 0% | 0% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 86 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 0 | 103 | 0 | 0 | 0 | 200 | 86 | 0 | 0 | 104 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% | 0% | 0% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 | 0 | 0 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 | 0 | 0 | 0 |
| 2028 Total Projected Traffic Volumes | 22 | 0 | 1097 | 0 | 0 | 0 | 239 | 294 | 0 | 0 | 921 | 24 |

**Saturday Midday Peak Hour**

| Condition | Eastbound I-840 WB Ramps | | | Westbound I-840 WB Ramps | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 29 | 0 | 264 | 0 | 0 | 0 | 27 | 226 | 0 | 0 | 274 | 11 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 3 | 0 | 32 | 0 | 0 | 0 | 3 | 27 | 0 | 0 | 33 | 1 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | 2 | | | | | 2 | | | 2 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 28 | 0 | 0 | 0 | 5 | 34 | 0 | 0 | 28 | 0 |
| 2028 Background Traffic Volumes | 32 | 0 | 326 | 0 | 0 | 0 | 35 | 289 | 0 | 0 | 337 | 12 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 35% | 15% | 0% | 0% | 0% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 115 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 0 | 130 | 0 | 0 | 0 | 269 | 115 | 0 | 0 | 130 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% | 0% | 0% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -137 | 0 | 0 | 0 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -17 | 0 | 0 | 0 | 0 |
| 2028 Total Projected Traffic Volumes | 32 | 0 | 456 | 0 | 0 | 0 | 304 | 387 | 0 | 0 | 467 | 12 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#2 Lewisburg Pike & I-840 Westbound Ramps**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound I-840 EB Ramps | | | Westbound I-840 EB Ramps | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 20 | | 45 | | | | 586 | 704 | | | 275 | 92 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 2 | 0 | 5 | 0 | 0 | 0 | 70 | 85 | 0 | 0 | 33 | 11 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | 2 | 2 | | | 2 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 3 | 0 | 0 | 0 | 35 | 40 | 0 | 0 | 26 | 0 |
| 2028 Background Traffic Volumes | 22 | 0 | 53 | 0 | 0 | 0 | 693 | 831 | 0 | 0 | 336 | 103 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | 35% | | | | | | | | 30% | |
| Exit | | | | | | | 15% | 50% | | | | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 65 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 0 | 68 | 0 | 0 | 0 | 19 | 65 | 0 | 0 | 58 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | -50% | | | | |
| Exit | | | | | | | | 50% | | | | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 | 0 | 0 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 | 0 |
| 2028 Total Projected Traffic Volumes | 22 | 0 | 121 | 0 | 0 | 0 | 712 | 887 | 0 | 0 | 394 | 103 |

**PM Peak Hour**

| Condition | Eastbound I-840 EB Ramps | | | Westbound I-840 EB Ramps | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 6 | | 88 | | | | 174 | 198 | | | 1196 | 340 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 1 | 0 | 10 | 0 | 0 | 0 | 21 | 24 | 0 | 0 | 144 | 41 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | 1 | 2 | | | 4 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 16 | 0 | 0 | 0 | 33 | 37 | 0 | 0 | 86 | 0 |
| 2028 Background Traffic Volumes | 7 | 0 | 114 | 0 | 0 | 0 | 229 | 261 | 0 | 0 | 1430 | 381 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 50% | 0% | 0% | 0% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 286 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 0 | 241 | 0 | 0 | 0 | 85 | 286 | 0 | 0 | 207 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% | 0% | 0% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 | 0 | 0 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 | 0 | 0 | 0 |
| 2028 Total Projected Traffic Volumes | 7 | 0 | 355 | 0 | 0 | 0 | 314 | 526 | 0 | 0 | 1637 | 381 |

**Saturday Midday Peak Hour**

| Condition | Eastbound I-840 EB Ramps | | | Westbound I-840 EB Ramps | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 21 | 0 | 33 | 0 | 0 | 0 | 277 | 232 | 0 | 0 | 465 | 73 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 2 | 0 | 4 | 0 | 0 | 0 | 33 | 28 | 0 | 0 | 56 | 9 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | 1 | 2 | | | 4 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 10 | 0 | 0 | 0 | 34 | 39 | 0 | 0 | 56 | 0 |
| 2028 Background Traffic Volumes | 23 | 0 | 47 | 0 | 0 | 0 | 345 | 301 | 0 | 0 | 581 | 82 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 50% | 0% | 0% | 0% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 384 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 0 | 302 | 0 | 0 | 0 | 116 | 384 | 0 | 0 | 260 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% | 0% | 0% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -137 | 0 | 0 | 0 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -17 | 0 | 0 | 0 | 0 |
| 2028 Total Projected Traffic Volumes | 23 | 0 | 349 | 0 | 0 | 0 | 461 | 668 | 0 | 0 | 841 | 82 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#3 Lewisburg Pike & Tom Anderson Road**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound Tom Anderson Road | | | Westbound Site Access 1 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 6 | | 7 | | | | 12 | 1284 | | | 316 | 4 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 154 | 0 | 0 | 38 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 4 | | | 2 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 29 | 0 |
| 2028 Background Traffic Volumes | 7 | 0 | 8 | 0 | 0 | 0 | 13 | 1517 | 0 | 0 | 385 | 4 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | 2% | | | | | | | 10% | 23% | 42% | |
| Exit | | | | 10% | 2% | 23% | | 42% | | | | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 45 | 81 | 0 |
| Exit 130 | 0 | 0 | 0 | 13 | 3 | 29 | 0 | 55 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 4 | 0 | 13 | 3 | 29 | 0 | 55 | 19 | 45 | 81 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | -50% | 20% | 20% | -20% | |
| Exit | | | | 20% | | 20% | | 30% | | | | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 11 | 11 | -11 | 0 |
| Exit 37 | 0 | 0 | 0 | 7 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 7 | 0 | 8 | 0 | -17 | 11 | 11 | -11 | 0 |
| 2028 Total Projected Traffic Volumes | 7 | 4 | 8 | 20 | 3 | 37 | 13 | 1555 | 30 | 56 | 455 | 4 |

**PM Peak Hour**

| Condition | Eastbound Tom Anderson Road | | | Westbound Site Access 1 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 5 | | 81 | | | | 4 | 367 | | | 1277 | 7 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 153 | 1 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 3 | | | 4 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 102 | 0 |
| 2028 Background Traffic Volumes | 6 | 0 | 91 | 0 | 0 | 0 | 4 | 484 | 0 | 0 | 1536 | 8 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 23% | 42% | 0% |
| Exit | 0% | 0% | 0% | 10% | 2% | 23% | 0% | 42% | 0% | 0% | 0% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 158 | 290 | 0 |
| Exit 571 | 0 | 0 | 0 | 57 | 11 | 131 | 0 | 240 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 14 | 0 | 57 | 11 | 131 | 0 | 240 | 69 | 158 | 290 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 20% | 20% | -20% | 0% |
| Exit | 0% | 0% | 0% | 20% | 0% | 20% | 0% | 30% | 0% | 0% | 0% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -110 | 44 | 44 | -44 | 0 |
| Exit 181 | 0 | 0 | 0 | 36 | 0 | 36 | 0 | 55 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 36 | 0 | 36 | 0 | -55 | 44 | 44 | -44 | 0 |
| 2028 Total Projected Traffic Volumes | 6 | 14 | 91 | 93 | 11 | 167 | 4 | 669 | 113 | 202 | 1782 | 8 |

**Saturday Midday Peak Hour**

| Condition | Eastbound Tom Anderson Road | | | Westbound Site Access 1 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 6 | 0 | 3 | 0 | 0 | 0 | 8 | 503 | 0 | 0 | 494 | 4 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 0 | 0 | 60 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 3 | | | 4 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 66 | 0 |
| 2028 Background Traffic Volumes | 7 | 0 | 3 | 0 | 0 | 0 | 9 | 639 | 0 | 0 | 624 | 4 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 23% | 42% | 0% |
| Exit | 0% | 0% | 0% | 10% | 2% | 23% | 0% | 42% | 0% | 0% | 0% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 198 | 364 | 0 |
| Exit 768 | 0 | 0 | 0 | 77 | 15 | 178 | 0 | 322 | 0 | 0 | 0 | 0 |
| Total Assignment | 0 | 17 | 0 | 77 | 15 | 178 | 0 | 322 | 86 | 198 | 364 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 20% | 20% | -20% | 0% |
| Exit | 0% | 0% | 0% | 20% | 0% | 20% | 0% | 30% | 0% | 0% | 0% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -137 | 55 | 55 | -55 | 0 |
| Exit 240 | 0 | 0 | 0 | 48 | 0 | 48 | 0 | 72 | 0 | 0 | 0 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 48 | 0 | 48 | 0 | -65 | 55 | 55 | -55 | 0 |
| 2028 Total Projected Traffic Volumes | 7 | 17 | 3 | 125 | 15 | 226 | 9 | 896 | 141 | 253 | 933 | 4 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#4 Lewisburg Pike & Site Access 2**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound | | | Westbound Site Access 2 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 1296 | | | 323 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 39 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 4 | | | 2 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 29 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1530 | 0 | 0 | 393 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | 10% | 14% | 30% | 12% | |
| Exit | | | | 15% | | 29% | | 13% | | | 10% | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 27 | 58 | 23 | 0 |
| Exit 130 | 0 | 0 | 0 | 20 | 0 | 38 | 0 | 17 | 0 | 0 | 13 | 0 |
| Total Assignment | 0 | 0 | 0 | 20 | 0 | 38 | 0 | 36 | 27 | 58 | 36 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | -30% | 20% | 20% | -40% | |
| Exit | | | | 20% | | 20% | | 10% | | | 20% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -17 | 11 | 11 | -22 | 0 |
| Exit 37 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 4 | 0 | 0 | 7 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 7 | 0 | 7 | 0 | -13 | 11 | 11 | -15 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 27 | 0 | 45 | 0 | 1553 | 38 | 69 | 414 | 0 |

**PM Peak Hour**

| Condition | Eastbound 0 | | | Westbound Site Access 2 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 371 | | | 1358 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 163 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 3 | | | 4 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 102 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 | 0 | 0 | 1627 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 14% | 30% | 12% | 0% |
| Exit | 0% | 0% | 0% | 15% | 0% | 29% | 0% | 13% | 0% | 0% | 10% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 97 | 207 | 83 | 0 |
| Exit 571 | 0 | 0 | 0 | 86 | 0 | 166 | 0 | 74 | 0 | 0 | 57 | 0 |
| Total Assignment | 0 | 0 | 0 | 86 | 0 | 166 | 0 | 143 | 97 | 207 | 140 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -30% | 20% | 20% | -40% | 0% |
| Exit | 0% | 0% | 0% | 20% | 0% | 20% | 0% | 10% | 0% | 0% | 20% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -66 | 44 | 44 | -88 | 0 |
| Exit 181 | 0 | 0 | 0 | 36 | 0 | 36 | 0 | 18 | 0 | 0 | 36 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 36 | 0 | 36 | 0 | -48 | 44 | 44 | -52 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 122 | 0 | 202 | 0 | 583 | 141 | 251 | 1715 | 0 |

**Saturday Midday Peak Hour**

| Condition | Eastbound 0 | | | Westbound Site Access 2 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 511 | | | 497 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 60 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 3 | | | 4 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 66 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 648 | 0 | 0 | 627 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 14% | 30% | 12% | 0% |
| Exit | 0% | 0% | 0% | 15% | 0% | 29% | 0% | 13% | 0% | 0% | 10% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 121 | 259 | 104 | 0 |
| Exit 768 | 0 | 0 | 0 | 115 | 0 | 223 | 0 | 99 | 0 | 0 | 77 | 0 |
| Total Assignment | 0 | 0 | 0 | 115 | 0 | 223 | 0 | 185 | 121 | 259 | 181 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -30% | 20% | 20% | -40% | 0% |
| Exit | 0% | 0% | 0% | 20% | 0% | 20% | 0% | 10% | 0% | 0% | 20% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -82 | 55 | 54 | -109 | 0 |
| Exit 240 | 0 | 0 | 0 | 48 | 0 | 48 | 0 | 24 | 0 | 0 | 48 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 48 | 0 | 48 | 0 | -58 | 55 | 54 | -61 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 163 | 0 | 271 | 0 | 775 | 176 | 313 | 747 | 0 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#4b Lewisburg Pike & RIRO between Site Access 2 & 3**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | RIRO | | | Lewisburg Pike | | | Lewisburg Pike | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 1296 | | | 323 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 39 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 4 | | | 2 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 29 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1530 | 0 | 0 | 393 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | 24% | 2% | | 12% | |
| Exit | | | | | | 2% | | 11% | | | 25% | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 4 | 0 | 23 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 0 | 0 | 33 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 60 | 4 | 0 | 56 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | -10% | | | -40% | |
| Exit | | | | | | | | 10% | | | 40% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | -22 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 14 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | -8 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1587 | 4 | 0 | 441 | 0 |

**PM Peak Hour**

| Condition | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | | | RIRO | | | Lewisburg Pike | | | Lewisburg Pike | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 371 | | | 1358 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 163 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 3 | | | 4 | |
| Pleasant Creek, 100% Remaining | | | | | | | | 70 | | | 102 | |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 | 0 | 0 | 1627 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 24% | 2% | 0% | 12% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 11% | 0% | 0% | 25% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 14 | 0 | 83 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 63 | 0 | 0 | 143 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 229 | 14 | 0 | 226 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -10% | 0% | 0% | -40% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 40% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -22 | 0 | 0 | -88 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 72 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 713 | 14 | 0 | 1837 | 0 |

**Saturday Midday Peak Hour**

| Condition | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | | | RIRO | | | Lewisburg Pike | | | Lewisburg Pike | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 511 | | | 497 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 60 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 3 | | | 4 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 66 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 648 | 0 | 0 | 627 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 24% | 2% | 0% | 12% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 11% | 0% | 0% | 25% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 18 | 0 | 104 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 84 | 0 | 0 | 192 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 291 | 18 | 0 | 296 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -10% | 0% | 0% | -40% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 40% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -27 | 0 | 0 | -109 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 96 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | -13 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 936 | 18 | 0 | 910 | 0 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#5 Lewisburg Pike & Site Access 3**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound | | | Westbound Site Access 3 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 1296 | | | 323 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 39 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 4 | | | 2 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 29 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1530 | 0 | 0 | 393 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | 26% | 7% | 12% | | |
| Exit | | | | 8% | | 11% | | | | | 25% | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 13 | 23 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 10 | 0 | 14 | 0 | 0 | 0 | 0 | 33 | 0 |
| Total Assignment | 0 | 0 | 0 | 10 | 0 | 14 | 0 | 50 | 13 | 23 | 33 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | -10% | 10% | 10% | -50% | |
| Exit | | | | 10% | | 10% | | | | | 40% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -6 | 6 | 5 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 15 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 4 | 0 | 4 | 0 | -6 | 6 | 5 | -13 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 1574 | 19 | 28 | 413 | 0 |

**PM Peak Hour**

| Condition | Eastbound 0 | | | Westbound Site Access 3 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 371 | | | 1358 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 163 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 3 | | | 4 | |
| Pleasant Creek, 100% Remaining | | | | | | | | 70 | | | 102 | |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 | 0 | 0 | 1627 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% | 7% | 12% | 0% | 0% |
| Exit | 0% | 0% | 0% | 8% | 0% | 11% | 0% | 0% | 0% | 0% | 25% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 48 | 83 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 46 | 0 | 63 | 0 | 0 | 0 | 0 | 143 | 0 |
| Total Assignment | 0 | 0 | 0 | 46 | 0 | 63 | 0 | 180 | 48 | 83 | 143 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -10% | 10% | 10% | -50% | 0% |
| Exit | 0% | 0% | 0% | 10% | 0% | 10% | 0% | 0% | 0% | 0% | 40% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -22 | 22 | 23 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 19 | 0 | 18 | 0 | 0 | 0 | 0 | 72 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 19 | 0 | 18 | 0 | -22 | 22 | 23 | -39 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 65 | 0 | 81 | 0 | 646 | 70 | 106 | 1731 | 0 |

**Saturday Midday Peak Hour**

| Condition | Eastbound 0 | | | Westbound Site Access 3 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | | | | | 511 | | | 497 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 60 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 3 | | | 4 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 66 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 648 | 0 | 0 | 627 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% | 7% | 12% | 0% | 0% |
| Exit | 0% | 0% | 0% | 8% | 0% | 11% | 0% | 0% | 0% | 0% | 25% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 60 | 105 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 61 | 0 | 84 | 0 | 0 | 0 | 0 | 192 | 0 |
| Total Assignment | 0 | 0 | 0 | 61 | 0 | 84 | 0 | 225 | 60 | 105 | 192 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -10% | 10% | 10% | -50% | 0% |
| Exit | 0% | 0% | 0% | 10% | 0% | 10% | 0% | 0% | 0% | 0% | 40% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -27 | 27 | 27 | -137 | 0 |
| Exit 240 | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 96 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 24 | 0 | 24 | 0 | -27 | 27 | 27 | -41 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 85 | 0 | 108 | 0 | 846 | 87 | 132 | 778 | 0 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#6 Lewisburg Pike & Critz Lane**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound Critz Lane | | | Westbound | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 466 | | 43 | | | | 39 | 830 | | | 178 | 145 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 56 | 0 | 5 | 0 | 0 | 0 | 5 | 99 | 0 | 0 | 22 | 17 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | 4 | | | | | | | | | | | 2 |
| Pleasant Creek, 100% Remaining | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 75 | 0 | 0 | 29 | 0 |
| 2028 Background Traffic Volumes | 526 | 0 | 51 | 0 | 0 | 0 | 52 | 1004 | 0 | 0 | 229 | 164 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 8% | | | | | | | 25% | | | | |
| Exit | | | | | | | | | | | 25% | 8% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 10 |
| Total Assignment | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 33 | 10 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | | | | -50% | |
| Exit | | | | | | | | | | | 50% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 |
| 2028 Total Projected Traffic Volumes | 541 | 0 | 51 | 0 | 0 | 0 | 52 | 1052 | 0 | 0 | 252 | 174 |

**PM Peak Hour**

| Condition | Eastbound Critz Lane | | | Westbound 0 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 183 | | 46 | | | | 39 | 188 | | | 706 | 652 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 22 | 0 | 6 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 85 | 78 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | 3 | | | | | | | | | | | 4 |
| Pleasant Creek, 100% Remaining | 0 | 0 | 11 | 0 | 0 | 0 | 8 | 70 | 0 | 0 | 102 | 0 |
| 2028 Background Traffic Volumes | 208 | 0 | 63 | 0 | 0 | 0 | 52 | 280 | 0 | 0 | 893 | 734 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 8% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 46 |
| Total Assignment | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 143 | 46 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 |
| 2028 Total Projected Traffic Volumes | 263 | 0 | 63 | 0 | 0 | 0 | 52 | 453 | 0 | 0 | 1015 | 780 |

**Saturday Midday Peak Hour**

| Condition | Eastbound Critz Lane | | | Westbound 0 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 149 | 0 | 30 | 0 | 0 | 0 | 31 | 362 | 0 | 0 | 292 | 205 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 18 | 0 | 4 | 0 | 0 | 0 | 4 | 43 | 0 | 0 | 35 | 25 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | 3 | | | | | | | | | | | 4 |
| Pleasant Creek, 100% Remaining | 0 | 0 | 7 | 0 | 0 | 0 | 8 | 73 | 0 | 0 | 66 | 0 |
| 2028 Background Traffic Volumes | 170 | 0 | 41 | 0 | 0 | 0 | 43 | 478 | 0 | 0 | 393 | 234 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 8% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 0 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 61 |
| Total Assignment | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 0 | 192 | 61 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -136 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 239 | 0 | 41 | 0 | 0 | 0 | 43 | 694 | 0 | 0 | 569 | 295 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#7 Lewisburg Pike & Harpeth School Road**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Harpeth School Road | | | Lewisburg Pike | | | Lewisburg Pike | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 11 | | 15 | | 854 | 5 | 6 | 215 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 102 | 1 | 1 | 26 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 32 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 12 | 0 | 17 | 0 | 1039 | 6 | 7 | 273 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | 25% | | | | |
| Exit | | | | | | | | | | | 25% | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 33 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | | | | -50% | |
| Exit | | | | | | | | | | | 50% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 12 | 0 | 17 | 0 | 1087 | 6 | 7 | 296 | 0 |

**PM Peak Hour**

| Condition | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | | | Harpeth School Road | | | Lewisburg Pike | | | Lewisburg Pike | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 8 | | 18 | | 209 | 10 | 13 | 739 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 25 | 1 | 2 | 89 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 113 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 9 | 0 | 20 | 0 | 312 | 11 | 15 | 941 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 143 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 9 | 0 | 20 | 0 | 485 | 11 | 15 | 1063 | 0 |

**Saturday Midday Peak Hour**

| Condition | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | | | Harpeth School Road | | | Lewisburg Pike | | | Lewisburg Pike | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 0 | 0 | 0 | 4 | 0 | 15 | 0 | 378 | 11 | 34 | 288 | 0 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 45 | 1 | 4 | 35 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 73 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 4 | 0 | 17 | 0 | 504 | 12 | 38 | 396 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 0 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 0 | 192 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -136 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 4 | 0 | 17 | 0 | 720 | 12 | 38 | 572 | 0 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#8 Lewisburg Pike & Serina's Way**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound | | | Westbound Serina's Way | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 5 | | 18 | | 841 | 2 | 7 | 219 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 101 | 0 | 1 | 26 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 32 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 6 | 0 | 20 | 0 | 1025 | 2 | 8 | 277 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | 25% | | | | |
| Exit | | | | | | | | | | | 25% | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 33 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | | | | -50% | |
| Exit | | | | | | | | | | | 50% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 6 | 0 | 20 | 0 | 1073 | 2 | 8 | 300 | 0 |

**PM Peak Hour**

| Condition | Eastbound 0 | | | Westbound Serina's Way | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 5 | | 11 | | 208 | 5 | 20 | 727 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 25 | 0 | 3 | 87 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 113 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 311 | 5 | 23 | 927 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 143 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 484 | 5 | 23 | 1049 | 0 |

**Saturday Midday Peak Hour**

| Condition | Eastbound 0 | | | Westbound Serina's Way | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 9 | | 10 | | 379 | 10 | 11 | 281 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 45 | 1 | 1 | 34 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 73 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 9 | 0 | 11 | 0 | 505 | 11 | 12 | 388 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 0 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 0 | 192 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -136 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 9 | 0 | 11 | 0 | 721 | 11 | 12 | 564 | 0 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#9 Lewisburg Pike & Harpeth-Peytonsville Road**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound Nita Drive (Future) | | | Westbound Harpeth-Peytonsville Rd | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 84 | | 40 | | 803 | 158 | 19 | 205 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 10 | 0 | 5 | 0 | 96 | 19 | 2 | 25 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 59 | 8 | 47 | 1 | 3 | 0 | 18 | 24 | 4 | 0 | 9 | 23 |
| 2028 Background Traffic Volumes | 59 | 8 | 47 | 95 | 3 | 45 | 18 | 923 | 181 | 21 | 239 | 23 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 1% | | | | | 2% | | 22% | | | | |
| Exit | | | | | | | | | | 2% | 22% | 1% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 42 | 0 | 0 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 1 |
| Total Assignment | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 42 | 0 | 3 | 29 | 1 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | | | | -50% | |
| Exit | | | | | | | | | | | 50% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 |
| 2028 Total Projected Traffic Volumes | 61 | 8 | 47 | 95 | 3 | 49 | 18 | 965 | 181 | 24 | 258 | 24 |

**PM Peak Hour**

| Condition | Eastbound Nita Drive (Future) | | | Westbound Harpeth-Peytonsville Rd | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 170 | | 27 | | 186 | 51 | 37 | 695 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 20 | 0 | 3 | 0 | 22 | 6 | 4 | 84 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 56 | 8 | 45 | 5 | 11 | 0 | 64 | 22 | 3 | 0 | 32 | 81 |
| 2028 Background Traffic Volumes | 56 | 8 | 45 | 195 | 11 | 30 | 64 | 230 | 60 | 41 | 811 | 81 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 22% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 22% | 1% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 7 | 0 | 0 | 0 | 0 | 14 | 0 | 152 | 0 | 0 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 126 | 6 |
| Total Assignment | 7 | 0 | 0 | 0 | 0 | 14 | 0 | 152 | 0 | 11 | 126 | 6 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 |
| 2028 Total Projected Traffic Volumes | 63 | 8 | 45 | 195 | 11 | 44 | 64 | 382 | 60 | 52 | 916 | 87 |

**Saturday Midday Peak Hour**

| Condition | Eastbound Nita Drive (Future) | | | Westbound Harpeth-Peytonsville Rd | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 0 | 0 | 0 | 57 | 0 | 44 | 0 | 345 | 85 | 36 | 254 | 0 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 7 | 0 | 5 | 0 | 41 | 10 | 4 | 30 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 58 | 8 | 46 | 3 | 7 | 0 | 41 | 23 | 4 | 0 | 21 | 52 |
| 2028 Background Traffic Volumes | 58 | 8 | 46 | 67 | 7 | 49 | 41 | 409 | 99 | 40 | 305 | 52 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 22% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 22% | 1% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 9 | 0 | 0 | 0 | 0 | 17 | 0 | 190 | 0 | 0 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 169 | 8 |
| Total Assignment | 9 | 0 | 0 | 0 | 0 | 17 | 0 | 190 | 0 | 15 | 169 | 8 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -136 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 67 | 8 | 46 | 67 | 7 | 66 | 41 | 599 | 99 | 55 | 458 | 60 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#10 Lewisburg Pike & Savannah Springs Drive**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound Savannah Springs Dr | | | Westbound | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 7 | | 2 | | | | 1 | 954 | | | 287 | 2 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 35 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 57 | 0 |
| 2028 Background Traffic Volumes | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 1114 | 0 | 0 | 379 | 2 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | 22% | | | | |
| Exit | | | | | | | | | | | 22% | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 29 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | | | | -50% | |
| Exit | | | | | | | | | | | 50% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 |
| 2028 Total Projected Traffic Volumes | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 1156 | 0 | 0 | 398 | 2 |

**PM Peak Hour**

| Condition | Eastbound Savannah Springs Dr | | | Westbound 0 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 3 | | 1 | | | | 2 | 234 | | | 860 | 5 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 103 | 1 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 82 | 0 |
| 2028 Background Traffic Volumes | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 351 | 0 | 0 | 1045 | 6 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 126 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 |
| 2028 Total Projected Traffic Volumes | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 503 | 0 | 0 | 1150 | 6 |

**Saturday Midday Peak Hour**

| Condition | Eastbound Savannah Springs Dr | | | Westbound 0 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 2 | | 2 | | | | 2 | 428 | | | 308 | 3 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 37 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 70 | 0 |
| 2028 Background Traffic Volumes | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 547 | 0 | 0 | 415 | 3 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 22% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 0 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 0 | 169 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -136 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 737 | 0 | 0 | 568 | 3 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#11 Lewisburg Pike & Bethesda Road**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound | | | Westbound Bethesda Road | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 47 | | 110 | | 845 | 31 | 93 | 196 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 6 | 0 | 13 | 0 | 101 | 4 | 11 | 23 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 50 | 0 | 12 | 130 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 53 | 0 | 127 | 0 | 996 | 35 | 116 | 349 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | 2% | | 20% | | | | |
| Exit | | | | | | | | | | 2% | 20% | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 39 | 0 | 0 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 39 | 0 | 3 | 26 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | | | | -50% | |
| Exit | | | | | | | | | | | 50% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 53 | 0 | 130 | 0 | 1035 | 35 | 119 | 365 | 0 |

**PM Peak Hour**

| Condition | Eastbound 0 | | | Westbound Bethesda Road | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | | | | 40 | | 62 | | 174 | 40 | 75 | 786 | |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 21 | 5 | 9 | 94 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 177 | 0 | 11 | 123 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 45 | 0 | 85 | 0 | 372 | 45 | 95 | 1003 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 20% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 20% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 138 | 0 | 0 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 114 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 138 | 0 | 12 | 114 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 45 | 0 | 99 | 0 | 510 | 45 | 107 | 1096 | 0 |

**Saturday Midday Peak Hour**

| Condition | Eastbound 0 | | | Westbound Bethesda Road | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 0 | 0 | 0 | 34 | 0 | 167 | 0 | 263 | 39 | 83 | 227 | 0 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 4 | 0 | 20 | 0 | 31 | 5 | 10 | 27 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | | | | | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 114 | 0 | 12 | 127 | 0 |
| 2028 Background Traffic Volumes | 0 | 0 | 0 | 38 | 0 | 197 | 0 | 408 | 44 | 105 | 381 | 0 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 20% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 20% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 173 | 0 | 0 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 154 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 173 | 0 | 15 | 154 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -136 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 0 | 0 | 0 | 38 | 0 | 214 | 0 | 581 | 44 | 120 | 519 | 0 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#12 Lewisburg Pike & Thompson's Station E**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound Thompson's Station Rd E | | | Westbound | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 80 | | 22 | | | | 49 | 796 | | | 169 | 74 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 10 | 0 | 2 | 0 | 0 | 0 | 6 | 95 | 0 | 0 | 20 | 9 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | 2 | | | | 1 | | | | | |
| Pleasant Creek, 100% Remaining | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 47 | 83 |
| 2028 Background Traffic Volumes | 122 | 0 | 26 | 0 | 0 | 0 | 56 | 909 | 0 | 0 | 236 | 166 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 5% | | | | | | | 15% | | | | |
| Exit | | | | | | | | | | | 15% | 5% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 6 |
| Total Assignment | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 20 | 6 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | | | | -50% | |
| Exit | | | | | | | | | | | 50% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 |
| 2028 Total Projected Traffic Volumes | 132 | 0 | 26 | 0 | 0 | 0 | 56 | 938 | 0 | 0 | 246 | 172 |

**PM Peak Hour**

| Condition | Eastbound Thompson's Station Rd E | | | Westbound 0 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 50 | | 27 | | | | 10 | 164 | | | 714 | 112 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 6 | 0 | 3 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 86 | 13 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | 1 | | | | 2 | | | | | |
| Pleasant Creek, 100% Remaining | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 45 | 78 |
| 2028 Background Traffic Volumes | 169 | 0 | 31 | 0 | 0 | 0 | 13 | 248 | 0 | 0 | 845 | 203 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 5% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 28 |
| Total Assignment | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 86 | 28 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 |
| 2028 Total Projected Traffic Volumes | 203 | 0 | 31 | 0 | 0 | 0 | 13 | 352 | 0 | 0 | 910 | 231 |

**Saturday Midday Peak Hour**

| Condition | Eastbound Thompson's Station Rd E | | | Westbound 0 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 48 | 0 | 11 | 0 | 0 | 0 | 9 | 254 | 0 | 0 | 209 | 52 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 30 | 0 | 0 | 25 | 6 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | 1 | | | | 1 | | | | | |
| Pleasant Creek, 100% Remaining | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 46 | 81 |
| 2028 Background Traffic Volumes | 127 | 0 | 13 | 0 | 0 | 0 | 11 | 325 | 0 | 0 | 280 | 139 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 5% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 38 |
| Total Assignment | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 | 116 | 38 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -136 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 170 | 0 | 13 | 0 | 0 | 0 | 11 | 455 | 0 | 0 | 380 | 177 |

**Adjusted for rounding errors.*

**Traffic Volume Calculations**
**#13 Lewisburg Pike & Blackberry Estates Drive**
Weekday 7-8 AM & 4-5 PM, Saturday 4:15-5:15 PM

**AM Peak Hour**

| Condition | Eastbound Blackberry Estates Drive | | | Westbound | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 12 | | 3 | | | | 1 | 833 | | | 187 | 4 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 22 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 1 | | | 2 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 47 | 0 |
| 2028 Background Traffic Volumes | 13 | 0 | 3 | 0 | 0 | 0 | 1 | 952 | 0 | 0 | 258 | 4 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | 15% | | | | |
| Exit | | | | | | | | | | | 15% | |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 |
| Exit 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 20 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | | | | | | | | | | | -50% | |
| Exit | | | | | | | | | | | 50% | |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -28 | 0 |
| Exit 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 |
| 2028 Total Projected Traffic Volumes | 13 | 0 | 3 | 0 | 0 | 0 | 1 | 981 | 0 | 0 | 268 | 4 |

**PM Peak Hour**

| Condition | Eastbound Blackberry Estates Drive | | | Westbound 0 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 7 | | 2 | | | | 3 | 167 | | | 729 | 12 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 88 | 1 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 2 | | | 1 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 45 | 0 |
| 2028 Background Traffic Volumes | 8 | 0 | 2 | 0 | 0 | 0 | 3 | 253 | 0 | 0 | 863 | 13 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 |
| Exit 571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 86 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -111 | 0 |
| Exit 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -21 | 0 |
| 2028 Total Projected Traffic Volumes | 8 | 0 | 2 | 0 | 0 | 0 | 3 | 357 | 0 | 0 | 928 | 13 |

**Saturday Midday Peak Hour**

| Condition | Eastbound Blackberry Estates Drive | | | Westbound 0 | | | Northbound Lewisburg Pike | | | Southbound Lewisburg Pike | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2025 Existing Traffic Volumes | 5 | | 5 | | | | 6 | 258 | | | 214 | 6 |
| 2028 Background Growth | | | | | | | | | | | | |
| Growth Rate (4% Annual for 3 Years) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Background Growth Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 26 | 0 |
| Approved Developments & % Remaining: | | | | | | | | | | | | |
| Littlebury, 26 Lots Remaining | | | | | | | | 1 | | | 1 | |
| Pleasant Creek, 100% Remaining | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 46 | 0 |
| 2028 Background Traffic Volumes | 5 | 0 | 5 | 0 | 0 | 0 | 6 | 331 | 0 | 0 | 287 | 6 |
| New Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 15% | 0% |
| Traffic Assignment | | | | | | | | | | | | |
| Enter 864 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 | 0 | 0 |
| Exit 768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 |
| Total Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 | 116 | 0 |
| Pass-by Site Traffic | | | | | | | | | | | | |
| Directional Distribution | | | | | | | | | | | | |
| Enter | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -50% | 0% |
| Exit | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% |
| Pass-by Traffic Assignment | | | | | | | | | | | | |
| Enter 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -136 | 0 |
| Exit 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 |
| Total Pass-by Assignment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -16 | 0 |
| 2028 Total Projected Traffic Volumes | 5 | 0 | 5 | 0 | 0 | 0 | 6 | 461 | 0 | 0 | 387 | 6 |

**Adjusted for rounding errors.*

# APPENDIX H

# CAPACITY ANALYSIS WORKSHEETS

# 2025 EXISTING CONDITIONS

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 66 | 176 | 148 | 576 | 191 | 24 |
| Future Vol, veh/h | 66 | 176 | 148 | 576 | 191 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 72 | 191 | 161 | 626 | 208 | 26 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1168 | - | 234 | 0 | - | 0 |
| Stage 1 | 221 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 214 | 0 | 1334 | - | - | - |
| Stage 1 | 816 | 0 | - | - | - | - |
| Stage 2 | 377 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 188 | - | 1334 | - | - | - |
| Mov Cap-2 Maneuver | 188 | - | - | - | - | - |
| Stage 1 | 718 | - | - | - | - | - |
| Stage 2 | 377 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 35.54 | 1.65 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1334 | - | 188 | - | - | - |
| HCM Lane V/C Ratio | 0.121 | - | 0.382 | - | - | - |
| HCM Ctrl Dly (s/v) | 8.1 | - | 35.5 | 0 | - | - |
| HCM Lane LOS | A | - | E | A | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 1.7 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 45 | 586 | 704 | 275 | 92 |
| Future Vol, veh/h | 20 | 45 | 586 | 704 | 275 | 92 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 22 | 49 | 637 | 765 | 299 | 100 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2338 | 299 | 299 | 0 | - | 0 |
| Stage 1 | 299 | - | - | - | - | - |
| Stage 2 | 2039 | - | - | - | - | - |
| 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 | 40 | 741 | 1262 | - | - | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 110 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 20 | 741 | 1262 | - | - | - |
| Mov Cap-2 Maneuver | ~ 20 | - | - | - | - | - |
| Stage 1 | 373 | - | - | - | - | - |
| Stage 2 | 110 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 162.24 | 4.87 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1262 | - | 20 | 741 | - | - |
| HCM Lane V/C Ratio | 0.505 | - | 1.09 | 0.066 | - | - |
| HCM Ctrl Dly (s/v) | 10.7 | - | $ 504.3 | 10.2 | - | - |
| HCM Lane LOS | B | - | F | B | - | - |
| HCM 95th %tile Q(veh) | 2.9 | - | 3 | 0.2 | - | - |

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

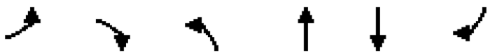
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 7 | 12 | 1284 | 316 | 4 |
| Future Vol, veh/h | 6 | 7 | 12 | 1284 | 316 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 8 | 13 | 1396 | 343 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1767 | 346 | 348 | 0 | - | 0 |
| Stage 1 | 346 | - | - | - | - | - |
| Stage 2 | 1422 | - | - | - | - | - |
| 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 | 92 | 697 | 1211 | - | - | - |
| Stage 1 | 717 | - | - | - | - | - |
| Stage 2 | 223 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 88 | 697 | 1211 | - | - | - |
| Mov Cap-2 Maneuver | 88 | - | - | - | - | - |
| Stage 1 | 682 | - | - | - | - | - |
| Stage 2 | 223 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 28.78 | 0.07 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 17 | - | 165 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.085 | - | - |
| HCM Ctrl Dly (s/v) | 8 | 0 | 28.8 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 466 | 43 | 39 | 830 | 178 | 145 |
| Future Volume (veh/h) | 466 | 43 | 39 | 830 | 178 | 145 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 507 | 47 | 42 | 902 | 193 | 158 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 548 | 569 | 574 | 1059 | 846 | 1205 |
| Arrive On Green | 0.31 | 0.31 | 0.05 | 0.57 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 507 | 47 | 42 | 902 | 193 | 158 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 24.1 | 1.7 | 1.0 | 35.3 | 5.5 | 2.3 |
| Cycle Q Clear(g_c), s | 24.1 | 1.7 | 1.0 | 35.3 | 5.5 | 2.3 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 548 | 569 | 574 | 1059 | 846 | 1205 |
| V/C Ratio(X) | 0.92 | 0.08 | 0.07 | 0.85 | 0.23 | 0.13 |
| Avail Cap(c_a), veh/h | 601 | 616 | 626 | 1059 | 846 | 1205 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 29.3 | 18.5 | 10.4 | 15.9 | 14.6 | 2.8 |
| Incr Delay (d2), s/veh | 19.3 | 0.1 | 0.1 | 8.6 | 0.6 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 18.3 | 0.0 | 0.6 | 20.0 | 3.9 | 3.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 48.6 | 18.6 | 10.4 | 24.5 | 15.3 | 3.0 |
| LnGrp LOS | D | B | B | C | B | A |
| Approach Vol, veh/h | 554 | | | 944 | 351 | |
| Approach Delay, s/veh | 46.0 | | | 23.9 | 9.7 | |
| Approach LOS | D | | | C | A | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 55.0 | | 32.4 | 10.0 | 45.0 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 49.5 | | 29.5 | 7.0 | 37.0 |
| Max Q Clear Time (g_c+I1), s | | 37.3 | | 26.1 | 3.0 | 7.5 |
| Green Ext Time (p_c), s | | 3.4 | | 0.8 | 0.0 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.8 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 15 | 854 | 5 | 6 | 215 |
| Future Vol, veh/h | 11 | 15 | 854 | 5 | 6 | 215 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 12 | 16 | 928 | 5 | 7 | 234 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1178 | 931 | 0 | 0 | 934 | 0 |
| Stage 1 | 931 | - | - | - | - | - |
| Stage 2 | 247 | - | - | - | - | - |
| 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 | 211 | 324 | - | - | 733 | - |
| Stage 1 | 384 | - | - | - | - | - |
| Stage 2 | 794 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 209 | 324 | - | - | 733 | - |
| Mov Cap-2 Maneuver | 209 | - | - | - | - | - |
| Stage 1 | 384 | - | - | - | - | - |
| Stage 2 | 786 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.5 | 0 | 0.27 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 209 | 324 | 49 | - |
| HCM Lane V/C Ratio | - | - | 0.057 | 0.05 | 0.009 | - |
| HCM Ctrl Dly (s/v) | - | - | 23.3 | 16.7 | 10 | 0 |
| HCM Lane LOS | - | - | C | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 18 | 841 | 2 | 7 | 219 |
| Future Vol, veh/h | 5 | 18 | 841 | 2 | 7 | 219 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 20 | 914 | 2 | 8 | 238 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1168 | 915 | 0 | 0 | 916 | 0 |
| Stage 1 | 915 | - | - | - | - | - |
| 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 | 214 | 330 | - | - | 744 | - |
| Stage 1 | 390 | - | - | - | - | - |
| Stage 2 | 789 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 211 | 330 | - | - | 744 | - |
| Mov Cap-2 Maneuver | 211 | - | - | - | - | - |
| Stage 1 | 390 | - | - | - | - | - |
| Stage 2 | 780 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.37 | 0 | 0.31 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 294 | 56 | - |
| HCM Lane V/C Ratio | - | - | 0.085 | 0.01 | - |
| HCM Ctrl Dly (s/v) | - | - | 18.4 | 9.9 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 84 | 40 | 803 | 158 | 19 | 205 |
| Future Vol, veh/h | 84 | 40 | 803 | 158 | 19 | 205 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | Yield | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 91 | 43 | 873 | 172 | 21 | 223 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1223 | 959 | 0 | 0 | 873 | 0 |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 264 | - | - | - | - | - |
| 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 | 198 | 312 | - | - | 773 | - |
| Stage 1 | 372 | - | - | - | - | - |
| Stage 2 | 780 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 192 | 312 | - | - | 773 | - |
| Mov Cap-2 Maneuver | 192 | - | - | - | - | - |
| Stage 1 | 372 | - | - | - | - | - |
| Stage 2 | 756 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 44.55 | 0 | 0.83 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 219 | 153 | - |
| HCM Lane V/C Ratio | - | - | 0.615 | 0.027 | - |
| HCM Ctrl Dly (s/v) | - | - | 44.6 | 9.8 | 0 |
| HCM Lane LOS | - | - | E | A | A |
| HCM 95th %tile Q(veh) | - | - | 3.6 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 2 | 1 | 954 | 287 | 2 |
| Future Vol, veh/h | 7 | 2 | 1 | 954 | 287 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 2 | 1 | 1037 | 312 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1352 | 313 | 314 | 0 | - | 0 |
| Stage 1 | 313 | - | - | - | - | - |
| Stage 2 | 1039 | - | - | - | - | - |
| 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 | 165 | 727 | 1246 | - | - | - |
| Stage 1 | 741 | - | - | - | - | - |
| Stage 2 | 341 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 165 | 727 | 1246 | - | - | - |
| Mov Cap-2 Maneuver | 165 | - | - | - | - | - |
| Stage 1 | 740 | - | - | - | - | - |
| Stage 2 | 341 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.99 | 0.01 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | 199 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.049 | - | - |
| HCM Ctrl Dly (s/v) | 7.9 | 0 | 24 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 110 | 845 | 31 | 93 | 196 |
| Future Vol, veh/h | 47 | 110 | 845 | 31 | 93 | 196 |
| 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 | 125 | - | - | 100 | - |
| 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 | 51 | 120 | 918 | 34 | 101 | 213 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1351 | 935 | 0 | 0 | 952 | 0 |
| Stage 1 | 935 | - | - | - | - | - |
| Stage 2 | 415 | - | - | - | - | - |
| 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 | 166 | 322 | - | - | 722 | - |
| Stage 1 | 382 | - | - | - | - | - |
| Stage 2 | 666 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 143 | 322 | - | - | 722 | - |
| Mov Cap-2 Maneuver | 143 | - | - | - | - | - |
| Stage 1 | 382 | - | - | - | - | - |
| Stage 2 | 573 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 28.97 | 0 | 3.48 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 143 | 322 | 722 | - |
| HCM Lane V/C Ratio | - | - | 0.358 | 0.372 | 0.14 | - |
| HCM Ctrl Dly (s/v) | - | - | 43.7 | 22.7 | 10.8 | - |
| HCM Lane LOS | - | - | E | C | B | - |
| HCM 95th %tile Q(veh) | - | - | 1.5 | 1.7 | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 80 | 22 | 49 | 796 | 169 | 74 |
| Future Vol, veh/h | 80 | 22 | 49 | 796 | 169 | 74 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 87 | 24 | 53 | 865 | 184 | 80 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1196 | 224 | 264 | 0 | - | 0 |
| Stage 1 | 224 | - | - | - | - | - |
| Stage 2 | 972 | - | - | - | - | - |
| 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 | 206 | 816 | 1300 | - | - | - |
| Stage 1 | 813 | - | - | - | - | - |
| Stage 2 | 367 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 189 | 816 | 1300 | - | - | - |
| Mov Cap-2 Maneuver | 189 | - | - | - | - | - |
| Stage 1 | 749 | - | - | - | - | - |
| Stage 2 | 367 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 35.1 | 0.46 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 104 | - | 227 | - | - |
| HCM Lane V/C Ratio | 0.041 | - | 0.488 | - | - |
| HCM Ctrl Dly (s/v) | 7.9 | 0 | 35.1 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 2.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 3 | 1 | 833 | 187 | 4 |
| Future Vol, veh/h | 12 | 3 | 1 | 833 | 187 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 3 | 1 | 905 | 203 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1113 | 205 | 208 | 0 | - | 0 |
| Stage 1 | 205 | - | - | - | - | - |
| Stage 2 | 908 | - | - | - | - | - |
| 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 | 231 | 835 | 1363 | - | - | - |
| Stage 1 | 829 | - | - | - | - | - |
| Stage 2 | 394 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 230 | 835 | 1363 | - | - | - |
| Mov Cap-2 Maneuver | 230 | - | - | - | - | - |
| Stage 1 | 828 | - | - | - | - | - |
| Stage 2 | 394 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.23 | 0.01 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | 269 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.061 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | 19.2 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 847 | 31 | 173 | 689 | 21 |
| Future Vol, veh/h | 20 | 847 | 31 | 173 | 689 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 22 | 921 | 34 | 188 | 749 | 23 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1016 | - | 772 | 0 | - | 0 |
| Stage 1 | 760 | - | - | - | - | - |
| Stage 2 | 255 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 264 | 0 | 843 | - | - | - |
| Stage 1 | 462 | 0 | - | - | - | - |
| Stage 2 | 787 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 253 | - | 843 | - | - | - |
| Mov Cap-2 Maneuver | 253 | - | - | - | - | - |
| Stage 1 | 443 | - | - | - | - | - |
| Stage 2 | 787 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.55 | 1.44 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 843 | - | 253 | - | - | - |
| HCM Lane V/C Ratio | 0.04 | - | 0.086 | - | - | - |
| HCM Ctrl Dly (s/v) | 9.4 | - | 20.5 | 0 | - | - |
| HCM Lane LOS | A | - | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.3 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 88 | 174 | 198 | 1196 | 340 |
| Future Vol, veh/h | 6 | 88 | 174 | 198 | 1196 | 340 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 7 | 96 | 189 | 215 | 1300 | 370 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1893 | 1300 | 1300 | 0 | - | 0 |
| Stage 1 | 1300 | - | - | - | - | - |
| Stage 2 | 593 | - | - | - | - | - |
| 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 | 77 | 197 | 533 | - | - | - |
| Stage 1 | 255 | - | - | - | - | - |
| Stage 2 | 552 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 50 | 197 | 533 | - | - | - |
| Mov Cap-2 Maneuver | 50 | - | - | - | - | - |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 552 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 42.53 | 7.22 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 533 | - | 50 | 197 | - | - |
| HCM Lane V/C Ratio | 0.355 | - | 0.132 | 0.486 | - | - |
| HCM Ctrl Dly (s/v) | 15.4 | - | 88.5 | 39.4 | - | - |
| HCM Lane LOS | C | - | F | E | - | - |
| HCM 95th %tile Q(veh) | 1.6 | - | 0.4 | 2.4 | - | - |

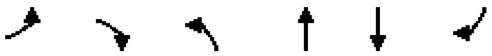
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 81 | 4 | 367 | 1277 | 7 |
| Future Vol, veh/h | 5 | 81 | 4 | 367 | 1277 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 88 | 4 | 399 | 1388 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1799 | 1392 | 1396 | 0 | - | 0 |
| Stage 1 | 1392 | - | - | - | - | - |
| Stage 2 | 408 | - | - | - | - | - |
| 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 | 88 | 174 | 490 | - | - | - |
| Stage 1 | 230 | - | - | - | - | - |
| Stage 2 | 672 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 87 | 174 | 490 | - | - | - |
| Mov Cap-2 Maneuver | 87 | - | - | - | - | - |
| Stage 1 | 228 | - | - | - | - | - |
| Stage 2 | 672 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 52.47 | 0.13 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 19 | - | 164 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.569 | - | - |
| HCM Ctrl Dly (s/v) | 12.4 | 0 | 52.5 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 3 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 183 | 46 | 39 | 188 | 706 | 652 |
| Future Volume (veh/h) | 183 | 46 | 39 | 188 | 706 | 652 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 199 | 50 | 42 | 204 | 767 | 709 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 273 | 334 | 289 | 1264 | 997 | 1088 |
| Arrive On Green | 0.15 | 0.15 | 0.06 | 0.68 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 199 | 50 | 42 | 204 | 767 | 709 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 6.9 | 1.7 | 0.6 | 2.6 | 20.9 | 16.3 |
| Cycle Q Clear(g_c), s | 6.9 | 1.7 | 0.6 | 2.6 | 20.9 | 16.3 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 273 | 334 | 289 | 1264 | 997 | 1088 |
| V/C Ratio(X) | 0.73 | 0.15 | 0.15 | 0.16 | 0.77 | 0.65 |
| Avail Cap(c_a), veh/h | 291 | 350 | 380 | 1264 | 997 | 1088 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 26.0 | 20.7 | 9.3 | 3.8 | 11.9 | 5.7 |
| Incr Delay (d2), s/veh | 8.3 | 0.2 | 0.2 | 0.3 | 5.7 | 3.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 5.9 | 2.9 | 0.2 | 0.9 | 11.6 | 10.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 34.3 | 20.9 | 9.6 | 4.1 | 17.6 | 8.8 |
| LnGrp LOS | C | C | A | A | B | A |
| Approach Vol, veh/h | 249 | | | 246 | 1476 | |
| Approach Delay, s/veh | 31.6 | | | 5.0 | 13.4 | |
| Approach LOS | C | | | A | B | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 49.0 | | 15.4 | 9.2 | 39.8 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 43.5 | | 10.5 | 7.0 | 31.0 |
| Max Q Clear Time (g_c+I1), s | | 4.6 | | 8.9 | 2.6 | 22.9 |
| Green Ext Time (p_c), s | | 0.7 | | 0.2 | 0.0 | 4.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 14.6 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 18 | 209 | 10 | 13 | 739 |
| Future Vol, veh/h | 8 | 18 | 209 | 10 | 13 | 739 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 9 | 20 | 227 | 11 | 14 | 803 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1064 | 233 | 0 | 0 | 238 | 0 |
| Stage 1 | 233 | - | - | - | - | - |
| Stage 2 | 832 | - | - | - | - | - |
| 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 | 247 | 807 | - | - | 1329 | - |
| Stage 1 | 806 | - | - | - | - | - |
| Stage 2 | 427 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 242 | 807 | - | - | 1329 | - |
| Mov Cap-2 Maneuver | 242 | - | - | - | - | - |
| Stage 1 | 806 | - | - | - | - | - |
| Stage 2 | 419 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.91 | 0 | 0.13 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 242 | 807 | 31 | - |
| HCM Lane V/C Ratio | - | - | 0.036 | 0.024 | 0.011 | - |
| HCM Ctrl Dly (s/v) | - | - | 20.4 | 9.6 | 7.7 | 0 |
| HCM Lane LOS | - | - | C | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 11 | 208 | 5 | 20 | 727 |
| Future Vol, veh/h | 5 | 11 | 208 | 5 | 20 | 727 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 12 | 226 | 5 | 22 | 790 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1063 | 229 | 0 | 0 | 232 | 0 |
| Stage 1 | 229 | - | - | - | - | - |
| Stage 2 | 834 | - | - | - | - | - |
| 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 | 247 | 810 | - | - | 1336 | - |
| Stage 1 | 809 | - | - | - | - | - |
| Stage 2 | 426 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 240 | 810 | - | - | 1336 | - |
| Mov Cap-2 Maneuver | 240 | - | - | - | - | - |
| Stage 1 | 809 | - | - | - | - | - |
| Stage 2 | 414 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 13.04 | 0 | 0.21 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 465 | 48 | - |
| HCM Lane V/C Ratio | - | - | 0.037 | 0.016 | - |
| HCM Ctrl Dly (s/v) | - | - | 13 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 170 | 27 | 186 | 51 | 37 | 695 |
| Future Vol, veh/h | 170 | 27 | 186 | 51 | 37 | 695 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | Yield | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 185 | 29 | 202 | 55 | 40 | 755 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1066 | 230 | 0 | 0 | 202 | 0 |
| Stage 1 | 230 | - | - | - | - | - |
| Stage 2 | 836 | - | - | - | - | - |
| 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 | 246 | 809 | - | - | 1370 | - |
| Stage 1 | 808 | - | - | - | - | - |
| Stage 2 | 425 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 234 | 809 | - | - | 1370 | - |
| Mov Cap-2 Maneuver | 234 | - | - | - | - | - |
| Stage 1 | 808 | - | - | - | - | - |
| Stage 2 | 404 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 61.73 | 0 | 0.39 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 259 | 91 | - |
| HCM Lane V/C Ratio | - | - | 0.827 | 0.029 | - |
| HCM Ctrl Dly (s/v) | - | - | 61.7 | 7.7 | 0 |
| HCM Lane LOS | - | - | F | A | A |
| HCM 95th %tile Q(veh) | - | - | 6.6 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 1 | 2 | 234 | 860 | 5 |
| Future Vol, veh/h | 3 | 1 | 2 | 234 | 860 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 1 | 2 | 254 | 935 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1196 | 938 | 940 | 0 | - | 0 |
| Stage 1 | 938 | - | - | - | - | - |
| Stage 2 | 259 | - | - | - | - | - |
| 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 | 206 | 321 | 729 | - | - | - |
| Stage 1 | 381 | - | - | - | - | - |
| Stage 2 | 785 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 205 | 321 | 729 | - | - | - |
| Mov Cap-2 Maneuver | 205 | - | - | - | - | - |
| Stage 1 | 380 | - | - | - | - | - |
| Stage 2 | 785 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.3 | 0.08 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 15 | - | 225 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.019 | - | - |
| HCM Ctrl Dly (s/v) | 10 | 0 | 21.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 62 | 174 | 40 | 75 | 786 |
| Future Vol, veh/h | 40 | 62 | 174 | 40 | 75 | 786 |
| 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 | 125 | - | - | 100 | - |
| 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 | 43 | 67 | 189 | 43 | 82 | 854 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1228 | 211 | 0 | 0 | 233 | 0 |
| Stage 1 | 211 | - | - | - | - | - |
| Stage 2 | 1017 | - | - | - | - | - |
| 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 | 197 | 829 | - | - | 1335 | - |
| Stage 1 | 824 | - | - | - | - | - |
| Stage 2 | 349 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 185 | 829 | - | - | 1335 | - |
| Mov Cap-2 Maneuver | 185 | - | - | - | - | - |
| Stage 1 | 824 | - | - | - | - | - |
| Stage 2 | 328 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.84 | 0 | 0.69 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 185 | 829 | 1335 | - |
| HCM Lane V/C Ratio | - | - | 0.236 | 0.081 | 0.061 | - |
| HCM Ctrl Dly (s/v) | - | - | 30.4 | 9.7 | 7.9 | - |
| HCM Lane LOS | - | - | D | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.3 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 27 | 10 | 164 | 714 | 112 |
| Future Vol, veh/h | 50 | 27 | 10 | 164 | 714 | 112 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 29 | 11 | 178 | 776 | 122 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1037 | 837 | 898 | 0 | - | 0 |
| Stage 1 | 837 | - | - | - | - | - |
| Stage 2 | 200 | - | - | - | - | - |
| 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 | 256 | 367 | 756 | - | - | - |
| Stage 1 | 425 | - | - | - | - | - |
| Stage 2 | 834 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 252 | 367 | 756 | - | - | - |
| Mov Cap-2 Maneuver | 252 | - | - | - | - | - |
| Stage 1 | 418 | - | - | - | - | - |
| Stage 2 | 834 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.97 | 0.56 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 103 | - | 283 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.296 | - | - |
| HCM Ctrl Dly (s/v) | 9.8 | 0 | 23 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 2 | 3 | 167 | 729 | 12 |
| Future Vol, veh/h | 7 | 2 | 3 | 167 | 729 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 2 | 3 | 182 | 792 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 987 | 799 | 805 | 0 | - | 0 |
| Stage 1 | 799 | - | - | - | - | - |
| Stage 2 | 188 | - | - | - | - | - |
| 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 | 274 | 386 | 819 | - | - | - |
| Stage 1 | 443 | - | - | - | - | - |
| Stage 2 | 844 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 273 | 386 | 819 | - | - | - |
| Mov Cap-2 Maneuver | 273 | - | - | - | - | - |
| Stage 1 | 441 | - | - | - | - | - |
| Stage 2 | 844 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.75 | 0.17 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 32 | - | 292 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.033 | - | - |
| HCM Ctrl Dly (s/v) | 9.4 | 0 | 17.8 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 264 | 27 | 226 | 274 | 11 |
| Future Vol, veh/h | 29 | 264 | 27 | 226 | 274 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 32 | 287 | 29 | 246 | 298 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 608 | - | 310 | 0 | - | 0 |
| Stage 1 | 304 | - | - | - | - | - |
| Stage 2 | 304 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 459 | 0 | 1251 | - | - | - |
| Stage 1 | 749 | 0 | - | - | - | - |
| Stage 2 | 748 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 448 | - | 1251 | - | - | - |
| Mov Cap-2 Maneuver | 448 | - | - | - | - | - |
| Stage 1 | 731 | - | - | - | - | - |
| Stage 2 | 748 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 13.64 | 0.85 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1251 | - | 448 | - | - | - |
| HCM Lane V/C Ratio | 0.023 | - | 0.07 | - | - | - |
| HCM Ctrl Dly (s/v) | 7.9 | - | 13.6 | 0 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 33 | 277 | 232 | 465 | 73 |
| Future Vol, veh/h | 21 | 33 | 277 | 232 | 465 | 73 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 23 | 36 | 301 | 252 | 505 | 79 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1360 | 505 | 505 | 0 | - | 0 |
| Stage 1 | 505 | - | - | - | - | - |
| Stage 2 | 854 | - | - | - | - | - |
| 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 | 164 | 567 | 1059 | - | - | - |
| Stage 1 | 606 | - | - | - | - | - |
| Stage 2 | 417 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 117 | 567 | 1059 | - | - | - |
| Mov Cap-2 Maneuver | 117 | - | - | - | - | - |
| Stage 1 | 434 | - | - | - | - | - |
| Stage 2 | 417 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.93 | 5.3 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1059 | - | 117 | 567 | - | - |
| HCM Lane V/C Ratio | 0.284 | - | 0.195 | 0.063 | - | - |
| HCM Ctrl Dly (s/v) | 9.7 | - | 43 | 11.8 | - | - |
| HCM Lane LOS | A | - | E | B | - | - |
| HCM 95th %tile Q(veh) | 1.2 | - | 0.7 | 0.2 | - | - |

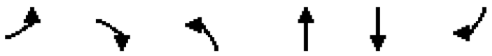
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 3 | 8 | 503 | 494 | 4 |
| Future Vol, veh/h | 6 | 3 | 8 | 503 | 494 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 3 | 9 | 547 | 537 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1103 | 539 | 541 | 0 | - | 0 |
| Stage 1 | 539 | - | - | - | - | - |
| Stage 2 | 564 | - | - | - | - | - |
| 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 | 234 | 542 | 1027 | - | - | - |
| Stage 1 | 585 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 231 | 542 | 1027 | - | - | - |
| Mov Cap-2 Maneuver | 231 | - | - | - | - | - |
| Stage 1 | 578 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.05 | 0.13 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 28 | - | 286 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.034 | - | - |
| HCM Ctrl Dly (s/v) | 8.5 | 0 | 18.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 149 | 30 | 31 | 362 | 292 | 205 |
| Future Volume (veh/h) | 149 | 30 | 31 | 362 | 292 | 205 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 162 | 33 | 34 | 393 | 317 | 223 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 289 | 338 | 565 | 1219 | 950 | 1062 |
| Arrive On Green | 0.16 | 0.16 | 0.05 | 0.65 | 0.51 | 0.51 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 162 | 33 | 34 | 393 | 317 | 223 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 5.0 | 1.0 | 0.5 | 5.5 | 5.9 | 3.2 |
| Cycle Q Clear(g_c), s | 5.0 | 1.0 | 0.5 | 5.5 | 5.9 | 3.2 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 289 | 338 | 565 | 1219 | 950 | 1062 |
| V/C Ratio(X) | 0.56 | 0.10 | 0.06 | 0.32 | 0.33 | 0.21 |
| Avail Cap(c_a), veh/h | 467 | 496 | 700 | 1219 | 950 | 1062 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 22.8 | 18.7 | 5.6 | 4.5 | 8.6 | 3.7 |
| Incr Delay (d2), s/veh | 1.7 | 0.1 | 0.0 | 0.7 | 0.9 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.6 | 1.8 | 0.2 | 2.0 | 3.3 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 24.5 | 18.8 | 5.6 | 5.2 | 9.6 | 4.2 |
| LnGrp LOS | C | B | A | A | A | A |
| Approach Vol, veh/h | 195 | | | 427 | 540 | |
| Approach Delay, s/veh | 23.5 | | | 5.3 | 7.3 | |
| Approach LOS | C | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 44.0 | | 15.1 | 8.5 | 35.5 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 38.5 | | 15.5 | 7.5 | 25.5 |
| Max Q Clear Time (g_c+I1), s | | 7.5 | | 7.0 | 2.5 | 7.9 |
| Green Ext Time (p_c), s | | 1.4 | | 0.4 | 0.0 | 1.9 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | | 9.3 |
| HCM 7th LOS | | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 15 | 378 | 11 | 34 | 288 |
| Future Vol, veh/h | 4 | 15 | 378 | 11 | 34 | 288 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 4 | 16 | 411 | 12 | 37 | 313 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 804 | 417 | 0 | 0 | 423 | 0 |
| Stage 1 | 417 | - | - | - | - | - |
| Stage 2 | 387 | - | - | - | - | - |
| 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 | 352 | 636 | - | - | 1136 | - |
| Stage 1 | 665 | - | - | - | - | - |
| Stage 2 | 686 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 338 | 636 | - | - | 1136 | - |
| Mov Cap-2 Maneuver | 338 | - | - | - | - | - |
| Stage 1 | 665 | - | - | - | - | - |
| Stage 2 | 659 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.86 | 0 | 0.87 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 338 | 636 | 190 | - |
| HCM Lane V/C Ratio | - | - | 0.013 | 0.026 | 0.033 | - |
| HCM Ctrl Dly (s/v) | - | - | 15.8 | 10.8 | 8.3 | 0 |
| HCM Lane LOS | - | - | C | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 10 | 379 | 10 | 11 | 281 |
| Future Vol, veh/h | 9 | 10 | 379 | 10 | 11 | 281 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 11 | 412 | 11 | 12 | 305 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 747 | 417 | 0 | 0 | 423 | 0 |
| Stage 1 | 417 | - | - | - | - | - |
| Stage 2 | 329 | - | - | - | - | - |
| 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 | 381 | 635 | - | - | 1136 | - |
| Stage 1 | 665 | - | - | - | - | - |
| Stage 2 | 729 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 376 | 635 | - | - | 1136 | - |
| Mov Cap-2 Maneuver | 376 | - | - | - | - | - |
| Stage 1 | 665 | - | - | - | - | - |
| Stage 2 | 720 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.86 | 0 | 0.31 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 479 | 68 | - |
| HCM Lane V/C Ratio | - | - | 0.043 | 0.011 | - |
| HCM Ctrl Dly (s/v) | - | - | 12.9 | 8.2 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 57 | 44 | 345 | 85 | 36 | 254 |
| Future Vol, veh/h | 57 | 44 | 345 | 85 | 36 | 254 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | Yield | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 62 | 48 | 375 | 92 | 39 | 276 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 776 | 421 | 0 | 0 | 375 | 0 |
| Stage 1 | 421 | - | - | - | - | - |
| Stage 2 | 354 | - | - | - | - | - |
| 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 | 366 | 632 | - | - | 1183 | - |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 710 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 352 | 632 | - | - | 1183 | - |
| Mov Cap-2 Maneuver | 352 | - | - | - | - | - |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 682 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.01 | 0 | 1.01 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 436 | 223 | - |
| HCM Lane V/C Ratio | - | - | 0.252 | 0.033 | - |
| HCM Ctrl Dly (s/v) | - | - | 16 | 8.1 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 2 | 428 | 308 | 3 |
| Future Vol, veh/h | 2 | 2 | 2 | 428 | 308 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 2 | 2 | 465 | 335 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 806 | 336 | 338 | 0 | - | 0 |
| Stage 1 | 336 | - | - | - | - | - |
| Stage 2 | 470 | - | - | - | - | - |
| 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 | 351 | 706 | 1221 | - | - | - |
| Stage 1 | 724 | - | - | - | - | - |
| Stage 2 | 629 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 350 | 706 | 1221 | - | - | - |
| Mov Cap-2 Maneuver | 350 | - | - | - | - | - |
| Stage 1 | 722 | - | - | - | - | - |
| Stage 2 | 629 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.76 | 0.04 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 8 | - | 468 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.009 | - | - |
| HCM Ctrl Dly (s/v) | 8 | 0 | 12.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 167 | 263 | 39 | 83 | 227 |
| Future Vol, veh/h | 34 | 167 | 263 | 39 | 83 | 227 |
| 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 | 125 | - | - | 100 | - |
| 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 | 37 | 182 | 286 | 42 | 90 | 247 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 734 | 307 | 0 | 0 | 328 | 0 |
| Stage 1 | 307 | - | - | - | - | - |
| Stage 2 | 427 | - | - | - | - | - |
| 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 | 387 | 733 | - | - | 1231 | - |
| Stage 1 | 746 | - | - | - | - | - |
| Stage 2 | 658 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 359 | 733 | - | - | 1231 | - |
| Mov Cap-2 Maneuver | 359 | - | - | - | - | - |
| Stage 1 | 746 | - | - | - | - | - |
| Stage 2 | 610 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.31 | 0 | 2.18 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 359 | 733 | 1231 | - |
| HCM Lane V/C Ratio | - | - | 0.103 | 0.248 | 0.073 | - |
| HCM Ctrl Dly (s/v) | - | - | 16.2 | 11.5 | 8.2 | - |
| HCM Lane LOS | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 1 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 48 | 11 | 9 | 254 | 209 | 52 |
| Future Vol, veh/h | 48 | 11 | 9 | 254 | 209 | 52 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 52 | 12 | 10 | 276 | 227 | 57 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 551 | 255 | 284 | 0 | - | 0 |
| Stage 1 | 255 | - | - | - | - | - |
| Stage 2 | 296 | - | - | - | - | - |
| 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 | 495 | 783 | 1279 | - | - | - |
| Stage 1 | 787 | - | - | - | - | - |
| Stage 2 | 755 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 491 | 783 | 1279 | - | - | - |
| Mov Cap-2 Maneuver | 491 | - | - | - | - | - |
| Stage 1 | 780 | - | - | - | - | - |
| Stage 2 | 755 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.77 | 0.27 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 62 | - | 528 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.122 | - | - |
| HCM Ctrl Dly (s/v) | 7.8 | 0 | 12.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 6 | 258 | 214 | 6 |
| Future Vol, veh/h | 5 | 5 | 6 | 258 | 214 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 7 | 280 | 233 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 529 | 236 | 239 | 0 | - | 0 |
| Stage 1 | 236 | - | - | - | - | - |
| Stage 2 | 293 | - | - | - | - | - |
| 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 | 510 | 803 | 1328 | - | - | - |
| Stage 1 | 803 | - | - | - | - | - |
| Stage 2 | 757 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 507 | 803 | 1328 | - | - | - |
| Mov Cap-2 Maneuver | 507 | - | - | - | - | - |
| Stage 1 | 799 | - | - | - | - | - |
| Stage 2 | 757 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.89 | 0.18 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 41 | - | 622 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.017 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | 10.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

# 2028 NO BUILD CONDITIONS

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 74 | 211 | 171 | 682 | 228 | 27 |
| Future Vol, veh/h | 74 | 211 | 171 | 682 | 228 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 80 | 229 | 186 | 741 | 248 | 29 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1376 | - | 277 | 0 | - | 0 |
| Stage 1 | 263 | - | - | - | - | - |
| Stage 2 | 1113 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 160 | 0 | 1286 | - | - | - |
| Stage 1 | 781 | 0 | - | - | - | - |
| Stage 2 | 314 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 137 | - | 1286 | - | - | - |
| Mov Cap-2 Maneuver | 137 | - | - | - | - | - |
| Stage 1 | 668 | - | - | - | - | - |
| Stage 2 | 314 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 63.22 | 1.66 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1286 | - | 137 | - | - | - |
| HCM Lane V/C Ratio | 0.145 | - | 0.587 | - | - | - |
| HCM Ctrl Dly (s/v) | 8.3 | - | 63.2 | 0 | - | - |
| HCM Lane LOS | A | - | F | A | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 3 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 24.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 53 | 693 | 831 | 336 | 103 |
| Future Vol, veh/h | 22 | 53 | 693 | 831 | 336 | 103 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 24 | 58 | 753 | 903 | 365 | 112 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2775 | 365 | 365 | 0 | - | 0 |
| Stage 1 | 365 | - | - | - | - | - |
| Stage 2 | 2410 | - | - | - | - | - |
| 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 | ~ 21 | 680 | 1193 | - | - | - |
| Stage 1 | 702 | - | - | - | - | - |
| Stage 2 | 71 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 8 | 680 | 1193 | - | - | - |
| Mov Cap-2 Maneuver | ~ 8 | - | - | - | - | - |
| Stage 1 | 259 | - | - | - | - | - |
| Stage 2 | 71 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 553.82 | 5.92 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1193 | - | 8 | 680 | - | - |
| HCM Lane V/C Ratio | 0.631 | - | 3.076 | 0.085 | - | - |
| HCM Ctrl Dly (s/v) | 13 | - | $ 1862 | 10.8 | - | - |
| HCM Lane LOS | B | - | F | B | - | - |
| HCM 95th %tile Q(veh) | 4.7 | - | 4.2 | 0.3 | - | - |

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

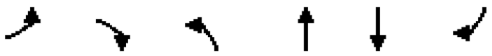
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 8 | 13 | 1517 | 385 | 4 |
| Future Vol, veh/h | 7 | 8 | 13 | 1517 | 385 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 9 | 14 | 1649 | 418 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2098 | 421 | 423 | 0 | - | 0 |
| Stage 1 | 421 | - | - | - | - | - |
| Stage 2 | 1677 | - | - | - | - | - |
| 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 | 57 | 633 | 1136 | - | - | - |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 167 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 49 | 633 | 1136 | - | - | - |
| Mov Cap-2 Maneuver | 49 | - | - | - | - | - |
| Stage 1 | 564 | - | - | - | - | - |
| Stage 2 | 167 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 50.1 | 0.07 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 15 | - | 96 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.17 | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | 0 | 50.1 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.6 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 526 | 51 | 52 | 1004 | 229 | 164 |
| Future Volume (veh/h) | 526 | 51 | 52 | 1004 | 229 | 164 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 572 | 55 | 57 | 1091 | 249 | 178 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 595 | 604 | 537 | 1087 | 919 | 1308 |
| Arrive On Green | 0.33 | 0.33 | 0.05 | 0.58 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 572 | 55 | 57 | 1091 | 249 | 178 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 40.7 | 2.9 | 1.9 | 75.0 | 10.1 | 2.9 |
| Cycle Q Clear(g_c), s | 40.7 | 2.9 | 1.9 | 75.0 | 10.1 | 2.9 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 595 | 604 | 537 | 1087 | 919 | 1308 |
| V/C Ratio(X) | 0.96 | 0.09 | 0.11 | 1.00 | 0.27 | 0.14 |
| Avail Cap(c_a), veh/h | 607 | 615 | 549 | 1087 | 919 | 1308 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 42.2 | 25.6 | 13.9 | 27.1 | 19.3 | 2.2 |
| Incr Delay (d2), s/veh | 27.0 | 0.1 | 0.1 | 28.3 | 0.7 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 29.4 | 0.0 | 1.3 | 47.3 | 7.7 | 5.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 69.2 | 25.7 | 14.0 | 55.4 | 20.0 | 2.4 |
| LnGrp LOS | E | C | B | F | C | A |
| Approach Vol, veh/h | 627 | | | 1148 | 427 | |
| Approach Delay, s/veh | 65.3 | | | 53.3 | 12.7 | |
| Approach LOS | E | | | D | B | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 80.5 | | 48.6 | 11.6 | 68.9 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 75.0 | | 44.0 | 7.0 | 62.5 |
| Max Q Clear Time (g_c+I1), s | | 77.0 | | 42.7 | 3.9 | 12.1 |
| Green Ext Time (p_c), s | | 0.0 | | 0.4 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 48.9 |
| HCM 7th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 17 | 1039 | 6 | 7 | 273 |
| Future Vol, veh/h | 12 | 17 | 1039 | 6 | 7 | 273 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 13 | 18 | 1129 | 7 | 8 | 297 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1445 | 1133 | 0 | 0 | 1136 | 0 |
| Stage 1 | 1133 | - | - | - | - | - |
| Stage 2 | 312 | - | - | - | - | - |
| 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 | 145 | 247 | - | - | 615 | - |
| Stage 1 | 307 | - | - | - | - | - |
| Stage 2 | 742 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 143 | 247 | - | - | 615 | - |
| Mov Cap-2 Maneuver | 143 | - | - | - | - | - |
| Stage 1 | 307 | - | - | - | - | - |
| Stage 2 | 731 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 25.68 | 0 | 0.27 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 143 | 247 | 45 | - |
| HCM Lane V/C Ratio | - | - | 0.091 | 0.075 | 0.012 | - |
| HCM Ctrl Dly (s/v) | - | - | 32.7 | 20.8 | 10.9 | 0 |
| HCM Lane LOS | - | - | D | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 20 | 1025 | 2 | 8 | 277 |
| Future Vol, veh/h | 6 | 20 | 1025 | 2 | 8 | 277 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 22 | 1114 | 2 | 9 | 301 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1434 | 1115 | 0 | 0 | 1116 | 0 |
| Stage 1 | 1115 | - | - | - | - | - |
| Stage 2 | 318 | - | - | - | - | - |
| 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 | 148 | 253 | - | - | 626 | - |
| Stage 1 | 313 | - | - | - | - | - |
| Stage 2 | 737 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 145 | 253 | - | - | 626 | - |
| Mov Cap-2 Maneuver | 145 | - | - | - | - | - |
| Stage 1 | 313 | - | - | - | - | - |
| Stage 2 | 725 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.18 | 0 | 0.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 216 | 51 | - |
| HCM Lane V/C Ratio | - | - | 0.131 | 0.014 | - |
| HCM Ctrl Dly (s/v) | - | - | 24.2 | 10.8 | 0 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 59 | 8 | 47 | 95 | 3 | 45 | 18 | 923 | 181 | 21 | 239 | 23 |
| Future Volume (veh/h) | 59 | 8 | 47 | 95 | 3 | 45 | 18 | 923 | 181 | 21 | 239 | 23 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 64 | 9 | 51 | 103 | 3 | 49 | 20 | 1003 | 197 | 23 | 260 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 152 | 174 | 147 | 186 | 9 | 140 | 805 | 1045 | 205 | 147 | 1292 | 1095 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.02 | 0.69 | 0.69 | 0.02 | 0.69 | 0.69 |
| Sat Flow, veh/h | 1352 | 1870 | 1585 | 1343 | 92 | 1507 | 1781 | 1518 | 298 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 64 | 9 | 51 | 103 | 0 | 52 | 20 | 0 | 1200 | 23 | 260 | 25 |
| Grp Sat Flow(s),veh/h/ln | 1352 | 1870 | 1585 | 1343 | 0 | 1599 | 1781 | 0 | 1817 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.5 | 3.2 | 8.1 | 0.0 | 3.3 | 0.4 | 0.0 | 65.2 | 0.4 | 5.4 | 0.5 |
| Cycle Q Clear(g_c), s | 8.3 | 0.5 | 3.2 | 8.6 | 0.0 | 3.3 | 0.4 | 0.0 | 65.2 | 0.4 | 5.4 | 0.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.94 | 1.00 | | 0.16 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 152 | 174 | 147 | 186 | 0 | 149 | 805 | 0 | 1251 | 147 | 1292 | 1095 |
| V/C Ratio(X) | 0.42 | 0.05 | 0.35 | 0.55 | 0.00 | 0.35 | 0.02 | 0.00 | 0.96 | 0.16 | 0.20 | 0.02 |
| Avail Cap(c_a), veh/h | 152 | 174 | 147 | 186 | 0 | 149 | 851 | 0 | 1251 | 188 | 1292 | 1095 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.6 | 44.4 | 45.7 | 48.3 | 0.0 | 45.7 | 4.7 | 0.0 | 15.4 | 25.3 | 6.0 | 5.2 |
| Incr Delay (d2), s/veh | 1.9 | 0.1 | 1.4 | 3.5 | 0.0 | 1.4 | 0.0 | 0.0 | 17.4 | 0.2 | 0.4 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.2 | 0.4 | 2.3 | 5.0 | 0.0 | 2.4 | 0.2 | 0.0 | 32.9 | 0.6 | 3.1 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 51.4 | 44.5 | 47.1 | 51.9 | 0.0 | 47.1 | 4.7 | 0.0 | 32.8 | 25.5 | 6.3 | 5.3 |
| LnGrp LOS | D | D | D | D | | D | A | | C | C | A | A |
| Approach Vol, veh/h | | 124 | | | 155 | | | 1220 | | | 308 | |
| Approach Delay, s/veh | | 49.1 | | | 50.3 | | | 32.3 | | | 7.7 | |
| Approach LOS | | D | | | D | | | C | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.5 | 81.0 | | 17.0 | 9.2 | 81.2 | | 17.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 74.0 | | 10.0 | 5.0 | 74.0 | | 10.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.4 | 67.2 | | 10.3 | 2.4 | 7.4 | | 10.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.4 | | 0.0 | 0.0 | 0.8 | | 0.0 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 30.8 | |
| HCM 7th LOS | | C | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 2 | 1 | 1114 | 379 | 2 |
| Future Vol, veh/h | 8 | 2 | 1 | 1114 | 379 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 2 | 1 | 1211 | 412 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1626 | 413 | 414 | 0 | - | 0 |
| Stage 1 | 413 | - | - | - | - | - |
| Stage 2 | 1213 | - | - | - | - | - |
| 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 | 112 | 639 | 1145 | - | - | - |
| Stage 1 | 668 | - | - | - | - | - |
| Stage 2 | 281 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 112 | 639 | 1145 | - | - | - |
| Mov Cap-2 Maneuver | 112 | - | - | - | - | - |
| Stage 1 | 666 | - | - | - | - | - |
| Stage 2 | 281 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 34.16 | 0.01 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | 134 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.081 | - | - |
| HCM Ctrl Dly (s/v) | 8.1 | 0 | 34.2 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 53 | 127 | 996 | 35 | 116 | 349 |
| Future Vol, veh/h | 53 | 127 | 996 | 35 | 116 | 349 |
| 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 | 125 | - | - | 100 | - |
| 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 | 58 | 138 | 1083 | 38 | 126 | 379 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1733 | 1102 | 0 | 0 | 1121 | 0 |
| Stage 1 | 1102 | - | - | - | - | - |
| Stage 2 | 632 | - | - | - | - | - |
| 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 | 97 | 258 | - | - | 623 | - |
| Stage 1 | 318 | - | - | - | - | - |
| Stage 2 | 530 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 77 | 258 | - | - | 623 | - |
| Mov Cap-2 Maneuver | 77 | - | - | - | - | - |
| Stage 1 | 318 | - | - | - | - | - |
| Stage 2 | 423 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 63.09 | 0 | 3.05 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 77 | 258 | 623 | - |
| HCM Lane V/C Ratio | - | - | 0.748 | 0.536 | 0.202 | - |
| HCM Ctrl Dly (s/v) | - | - | 132.7 | 34 | 12.2 | - |
| HCM Lane LOS | - | - | F | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 3.6 | 2.9 | 0.8 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 16.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 122 | 26 | 56 | 909 | 236 | 166 |
| Future Vol, veh/h | 122 | 26 | 56 | 909 | 236 | 166 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 133 | 28 | 61 | 988 | 257 | 180 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1457 | 347 | 437 | 0 | - | 0 |
| Stage 1 | 347 | - | - | - | - | - |
| Stage 2 | 1110 | - | - | - | - | - |
| 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 | 143 | 696 | 1123 | - | - | - |
| Stage 1 | 716 | - | - | - | - | - |
| Stage 2 | 315 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 126 | 696 | 1123 | - | - | - |
| Mov Cap-2 Maneuver | ~ 126 | - | - | - | - | - |
| Stage 1 | 630 | - | - | - | - | - |
| Stage 2 | 315 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 163.02 | 0.49 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 104 | - | 147 | - | - |
| HCM Lane V/C Ratio | 0.054 | - | 1.096 | - | - |
| HCM Ctrl Dly (s/v) | 8.4 | 0 | 163 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 8.7 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 3 | 1 | 952 | 258 | 4 |
| Future Vol, veh/h | 13 | 3 | 1 | 952 | 258 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 3 | 1 | 1035 | 280 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1320 | 283 | 285 | 0 | - | 0 |
| Stage 1 | 283 | - | - | - | - | - |
| Stage 2 | 1037 | - | - | - | - | - |
| 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 | 173 | 756 | 1277 | - | - | - |
| Stage 1 | 765 | - | - | - | - | - |
| Stage 2 | 342 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 173 | 756 | 1277 | - | - | - |
| Mov Cap-2 Maneuver | 173 | - | - | - | - | - |
| Stage 1 | 764 | - | - | - | - | - |
| Stage 2 | 342 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.49 | 0.01 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | 202 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.086 | - | - |
| HCM Ctrl Dly (s/v) | 7.8 | 0 | 24.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 994 | 39 | 229 | 817 | 24 |
| Future Vol, veh/h | 22 | 994 | 39 | 229 | 817 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 24 | 1080 | 42 | 249 | 888 | 26 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1235 | - | 914 | 0 | - | 0 |
| Stage 1 | 901 | - | - | - | - | - |
| Stage 2 | 334 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 195 | 0 | 746 | - | - | - |
| Stage 1 | 396 | 0 | - | - | - | - |
| Stage 2 | 726 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 184 | - | 746 | - | - | - |
| Mov Cap-2 Maneuver | 184 | - | - | - | - | - |
| Stage 1 | 374 | - | - | - | - | - |
| Stage 2 | 726 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 27.5 | 1.47 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 746 | - | 184 | - | - | - |
| HCM Lane V/C Ratio | 0.057 | - | 0.13 | - | - | - |
| HCM Ctrl Dly (s/v) | 10.1 | - | 27.5 | 0 | - | - |
| HCM Lane LOS | B | - | D | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.4 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 114 | 229 | 261 | 1430 | 381 |
| Future Vol, veh/h | 7 | 114 | 229 | 261 | 1430 | 381 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 8 | 124 | 249 | 284 | 1554 | 414 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2336 | 1554 | 1554 | 0 | - | 0 |
| Stage 1 | 1554 | - | - | - | - | - |
| Stage 2 | 782 | - | - | - | - | - |
| 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 | 40 | 139 | 426 | - | - | - |
| Stage 1 | 192 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 17 | 139 | 426 | - | - | - |
| Mov Cap-2 Maneuver | 17 | - | - | - | - | - |
| Stage 1 | 80 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 124.1 | 11.53 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 426 | - | 17 | 139 | - | - |
| HCM Lane V/C Ratio | 0.584 | - | 0.454 | 0.89 | - | - |
| HCM Ctrl Dly (s/v) | 24.7 | - | $ 339.4 | 110.9 | - | - |
| HCM Lane LOS | C | - | F | F | - | - |
| HCM 95th %tile Q(veh) | 3.6 | - | 1.2 | 5.9 | - | - |

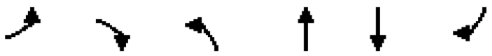
| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 91 | 4 | 484 | 1536 | 8 |
| Future Vol, veh/h | 6 | 91 | 4 | 484 | 1536 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 99 | 4 | 526 | 1670 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2209 | 1674 | 1678 | 0 | - | 0 |
| Stage 1 | 1674 | - | - | - | - | - |
| Stage 2 | 535 | - | - | - | - | - |
| 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 | 49 | 118 | 382 | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 48 | 118 | 382 | - | - | - |
| Mov Cap-2 Maneuver | 48 | - | - | - | - | - |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 153.3 | 0.12 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 15 | - | 108 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.974 | - | - |
| HCM Ctrl Dly (s/v) | 14.5 | 0 | 153.3 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 6.1 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 208 | 63 | 52 | 280 | 893 | 734 |
| Future Volume (veh/h) | 208 | 63 | 52 | 280 | 893 | 734 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 226 | 68 | 57 | 304 | 971 | 798 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 275 | 355 | 236 | 1262 | 973 | 1069 |
| Arrive On Green | 0.15 | 0.15 | 0.07 | 0.67 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 226 | 68 | 57 | 304 | 971 | 798 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 7.9 | 2.2 | 0.8 | 4.1 | 33.4 | 21.3 |
| Cycle Q Clear(g_c), s | 7.9 | 2.2 | 0.8 | 4.1 | 33.4 | 21.3 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 275 | 355 | 236 | 1262 | 973 | 1069 |
| V/C Ratio(X) | 0.82 | 0.19 | 0.24 | 0.24 | 1.00 | 0.75 |
| Avail Cap(c_a), veh/h | 290 | 368 | 306 | 1262 | 973 | 1069 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 26.4 | 20.3 | 14.6 | 4.1 | 15.4 | 6.9 |
| Incr Delay (d2), s/veh | 16.4 | 0.3 | 0.5 | 0.5 | 28.4 | 4.8 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 7.7 | 0.0 | 0.7 | 1.5 | 23.7 | 13.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 42.8 | 20.5 | 15.1 | 4.5 | 43.8 | 11.6 |
| LnGrp LOS | D | C | B | A | D | B |
| Approach Vol, veh/h | 294 | | | 361 | 1769 | |
| Approach Delay, s/veh | 37.6 | | | 6.2 | 29.3 | |
| Approach LOS | D | | | A | C | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 49.0 | | 15.4 | 10.0 | 39.0 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 43.5 | | 10.5 | 7.0 | 31.0 |
| Max Q Clear Time (g_c+I1), s | | 6.1 | | 9.9 | 2.8 | 35.4 |
| Green Ext Time (p_c), s | | 1.1 | | 0.1 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.9 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 20 | 312 | 11 | 15 | 941 |
| Future Vol, veh/h | 9 | 20 | 312 | 11 | 15 | 941 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 10 | 22 | 339 | 12 | 16 | 1023 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1401 | 345 | 0 | 0 | 351 | 0 |
| Stage 1 | 345 | - | - | - | - | - |
| Stage 2 | 1055 | - | - | - | - | - |
| 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 | 155 | 698 | - | - | 1208 | - |
| Stage 1 | 717 | - | - | - | - | - |
| Stage 2 | 335 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 150 | 698 | - | - | 1208 | - |
| Mov Cap-2 Maneuver | 150 | - | - | - | - | - |
| Stage 1 | 717 | - | - | - | - | - |
| Stage 2 | 324 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.65 | 0 | 0.13 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 150 | 698 | 28 | - |
| HCM Lane V/C Ratio | - | - | 0.065 | 0.031 | 0.014 | - |
| HCM Ctrl Dly (s/v) | - | - | 30.7 | 10.3 | 8 | 0 |
| HCM Lane LOS | - | - | D | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | 0 | - |

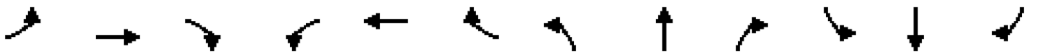
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 12 | 311 | 5 | 23 | 927 |
| Future Vol, veh/h | 6 | 12 | 311 | 5 | 23 | 927 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 13 | 338 | 5 | 25 | 1008 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1398 | 341 | 0 | 0 | 343 | 0 |
| Stage 1 | 341 | - | - | - | - | - |
| Stage 2 | 1058 | - | - | - | - | - |
| 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 | 155 | 702 | - | - | 1216 | - |
| Stage 1 | 720 | - | - | - | - | - |
| Stage 2 | 334 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 148 | 702 | - | - | 1216 | - |
| Mov Cap-2 Maneuver | 148 | - | - | - | - | - |
| Stage 1 | 720 | - | - | - | - | - |
| Stage 2 | 318 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.31 | 0 | 0.19 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 312 | 44 | - |
| HCM Lane V/C Ratio | - | - | 0.063 | 0.021 | - |
| HCM Ctrl Dly (s/v) | - | - | 17.3 | 8 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 56 | 8 | 45 | 195 | 11 | 30 | 64 | 230 | 60 | 41 | 811 | 81 |
| Future Volume (veh/h) | 56 | 8 | 45 | 195 | 11 | 30 | 64 | 230 | 60 | 41 | 811 | 81 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 61 | 9 | 49 | 212 | 12 | 33 | 70 | 250 | 65 | 45 | 882 | 88 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 278 | 315 | 267 | 302 | 74 | 204 | 249 | 799 | 208 | 643 | 1028 | 872 |
| Arrive On Green | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.05 | 0.56 | 0.56 | 0.04 | 0.55 | 0.55 |
| Sat Flow, veh/h | 1361 | 1870 | 1585 | 1345 | 441 | 1212 | 1781 | 1431 | 372 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 61 | 9 | 49 | 212 | 0 | 45 | 70 | 0 | 315 | 45 | 882 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1361 | 1870 | 1585 | 1345 | 0 | 1652 | 1781 | 0 | 1803 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.6 | 0.4 | 2.4 | 13.9 | 0.0 | 2.1 | 1.5 | 0.0 | 8.3 | 1.0 | 35.8 | 2.4 |
| Cycle Q Clear(g_c), s | 5.7 | 0.4 | 2.4 | 14.3 | 0.0 | 2.1 | 1.5 | 0.0 | 8.3 | 1.0 | 35.8 | 2.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.73 | 1.00 | | 0.21 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 278 | 315 | 267 | 302 | 0 | 278 | 249 | 0 | 1007 | 643 | 1028 | 872 |
| V/C Ratio(X) | 0.22 | 0.03 | 0.18 | 0.70 | 0.00 | 0.16 | 0.28 | 0.00 | 0.31 | 0.07 | 0.86 | 0.10 |
| Avail Cap(c_a), veh/h | 278 | 315 | 267 | 302 | 0 | 278 | 267 | 0 | 1007 | 676 | 1028 | 872 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 34.1 | 31.0 | 31.8 | 36.9 | 0.0 | 31.7 | 15.7 | 0.0 | 10.5 | 8.1 | 17.1 | 9.6 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 0.3 | 7.1 | 0.0 | 0.3 | 0.2 | 0.0 | 0.8 | 0.0 | 9.2 | 0.2 |
| 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(95%),veh/ln | 2.2 | 0.3 | 1.6 | 8.5 | 0.0 | 1.4 | 0.9 | 0.0 | 5.1 | 0.5 | 20.8 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 34.5 | 31.0 | 32.1 | 44.1 | 0.0 | 32.0 | 16.0 | 0.0 | 11.3 | 8.1 | 26.3 | 9.8 |
| LnGrp LOS | C | C | C | D | | C | B | | B | A | C | A |
| Approach Vol, veh/h | | 119 | | | 257 | | | 385 | | | 1015 | |
| Approach Delay, s/veh | | 33.3 | | | 42.0 | | | 12.2 | | | 24.1 | |
| Approach LOS | | C | | | D | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.4 | 56.8 | | 22.0 | 11.1 | 56.0 | | 22.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 49.0 | | 15.0 | 5.0 | 49.0 | | 15.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.0 | 10.3 | | 7.7 | 3.5 | 37.8 | | 16.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.0 | | 0.2 | 0.0 | 2.9 | | 0.0 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 24.7 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 1 | 2 | 351 | 1045 | 6 |
| Future Vol, veh/h | 3 | 1 | 2 | 351 | 1045 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 1 | 2 | 382 | 1136 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1525 | 1139 | 1142 | 0 | - | 0 |
| Stage 1 | 1139 | - | - | - | - | - |
| Stage 2 | 386 | - | - | - | - | - |
| 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 | 130 | 245 | 612 | - | - | - |
| Stage 1 | 305 | - | - | - | - | - |
| Stage 2 | 687 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 129 | 245 | 612 | - | - | - |
| Mov Cap-2 Maneuver | 129 | - | - | - | - | - |
| Stage 1 | 304 | - | - | - | - | - |
| Stage 2 | 687 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 30.33 | 0.06 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 10 | - | 146 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.03 | - | - |
| HCM Ctrl Dly (s/v) | 10.9 | 0 | 30.3 | - | - |
| HCM Lane LOS | B | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 85 | 372 | 45 | 95 | 1003 |
| Future Vol, veh/h | 45 | 85 | 372 | 45 | 95 | 1003 |
| 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 | 125 | - | - | 100 | - |
| 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 | 49 | 92 | 404 | 49 | 103 | 1090 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1726 | 429 | 0 | 0 | 453 | 0 |
| Stage 1 | 429 | - | - | - | - | - |
| Stage 2 | 1297 | - | - | - | - | - |
| 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 | 98 | 626 | - | - | 1107 | - |
| Stage 1 | 657 | - | - | - | - | - |
| Stage 2 | 256 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 89 | 626 | - | - | 1107 | - |
| Mov Cap-2 Maneuver | 89 | - | - | - | - | - |
| Stage 1 | 657 | - | - | - | - | - |
| Stage 2 | 232 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 37.9 | 0 | 0.74 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 89 | 626 | 1107 | - |
| HCM Lane V/C Ratio | - | - | 0.553 | 0.148 | 0.093 | - |
| HCM Ctrl Dly (s/v) | - | - | 87.3 | 11.7 | 8.6 | - |
| HCM Lane LOS | - | - | F | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.5 | 0.5 | 0.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 25.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 169 | 31 | 13 | 248 | 845 | 203 |
| Future Vol, veh/h | 169 | 31 | 13 | 248 | 845 | 203 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 184 | 34 | 14 | 270 | 918 | 221 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1327 | 1029 | 1139 | 0 | - | 0 |
| Stage 1 | 1029 | - | - | - | - | - |
| Stage 2 | 298 | - | - | - | - | - |
| 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 | ~ 171 | 284 | 613 | - | - | - |
| Stage 1 | 345 | - | - | - | - | - |
| Stage 2 | 753 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 167 | 284 | 613 | - | - | - |
| Mov Cap-2 Maneuver | ~ 167 | - | - | - | - | - |
| Stage 1 | 335 | - | - | - | - | - |
| Stage 2 | 753 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 191.13 | 0.55 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 90 | - | 178 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | 1.22 | - | - |
| HCM Ctrl Dly (s/v) | 11 | 0 | 191.1 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 11.8 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 2 | 3 | 253 | 863 | 13 |
| Future Vol, veh/h | 8 | 2 | 3 | 253 | 863 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 2 | 3 | 275 | 938 | 14 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1227 | 945 | 952 | 0 | - | 0 |
| Stage 1 | 945 | - | - | - | - | - |
| Stage 2 | 282 | - | - | - | - | - |
| 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 | 197 | 318 | 722 | - | - | - |
| Stage 1 | 378 | - | - | - | - | - |
| Stage 2 | 766 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 196 | 318 | 722 | - | - | - |
| Mov Cap-2 Maneuver | 196 | - | - | - | - | - |
| Stage 1 | 376 | - | - | - | - | - |
| Stage 2 | 766 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.87 | 0.12 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 21 | - | 212 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.051 | - | - |
| HCM Ctrl Dly (s/v) | 10 | 0 | 22.9 | - | - |
| HCM Lane LOS | B | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 32 | 326 | 35 | 289 | 337 | 12 |
| Future Vol, veh/h | 32 | 326 | 35 | 289 | 337 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 35 | 354 | 38 | 314 | 366 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 763 | - | 379 | 0 | - | 0 |
| Stage 1 | 373 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 372 | 0 | 1179 | - | - | - |
| Stage 1 | 697 | 0 | - | - | - | - |
| Stage 2 | 684 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 360 | - | 1179 | - | - | - |
| Mov Cap-2 Maneuver | 360 | - | - | - | - | - |
| Stage 1 | 674 | - | - | - | - | - |
| Stage 2 | 684 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.06 | 0.88 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1179 | - | 360 | - | - | - |
| HCM Lane V/C Ratio | 0.032 | - | 0.097 | - | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | - | 16.1 | 0 | - | - |
| HCM Lane LOS | A | - | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.3 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 47 | 345 | 301 | 581 | 82 |
| Future Vol, veh/h | 23 | 47 | 345 | 301 | 581 | 82 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 25 | 51 | 375 | 327 | 632 | 89 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1709 | 632 | 632 | 0 | - | 0 |
| Stage 1 | 632 | - | - | - | - | - |
| Stage 2 | 1077 | - | - | - | - | - |
| 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 | 100 | 481 | 951 | - | - | - |
| Stage 1 | 530 | - | - | - | - | - |
| Stage 2 | 327 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 61 | 481 | 951 | - | - | - |
| Mov Cap-2 Maneuver | 61 | - | - | - | - | - |
| Stage 1 | 321 | - | - | - | - | - |
| Stage 2 | 327 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 42.22 | 6 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 951 | - | 61 | 481 | - | - |
| HCM Lane V/C Ratio | 0.394 | - | 0.413 | 0.106 | - | - |
| HCM Ctrl Dly (s/v) | 11.2 | - | 101.2 | 13.4 | - | - |
| HCM Lane LOS | B | - | F | B | - | - |
| HCM 95th %tile Q(veh) | 1.9 | - | 1.6 | 0.4 | - | - |

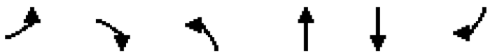
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 3 | 9 | 639 | 624 | 4 |
| Future Vol, veh/h | 7 | 3 | 9 | 639 | 624 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 3 | 10 | 695 | 678 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1395 | 680 | 683 | 0 | - | 0 |
| Stage 1 | 680 | - | - | - | - | - |
| Stage 2 | 714 | - | - | - | - | - |
| 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 | 156 | 451 | 910 | - | - | - |
| Stage 1 | 503 | - | - | - | - | - |
| Stage 2 | 485 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 153 | 451 | 910 | - | - | - |
| Mov Cap-2 Maneuver | 153 | - | - | - | - | - |
| Stage 1 | 494 | - | - | - | - | - |
| Stage 2 | 485 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.99 | 0.12 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 25 | - | 191 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.057 | - | - |
| HCM Ctrl Dly (s/v) | 9 | 0 | 25 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 170 | 41 | 43 | 478 | 393 | 234 |
| Future Volume (veh/h) | 170 | 41 | 43 | 478 | 393 | 234 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 185 | 45 | 47 | 520 | 427 | 254 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 294 | 362 | 495 | 1215 | 922 | 1043 |
| Arrive On Green | 0.16 | 0.16 | 0.06 | 0.65 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 185 | 45 | 47 | 520 | 427 | 254 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 5.7 | 1.3 | 0.7 | 8.0 | 8.9 | 3.9 |
| Cycle Q Clear(g_c), s | 5.7 | 1.3 | 0.7 | 8.0 | 8.9 | 3.9 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 294 | 362 | 495 | 1215 | 922 | 1043 |
| V/C Ratio(X) | 0.63 | 0.12 | 0.09 | 0.43 | 0.46 | 0.24 |
| Avail Cap(c_a), veh/h | 466 | 515 | 607 | 1215 | 922 | 1043 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 23.1 | 18.2 | 6.2 | 5.0 | 9.9 | 4.1 |
| Incr Delay (d2), s/veh | 2.2 | 0.2 | 0.1 | 1.1 | 1.7 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 4.2 | 2.4 | 0.3 | 2.9 | 5.1 | 2.6 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 25.3 | 18.3 | 6.3 | 6.1 | 11.5 | 4.7 |
| LnGrp LOS | C | B | A | A | B | A |
| Approach Vol, veh/h | 230 | | | 567 | 681 | |
| Approach Delay, s/veh | 23.9 | | | 6.2 | 9.0 | |
| Approach LOS | C | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 44.0 | | 15.3 | 9.3 | 34.7 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 38.5 | | 15.5 | 7.5 | 25.5 |
| Max Q Clear Time (g_c+I1), s | | 10.0 | | 7.7 | 2.7 | 10.9 |
| Green Ext Time (p_c), s | | 2.0 | | 0.5 | 0.0 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 10.2 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 17 | 504 | 12 | 38 | 396 |
| Future Vol, veh/h | 4 | 17 | 504 | 12 | 38 | 396 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 4 | 18 | 548 | 13 | 41 | 430 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1067 | 554 | 0 | 0 | 561 | 0 |
| Stage 1 | 554 | - | - | - | - | - |
| Stage 2 | 513 | - | - | - | - | - |
| 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 | 246 | 532 | - | - | 1010 | - |
| Stage 1 | 575 | - | - | - | - | - |
| Stage 2 | 601 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 232 | 532 | - | - | 1010 | - |
| Mov Cap-2 Maneuver | 232 | - | - | - | - | - |
| Stage 1 | 575 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 13.68 | 0 | 0.76 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 232 | 532 | 158 | - |
| HCM Lane V/C Ratio | - | - | 0.019 | 0.035 | 0.041 | - |
| HCM Ctrl Dly (s/v) | - | - | 20.8 | 12 | 8.7 | 0 |
| HCM Lane LOS | - | - | C | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 11 | 505 | 11 | 12 | 388 |
| Future Vol, veh/h | 9 | 11 | 505 | 11 | 12 | 388 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 12 | 549 | 12 | 13 | 422 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1003 | 555 | 0 | 0 | 561 | 0 |
| Stage 1 | 555 | - | - | - | - | - |
| Stage 2 | 448 | - | - | - | - | - |
| 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 | 269 | 531 | - | - | 1010 | - |
| Stage 1 | 575 | - | - | - | - | - |
| Stage 2 | 644 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 264 | 531 | - | - | 1010 | - |
| Mov Cap-2 Maneuver | 264 | - | - | - | - | - |
| Stage 1 | 575 | - | - | - | - | - |
| Stage 2 | 633 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.49 | 0 | 0.26 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 365 | 54 | - |
| HCM Lane V/C Ratio | - | - | 0.06 | 0.013 | - |
| HCM Ctrl Dly (s/v) | - | - | 15.5 | 8.6 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 8 | 46 | 67 | 7 | 49 | 41 | 409 | 99 | 40 | 305 | 52 |
| Future Volume (veh/h) | 58 | 8 | 46 | 67 | 7 | 49 | 41 | 409 | 99 | 40 | 305 | 52 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 63 | 9 | 50 | 73 | 8 | 53 | 45 | 445 | 108 | 43 | 332 | 57 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 339 | 344 | 291 | 377 | 39 | 258 | 457 | 549 | 133 | 302 | 703 | 596 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.05 | 0.38 | 0.38 | 0.04 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1341 | 1870 | 1585 | 1344 | 212 | 1405 | 1781 | 1454 | 353 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 63 | 9 | 50 | 73 | 0 | 61 | 45 | 0 | 553 | 43 | 332 | 57 |
| Grp Sat Flow(s),veh/h/ln | 1341 | 1870 | 1585 | 1344 | 0 | 1617 | 1781 | 0 | 1807 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 2.2 | 0.2 | 1.4 | 2.5 | 0.0 | 1.7 | 0.8 | 0.0 | 14.6 | 0.8 | 7.2 | 1.2 |
| Cycle Q Clear(g_c), s | 3.9 | 0.2 | 1.4 | 2.7 | 0.0 | 1.7 | 0.8 | 0.0 | 14.6 | 0.8 | 7.2 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.87 | 1.00 | | 0.20 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 339 | 344 | 291 | 377 | 0 | 297 | 457 | 0 | 682 | 302 | 703 | 596 |
| V/C Ratio(X) | 0.19 | 0.03 | 0.17 | 0.19 | 0.00 | 0.21 | 0.10 | 0.00 | 0.81 | 0.14 | 0.47 | 0.10 |
| Avail Cap(c_a), veh/h | 345 | 352 | 298 | 383 | 0 | 304 | 543 | 0 | 815 | 391 | 844 | 715 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.1 | 17.8 | 18.3 | 18.9 | 0.0 | 18.4 | 9.6 | 0.0 | 14.9 | 11.3 | 12.6 | 10.7 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.3 | 0.2 | 0.0 | 0.3 | 0.0 | 0.0 | 4.4 | 0.1 | 0.2 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.2 | 0.2 | 0.8 | 1.2 | 0.0 | 1.0 | 0.4 | 0.0 | 8.6 | 0.4 | 3.8 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 20.3 | 17.8 | 18.6 | 19.2 | 0.0 | 18.8 | 9.7 | 0.0 | 19.3 | 11.3 | 12.8 | 10.8 |
| LnGrp LOS | C | B | B | B | | B | A | | B | B | B | B |
| Approach Vol, veh/h | | 122 | | | 134 | | | 598 | | | 432 | |
| Approach Delay, s/veh | | 19.4 | | | 19.0 | | | 18.5 | | | 12.4 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.4 | 27.1 | | 16.8 | 9.4 | 27.0 | | 16.8 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 24.0 | | 10.0 | 5.0 | 24.0 | | 10.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.8 | 16.6 | | 5.9 | 2.8 | 9.2 | | 4.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.2 | | 0.1 | 0.0 | 0.9 | | 0.2 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 16.6 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 2 | 547 | 415 | 3 |
| Future Vol, veh/h | 2 | 2 | 2 | 547 | 415 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 2 | 2 | 595 | 451 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1052 | 453 | 454 | 0 | - | 0 |
| Stage 1 | 453 | - | - | - | - | - |
| Stage 2 | 599 | - | - | - | - | - |
| 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 | 251 | 607 | 1106 | - | - | - |
| Stage 1 | 641 | - | - | - | - | - |
| Stage 2 | 549 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 250 | 607 | 1106 | - | - | - |
| Mov Cap-2 Maneuver | 250 | - | - | - | - | - |
| Stage 1 | 639 | - | - | - | - | - |
| Stage 2 | 549 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.28 | 0.03 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 7 | - | 354 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.012 | - | - |
| HCM Ctrl Dly (s/v) | 8.3 | 0 | 15.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 38 | 197 | 408 | 44 | 105 | 381 |
| Future Vol, veh/h | 38 | 197 | 408 | 44 | 105 | 381 |
| 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 | 125 | - | - | 100 | - |
| 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 | 41 | 214 | 443 | 48 | 114 | 414 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1110 | 467 | 0 | 0 | 491 | 0 |
| Stage 1 | 467 | - | - | - | - | - |
| Stage 2 | 642 | - | - | - | - | - |
| 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 | 232 | 596 | - | - | 1072 | - |
| Stage 1 | 631 | - | - | - | - | - |
| Stage 2 | 524 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 207 | 596 | - | - | 1072 | - |
| Mov Cap-2 Maneuver | 207 | - | - | - | - | - |
| Stage 1 | 631 | - | - | - | - | - |
| Stage 2 | 468 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.38 | 0 | 1.89 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 207 | 596 | 1072 | - |
| HCM Lane V/C Ratio | - | - | 0.2 | 0.36 | 0.106 | - |
| HCM Ctrl Dly (s/v) | - | - | 26.7 | 14.4 | 8.8 | - |
| HCM Lane LOS | - | - | D | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 1.6 | 0.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 127 | 13 | 11 | 325 | 280 | 139 |
| Future Vol, veh/h | 127 | 13 | 11 | 325 | 280 | 139 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 138 | 14 | 12 | 353 | 304 | 151 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 757 | 380 | 455 | 0 | - | 0 |
| Stage 1 | 380 | - | - | - | - | - |
| Stage 2 | 377 | - | - | - | - | - |
| 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 | 375 | 667 | 1105 | - | - | - |
| Stage 1 | 691 | - | - | - | - | - |
| Stage 2 | 693 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 370 | 667 | 1105 | - | - | - |
| Mov Cap-2 Maneuver | 370 | - | - | - | - | - |
| Stage 1 | 682 | - | - | - | - | - |
| Stage 2 | 693 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.25 | 0.27 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 59 | - | 386 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.394 | - | - |
| HCM Ctrl Dly (s/v) | 8.3 | 0 | 20.2 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.8 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 6 | 331 | 287 | 6 |
| Future Vol, veh/h | 5 | 5 | 6 | 331 | 287 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 7 | 360 | 312 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 688 | 315 | 318 | 0 | - | 0 |
| Stage 1 | 315 | - | - | - | - | - |
| Stage 2 | 373 | - | - | - | - | - |
| 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 | 412 | 725 | 1242 | - | - | - |
| Stage 1 | 740 | - | - | - | - | - |
| Stage 2 | 697 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 409 | 725 | 1242 | - | - | - |
| Mov Cap-2 Maneuver | 409 | - | - | - | - | - |
| Stage 1 | 735 | - | - | - | - | - |
| Stage 2 | 697 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.02 | 0.14 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 32 | - | 523 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.021 | - | - |
| HCM Ctrl Dly (s/v) | 7.9 | 0 | 12 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

# 2028 BUILD CONDITIONS

# UNIMPROVED

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 74 | 240 | 217 | 692 | 257 | 27 |
| Future Vol, veh/h | 74 | 240 | 217 | 692 | 257 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 80 | 261 | 236 | 752 | 279 | 29 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1518 | - | 309 | 0 | - | 0 |
| Stage 1 | 294 | - | - | - | - | - |
| Stage 2 | 1224 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 131 | 0 | 1252 | - | - | - |
| Stage 1 | 756 | 0 | - | - | - | - |
| Stage 2 | 278 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 106 | - | 1252 | - | - | - |
| Mov Cap-2 Maneuver | 106 | - | - | - | - | - |
| Stage 1 | 614 | - | - | - | - | - |
| Stage 2 | 278 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 104.57 | 2.04 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1252 | - | 106 | - | - | - |
| HCM Lane V/C Ratio | 0.188 | - | 0.756 | - | - | - |
| HCM Ctrl Dly (s/v) | 8.5 | - | 104.6 | 0 | - | - |
| HCM Lane LOS | A | - | F | A | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 4.1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 34.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 121 | 712 | 887 | 394 | 103 |
| Future Vol, veh/h | 22 | 121 | 712 | 887 | 394 | 103 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 24 | 132 | 774 | 964 | 428 | 112 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2940 | 428 | 428 | 0 | - | 0 |
| Stage 1 | 428 | - | - | - | - | - |
| Stage 2 | 2512 | - | - | - | - | - |
| 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 | ~ 16 | 627 | 1131 | - | - | - |
| Stage 1 | 657 | - | - | - | - | - |
| Stage 2 | 63 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 5 | 627 | 1131 | - | - | - |
| Mov Cap-2 Maneuver | ~ 5 | - | - | - | - | - |
| Stage 1 | 208 | - | - | - | - | - |
| Stage 2 | 63 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 464.66 | 6.58 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1131 | - | 5 | 627 | - | - |
| HCM Lane V/C Ratio | 0.684 | - | 4.6 | 0.21 | - | - |
| HCM Ctrl Dly (s/v) | 14.8 | - | $ 2952.8 | 12.3 | - | - |
| HCM Lane LOS | B | - | F | B | - | - |
| HCM 95th %tile Q(veh) | 5.8 | - | 4.4 | 0.8 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 16.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 4 | 8 | 20 | 3 | 37 | 13 | 1555 | 30 | 56 | 455 | 4 |
| Future Vol, veh/h | 7 | 4 | 8 | 20 | 3 | 37 | 13 | 1555 | 30 | 56 | 455 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 0 | - | - | - | - | 200 | 200 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 4 | 9 | 22 | 3 | 40 | 14 | 1690 | 33 | 61 | 495 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2339 | 2370 | 497 | 2337 | 2339 | 1690 | 499 | 0 | 0 | 1723 | 0 | 0 |
| Stage 1 | 618 | 618 | - | 1718 | 1718 | - | - | - | - | - | - | - |
| Stage 2 | 1720 | 1751 | - | 618 | 621 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 26 | 35 | 573 | 26 | 37 | 115 | 1065 | - | - | 367 | - | - |
| Stage 1 | 476 | 481 | - | 114 | 144 | - | - | - | - | - | - | - |
| Stage 2 | 114 | 139 | - | 476 | 479 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 8 | 19 | 573 | ~ 12 | 20 | 115 | 1065 | - | - | 367 | - | - |
| Mov Cap-2 Maneuver | 8 | 19 | - | ~ 12 | 20 | - | - | - | - | - | - | - |
| Stage 1 | 397 | 401 | - | 75 | 96 | - | - | - | - | - | - | - |
| Stage 2 | 47 | 92 | - | 387 | 400 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 568.56 | $ 395.34 | 0.07 | 1.82 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 15 | - | - | 18 | 12 | 85 | 367 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | - | 1.158 | 1.814 | 0.51 | 0.166 | - | - |
| HCM Ctrl Dly (s/v) | 8.4 | 0 | - | $ 568.$ | $ 1016.4 | 84.8 | 16.8 | - | - |
| HCM Lane LOS | A | A | - | F | F | F | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 3 | 3.5 | 2.2 | 0.6 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 45 | 1553 | 38 | 69 | 414 |
| Future Vol, veh/h | 27 | 45 | 1553 | 38 | 69 | 414 |
| 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 | - | 300 | 300 | - |
| 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 | 29 | 49 | 1688 | 41 | 75 | 450 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2288 | 1688 | 0 | 0 | 1729 | 0 |
| Stage 1 | 1688 | - | - | - | - | - |
| Stage 2 | 600 | - | - | - | - | - |
| 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 | 43 | 116 | - | - | 365 | - |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 548 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 34 | 116 | - | - | 365 | - |
| Mov Cap-2 Maneuver | 34 | - | - | - | - | - |
| Stage 1 | 131 | - | - | - | - | - |
| Stage 2 | 548 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 140.65 | 0 | 2.49 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 34 | 116 | 365 | - |
| HCM Lane V/C Ratio | - | - | 0.853 | 0.422 | 0.206 | - |
| HCM Ctrl Dly (s/v) | - | - | 279.8 | 57.1 | 17.4 | - |
| HCM Lane LOS | - | - | F | F | C | - |
| HCM 95th %tile Q(veh) | - | - | 3 | 1.8 | 0.8 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 18 | 1574 | 19 | 28 | 413 |
| Future Vol, veh/h | 15 | 18 | 1574 | 19 | 28 | 413 |
| 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 | - | 200 | 300 | - |
| 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 | 16 | 20 | 1711 | 21 | 30 | 449 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2221 | 1711 | 0 | 0 | 1732 | 0 |
| Stage 1 | 1711 | - | - | - | - | - |
| Stage 2 | 510 | - | - | - | - | - |
| 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 | 48 | 112 | - | - | 364 | - |
| Stage 1 | 160 | - | - | - | - | - |
| Stage 2 | 603 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 44 | 112 | - | - | 364 | - |
| Mov Cap-2 Maneuver | 44 | - | - | - | - | - |
| Stage 1 | 147 | - | - | - | - | - |
| Stage 2 | 603 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 82.79 | 0 | 1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 44 | 112 | 364 | - |
| HCM Lane V/C Ratio | - | - | 0.372 | 0.174 | 0.084 | - |
| HCM Ctrl Dly (s/v) | - | - | 129.6 | 43.7 | 15.8 | - |
| HCM Lane LOS | - | - | F | E | C | - |
| HCM 95th %tile Q(veh) | - | - | 1.3 | 0.6 | 0.3 | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 541 | 51 | 52 | 1052 | 253 | 175 |
| Future Volume (veh/h) | 541 | 51 | 52 | 1052 | 253 | 175 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 588 | 55 | 57 | 1143 | 275 | 190 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 603 | 611 | 509 | 1079 | 912 | 1309 |
| Arrive On Green | 0.34 | 0.34 | 0.05 | 0.58 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 588 | 55 | 57 | 1143 | 275 | 190 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 42.4 | 2.9 | 1.9 | 75.0 | 11.5 | 3.1 |
| Cycle Q Clear(g_c), s | 42.4 | 2.9 | 1.9 | 75.0 | 11.5 | 3.1 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 603 | 611 | 509 | 1079 | 912 | 1309 |
| V/C Ratio(X) | 0.98 | 0.09 | 0.11 | 1.06 | 0.30 | 0.15 |
| Avail Cap(c_a), veh/h | 603 | 611 | 522 | 1079 | 912 | 1309 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 42.5 | 25.4 | 14.3 | 27.5 | 20.0 | 2.2 |
| Incr Delay (d2), s/veh | 30.4 | 0.1 | 0.1 | 44.5 | 0.8 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 31.0 | 5.8 | 1.3 | 55.3 | 8.5 | 5.8 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 72.8 | 25.5 | 14.4 | 72.0 | 20.9 | 2.5 |
| LnGrp LOS | E | C | B | F | C | A |
| Approach Vol, veh/h | 643 | | | 1200 | 465 | |
| Approach Delay, s/veh | 68.8 | | | 69.3 | 13.3 | |
| Approach LOS | E | | | E | B | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 80.5 | | 49.5 | 11.6 | 68.9 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 75.0 | | 44.0 | 7.0 | 62.5 |
| Max Q Clear Time (g_c+I1), s | | 77.0 | | 44.4 | 3.9 | 13.5 |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | 0.0 | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 57.9 |
| HCM 7th LOS | E |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 17 | 1087 | 6 | 7 | 297 |
| Future Vol, veh/h | 12 | 17 | 1087 | 6 | 7 | 297 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 13 | 18 | 1182 | 7 | 8 | 323 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1523 | 1185 | 0 | 0 | 1188 | 0 |
| Stage 1 | 1185 | - | - | - | - | - |
| Stage 2 | 338 | - | - | - | - | - |
| 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 | 130 | 230 | - | - | 588 | - |
| Stage 1 | 290 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 128 | 230 | - | - | 588 | - |
| Mov Cap-2 Maneuver | 128 | - | - | - | - | - |
| Stage 1 | 286 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 27.9 | 0 | 0.26 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 128 | 230 | 41 | - |
| HCM Lane V/C Ratio | - | - | 0.102 | 0.08 | 0.013 | - |
| HCM Ctrl Dly (s/v) | - | - | 36.3 | 22 | 11.2 | 0 |
| HCM Lane LOS | - | - | E | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.3 | 0 | - |

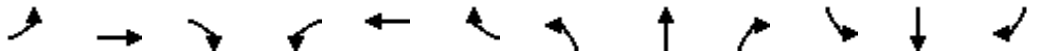
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 20 | 1073 | 2 | 8 | 301 |
| Future Vol, veh/h | 6 | 20 | 1073 | 2 | 8 | 301 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 22 | 1166 | 2 | 9 | 327 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1512 | 1167 | 0 | 0 | 1168 | 0 |
| Stage 1 | 1167 | - | - | - | - | - |
| Stage 2 | 345 | - | - | - | - | - |
| 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 | 132 | 236 | - | - | 598 | - |
| Stage 1 | 296 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 130 | 236 | - | - | 598 | - |
| Mov Cap-2 Maneuver | 130 | - | - | - | - | - |
| Stage 1 | 291 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 26.14 | 0 | 0.29 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 198 | 47 | - |
| HCM Lane V/C Ratio | - | - | 0.142 | 0.015 | - |
| HCM Ctrl Dly (s/v) | - | - | 26.1 | 11.1 | 0 |
| HCM Lane LOS | - | - | D | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 8 | 47 | 95 | 3 | 49 | 18 | 965 | 181 | 24 | 259 | 24 |
| Future Volume (veh/h) | 61 | 8 | 47 | 95 | 3 | 49 | 18 | 965 | 181 | 24 | 259 | 24 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 66 | 9 | 51 | 103 | 3 | 53 | 20 | 1049 | 197 | 26 | 282 | 26 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 148 | 174 | 147 | 186 | 8 | 140 | 786 | 1052 | 198 | 114 | 1293 | 1096 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.02 | 0.69 | 0.69 | 0.03 | 0.69 | 0.69 |
| Sat Flow, veh/h | 1348 | 1870 | 1585 | 1343 | 86 | 1512 | 1781 | 1531 | 288 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 66 | 9 | 51 | 103 | 0 | 56 | 20 | 0 | 1246 | 26 | 282 | 26 |
| Grp Sat Flow(s),veh/h/ln | 1348 | 1870 | 1585 | 1343 | 0 | 1598 | 1781 | 0 | 1819 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 5.2 | 0.5 | 3.2 | 8.2 | 0.0 | 3.5 | 0.4 | 0.0 | 73.3 | 0.5 | 5.9 | 0.6 |
| Cycle Q Clear(g_c), s | 8.8 | 0.5 | 3.2 | 8.6 | 0.0 | 3.5 | 0.4 | 0.0 | 73.3 | 0.5 | 5.9 | 0.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.16 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 148 | 174 | 147 | 186 | 0 | 148 | 786 | 0 | 1250 | 114 | 1293 | 1096 |
| V/C Ratio(X) | 0.45 | 0.05 | 0.35 | 0.55 | 0.00 | 0.38 | 0.03 | 0.00 | 1.00 | 0.23 | 0.22 | 0.02 |
| Avail Cap(c_a), veh/h | 148 | 174 | 147 | 186 | 0 | 148 | 831 | 0 | 1250 | 152 | 1293 | 1096 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.0 | 44.5 | 45.8 | 48.5 | 0.0 | 45.9 | 4.8 | 0.0 | 16.7 | 29.9 | 6.0 | 5.2 |
| Incr Delay (d2), s/veh | 2.1 | 0.1 | 1.4 | 3.6 | 0.0 | 1.6 | 0.0 | 0.0 | 24.8 | 0.4 | 0.4 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.3 | 0.4 | 2.3 | 5.0 | 0.0 | 2.6 | 0.2 | 0.0 | 38.9 | 0.8 | 3.4 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.2 | 44.7 | 47.2 | 52.1 | 0.0 | 47.5 | 4.8 | 0.0 | 41.5 | 30.3 | 6.4 | 5.3 |
| LnGrp LOS | D | D | D | D | | D | A | | D | C | A | A |
| Approach Vol, veh/h | | 126 | | | 159 | | | 1266 | | | 334 | |
| Approach Delay, s/veh | | 49.6 | | | 50.4 | | | 41.0 | | | 8.2 | |
| Approach LOS | | D | | | D | | | D | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.7 | 81.0 | | 17.0 | 9.3 | 81.5 | | 17.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 74.0 | | 10.0 | 5.0 | 74.0 | | 10.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 75.3 | | 10.8 | 2.4 | 7.9 | | 10.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | 0.9 | | 0.0 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 36.5 | |
| HCM 7th LOS | | D | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 2 | 1 | 1156 | 399 | 2 |
| Future Vol, veh/h | 8 | 2 | 1 | 1156 | 399 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 2 | 1 | 1257 | 434 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1693 | 435 | 436 | 0 | - | 0 |
| Stage 1 | 435 | - | - | - | - | - |
| Stage 2 | 1259 | - | - | - | - | - |
| 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 | 102 | 621 | 1124 | - | - | - |
| Stage 1 | 653 | - | - | - | - | - |
| Stage 2 | 267 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 102 | 621 | 1124 | - | - | - |
| Mov Cap-2 Maneuver | 102 | - | - | - | - | - |
| Stage 1 | 651 | - | - | - | - | - |
| Stage 2 | 267 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 37.29 | 0.01 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | 122 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.089 | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | 0 | 37.3 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 53 | 131 | 1035 | 35 | 119 | 366 |
| Future Vol, veh/h | 53 | 131 | 1035 | 35 | 119 | 366 |
| 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 | 125 | - | - | 100 | - |
| 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 | 58 | 142 | 1125 | 38 | 129 | 398 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1801 | 1144 | 0 | 0 | 1163 | 0 |
| Stage 1 | 1144 | - | - | - | - | - |
| Stage 2 | 657 | - | - | - | - | - |
| 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 | 88 | 243 | - | - | 601 | - |
| Stage 1 | 304 | - | - | - | - | - |
| Stage 2 | 516 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 69 | 243 | - | - | 601 | - |
| Mov Cap-2 Maneuver | 69 | - | - | - | - | - |
| Stage 1 | 238 | - | - | - | - | - |
| Stage 2 | 516 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 75.37 | 0 | 3.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 69 | 243 | 601 | - |
| HCM Lane V/C Ratio | - | - | 0.837 | 0.585 | 0.215 | - |
| HCM Ctrl Dly (s/v) | - | - | 165.8 | 38.8 | 12.6 | - |
| HCM Lane LOS | - | - | F | E | B | - |
| HCM 95th %tile Q(veh) | - | - | 4 | 3.3 | 0.8 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 23.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 132 | 26 | 56 | 938 | 247 | 172 |
| Future Vol, veh/h | 132 | 26 | 56 | 938 | 247 | 172 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 143 | 28 | 61 | 1020 | 268 | 187 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1503 | 362 | 455 | 0 | - | 0 |
| Stage 1 | 362 | - | - | - | - | - |
| Stage 2 | 1141 | - | - | - | - | - |
| 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 | ~ 134 | 683 | 1105 | - | - | - |
| Stage 1 | 705 | - | - | - | - | - |
| Stage 2 | 305 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 117 | 683 | 1105 | - | - | - |
| Mov Cap-2 Maneuver | ~ 117 | - | - | - | - | - |
| Stage 1 | 615 | - | - | - | - | - |
| Stage 2 | 305 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 229.87 | 0.48 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 101 | - | 135 | - | - |
| HCM Lane V/C Ratio | 0.055 | - | 1.27 | - | - |
| HCM Ctrl Dly (s/v) | 8.4 | 0 | 229.9 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 10.6 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 3 | 1 | 981 | 269 | 4 |
| Future Vol, veh/h | 13 | 3 | 1 | 981 | 269 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 3 | 1 | 1066 | 292 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1363 | 295 | 297 | 0 | - | 0 |
| Stage 1 | 295 | - | - | - | - | - |
| Stage 2 | 1068 | - | - | - | - | - |
| 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 | 163 | 745 | 1265 | - | - | - |
| Stage 1 | 756 | - | - | - | - | - |
| Stage 2 | 330 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 163 | 745 | 1265 | - | - | - |
| Mov Cap-2 Maneuver | 163 | - | - | - | - | - |
| Stage 1 | 754 | - | - | - | - | - |
| Stage 2 | 330 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 25.79 | 0.01 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | 190 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.091 | - | - |
| HCM Ctrl Dly (s/v) | 7.8 | 0 | 25.8 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 1588 | 4 | 0 | 441 |
| Future Vol, veh/h | 0 | 3 | 1588 | 4 | 0 | 441 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 1726 | 4 | 0 | 479 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 1728 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 110 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 110 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 38.88 | 0 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 110 | - |
| HCM Lane V/C Ratio | - | - | 0.03 | - |
| HCM Ctrl Dly (s/v) | - | - | 38.9 | - |
| HCM Lane LOS | - | - | E | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 1097 | 239 | 295 | 921 | 24 |
| Future Vol, veh/h | 22 | 1097 | 239 | 295 | 921 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 24 | 1192 | 260 | 321 | 1001 | 26 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1854 | - | 1027 | 0 | - | 0 |
| Stage 1 | 1014 | - | - | - | - | - |
| Stage 2 | 840 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 81 | 0 | 676 | - | - | - |
| Stage 1 | 350 | 0 | - | - | - | - |
| Stage 2 | 423 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 50 | - | 676 | - | - | - |
| Mov Cap-2 Maneuver | 50 | - | - | - | - | - |
| Stage 1 | 216 | - | - | - | - | - |
| Stage 2 | 423 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 130.76 | 6.09 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 676 | - | 50 | - | - | - |
| HCM Lane V/C Ratio | 0.384 | - | 0.478 | - | - | - |
| HCM Ctrl Dly (s/v) | 13.6 | - | 130.8 | 0 | - | - |
| HCM Lane LOS | B | - | F | A | - | - |
| HCM 95th %tile Q(veh) | 1.8 | - | 1.8 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 356 | 314 | 527 | 1637 | 381 |
| Future Vol, veh/h | 7 | 356 | 314 | 527 | 1637 | 381 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 8 | 387 | 341 | 573 | 1779 | 414 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3035 | 1779 | 1779 | 0 | - | 0 |
| Stage 1 | 1779 | - | - | - | - | - |
| Stage 2 | 1255 | - | - | - | - | - |
| 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 | 14 | ~ 102 | 349 | - | - | - |
| Stage 1 | 148 | - | - | - | - | - |
| Stage 2 | 268 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 0 | ~ 102 | 349 | - | - | - |
| Mov Cap-2 Maneuver | ~ 0 | - | - | - | - | - |
| Stage 1 | ~ 3 | - | - | - | - | - |
| Stage 2 | 268 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | | 29.17 | 0 |
| HCM LOS | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 349 | - | - | - | - | - |
| HCM Lane V/C Ratio | 0.979 | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | 78.1 | - | - | - | - | - |
| HCM Lane LOS | F | - | - | - | - | - |
| HCM 95th %tile Q(veh) | 10.9 | - | - | - | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 14 | 91 | 93 | 11 | 167 | 4 | 668 | 113 | 203 | 1782 | 8 |
| Future Vol, veh/h | 6 | 14 | 91 | 93 | 11 | 167 | 4 | 668 | 113 | 203 | 1782 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 0 | - | - | - | - | 200 | 200 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 15 | 99 | 101 | 12 | 182 | 4 | 726 | 123 | 221 | 1937 | 9 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 3123 | 3240 | 1941 | 3121 | 3122 | 726 | 1946 | 0 | 0 | 849 | 0 | 0 |
| Stage 1 | 2383 | 2383 | - | 735 | 735 | - | - | - | - | - | - | - |
| Stage 2 | 741 | 858 | - | 2386 | 2387 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 7 | ~ 9 | ~ 81 | ~ 7 | ~ 11 | 424 | 301 | - | - | 789 | - | - |
| Stage 1 | 46 | 66 | - | 411 | 426 | - | - | - | - | - | - | - |
| Stage 2 | 408 | 374 | - | ~ 46 | 66 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 7 | ~ 81 | - | ~ 8 | 424 | 301 | - | - | 789 | - | - |
| Mov Cap-2 Maneuver | - | ~ 7 | - | - | ~ 8 | - | - | - | - | - | - | - |
| Stage 1 | 33 | 48 | - | 400 | 414 | - | - | - | - | - | - | - |
| Stage 2 | 220 | 363 | - | - | 48 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | | | 0.09 | 1.15 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 11 | - | - | - | - | - | 789 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | - | - | - | - | 0.28 | - | - |
| HCM Ctrl Dly (s/v) | 17.2 | 0 | - | - | - | - | 11.3 | - | - |
| HCM Lane LOS | C | A | - | - | - | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | 1.1 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 270.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 122 | 202 | 583 | 141 | 251 | 1715 |
| Future Vol, veh/h | 122 | 202 | 583 | 141 | 251 | 1715 |
| 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 | - | 300 | 300 | - |
| 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 | 133 | 220 | 634 | 153 | 273 | 1864 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3043 | 634 | 0 | 0 | 787 | 0 |
| Stage 1 | 634 | - | - | - | - | - |
| Stage 2 | 2410 | - | - | - | - | - |
| 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 | ~ 14 | 479 | - | - | 832 | - |
| Stage 1 | 529 | - | - | - | - | - |
| Stage 2 | ~ 71 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 9 | 479 | - | - | 832 | - |
| Mov Cap-2 Maneuver | ~ 9 | - | - | - | - | - |
| Stage 1 | 355 | - | - | - | - | - |
| Stage 2 | ~ 71 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 2503.85 | 0 | 1.46 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 9 | 479 | 832 | - |
| HCM Lane V/C Ratio | - | - | 13.999 | 0.458 | 0.328 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 6618.6 | 18.7 | 11.4 | - |
| HCM Lane LOS | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | - | - | 18.1 | 2.4 | 1.4 | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 45.5 |

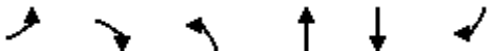
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 65 | 81 | 646 | 70 | 106 | 1731 |
| Future Vol, veh/h | 65 | 81 | 646 | 70 | 106 | 1731 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | 200 | 300 | - |
| 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 | 71 | 88 | 702 | 76 | 115 | 1882 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2814 | 702 | 0 | 0 | 778 | 0 |
| Stage 1 | 702 | - | - | - | - | - |
| Stage 2 | 2112 | - | - | - | - | - |
| 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 | ~ 20 | 438 | - | - | 838 | - |
| Stage 1 | 491 | - | - | - | - | - |
| Stage 2 | 101 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 17 | 438 | - | - | 838 | - |
| Mov Cap-2 Maneuver | ~ 17 | - | - | - | - | - |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 101 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 834.61 | 0 | 0.58 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 17 | 438 | 838 | - |
| HCM Lane V/C Ratio | - | - | 4.119 | 0.201 | 0.137 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 1855.6 | 15.3 | 10 | - |
| HCM Lane LOS | - | - | F | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 9.5 | 0.7 | 0.5 | - |

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 263 | 63 | 52 | 453 | 1016 | 780 |
| Future Volume (veh/h) | 263 | 63 | 52 | 453 | 1016 | 780 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 286 | 68 | 57 | 492 | 1104 | 848 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 291 | 353 | 187 | 1336 | 1111 | 1201 |
| Arrive On Green | 0.16 | 0.16 | 0.06 | 0.71 | 0.59 | 0.59 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 286 | 68 | 57 | 492 | 1104 | 848 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 14.4 | 3.1 | 1.0 | 9.2 | 52.6 | 25.1 |
| Cycle Q Clear(g_c), s | 14.4 | 3.1 | 1.0 | 9.2 | 52.6 | 25.1 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 291 | 353 | 187 | 1336 | 1111 | 1201 |
| V/C Ratio(X) | 0.98 | 0.19 | 0.30 | 0.37 | 0.99 | 0.71 |
| Avail Cap(c_a), veh/h | 291 | 353 | 221 | 1336 | 1111 | 1201 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 37.5 | 28.4 | 22.0 | 5.0 | 18.1 | 5.7 |
| Incr Delay (d2), s/veh | 47.9 | 0.3 | 0.9 | 0.8 | 25.4 | 3.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 15.0 | 5.5 | 1.3 | 4.3 | 32.5 | 18.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 85.5 | 28.7 | 22.9 | 5.8 | 43.5 | 9.2 |
| LnGrp LOS | F | C | C | A | D | A |
| Approach Vol, veh/h | 354 | | | 549 | 1952 | |
| Approach Delay, s/veh | 74.6 | | | 7.5 | 28.6 | |
| Approach LOS | E | | | A | C | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 69.8 | | 20.2 | 10.8 | 59.0 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 64.3 | | 14.7 | 7.0 | 51.8 |
| Max Q Clear Time (g_c+I1), s | | 11.2 | | 16.4 | 3.0 | 54.6 |
| Green Ext Time (p_c), s | | 1.9 | | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 30.3 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 20 | 485 | 11 | 15 | 1064 |
| Future Vol, veh/h | 9 | 20 | 485 | 11 | 15 | 1064 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 10 | 22 | 527 | 12 | 16 | 1157 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1722 | 533 | 0 | 0 | 539 | 0 |
| Stage 1 | 533 | - | - | - | - | - |
| Stage 2 | 1189 | - | - | - | - | - |
| 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 | 98 | 547 | - | - | 1029 | - |
| Stage 1 | 588 | - | - | - | - | - |
| Stage 2 | 289 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 94 | 547 | - | - | 1029 | - |
| Mov Cap-2 Maneuver | 94 | - | - | - | - | - |
| Stage 1 | 562 | - | - | - | - | - |
| Stage 2 | 289 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.03 | 0 | 0.12 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 94 | 547 | 25 | - |
| HCM Lane V/C Ratio | - | - | 0.104 | 0.04 | 0.016 | - |
| HCM Ctrl Dly (s/v) | - | - | 47.8 | 11.9 | 8.6 | 0 |
| HCM Lane LOS | - | - | E | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | 0 | - |

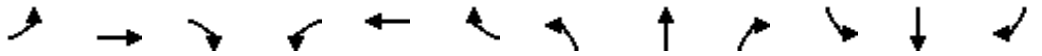
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 12 | 484 | 5 | 23 | 1050 |
| Future Vol, veh/h | 6 | 12 | 484 | 5 | 23 | 1050 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 13 | 526 | 5 | 25 | 1141 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1720 | 529 | 0 | 0 | 532 | 0 |
| Stage 1 | 529 | - | - | - | - | - |
| Stage 2 | 1191 | - | - | - | - | - |
| 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 | 98 | 550 | - | - | 1036 | - |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 288 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 92 | 550 | - | - | 1036 | - |
| Mov Cap-2 Maneuver | 92 | - | - | - | - | - |
| Stage 1 | 552 | - | - | - | - | - |
| Stage 2 | 288 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.24 | 0 | 0.18 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 207 | 39 | - |
| HCM Lane V/C Ratio | - | - | 0.095 | 0.024 | - |
| HCM Ctrl Dly (s/v) | - | - | 24.2 | 8.6 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 63 | 8 | 45 | 195 | 11 | 44 | 64 | 382 | 60 | 52 | 917 | 87 |
| Future Volume (veh/h) | 63 | 8 | 45 | 195 | 11 | 44 | 64 | 382 | 60 | 52 | 917 | 87 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 68 | 9 | 49 | 212 | 12 | 48 | 70 | 415 | 65 | 57 | 997 | 95 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 264 | 315 | 267 | 302 | 55 | 220 | 182 | 874 | 137 | 517 | 1028 | 872 |
| Arrive On Green | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.05 | 0.55 | 0.55 | 0.04 | 0.55 | 0.55 |
| Sat Flow, veh/h | 1343 | 1870 | 1585 | 1345 | 327 | 1308 | 1781 | 1579 | 247 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 68 | 9 | 49 | 212 | 0 | 60 | 70 | 0 | 480 | 57 | 997 | 95 |
| Grp Sat Flow(s),veh/h/ln | 1343 | 1870 | 1585 | 1345 | 0 | 1635 | 1781 | 0 | 1826 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 4.1 | 0.4 | 2.4 | 13.9 | 0.0 | 2.8 | 1.5 | 0.0 | 14.2 | 1.2 | 45.8 | 2.6 |
| Cycle Q Clear(g_c), s | 6.9 | 0.4 | 2.4 | 14.3 | 0.0 | 2.8 | 1.5 | 0.0 | 14.2 | 1.2 | 45.8 | 2.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.80 | 1.00 | | 0.14 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 264 | 315 | 267 | 302 | 0 | 275 | 182 | 0 | 1011 | 517 | 1028 | 872 |
| V/C Ratio(X) | 0.26 | 0.03 | 0.18 | 0.70 | 0.00 | 0.22 | 0.39 | 0.00 | 0.47 | 0.11 | 0.97 | 0.11 |
| Avail Cap(c_a), veh/h | 264 | 315 | 267 | 302 | 0 | 275 | 199 | 0 | 1011 | 542 | 1028 | 872 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.0 | 31.0 | 31.8 | 36.9 | 0.0 | 32.0 | 20.6 | 0.0 | 12.0 | 8.8 | 19.3 | 9.6 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 0.3 | 7.1 | 0.0 | 0.4 | 0.5 | 0.0 | 1.6 | 0.0 | 21.6 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 2.5 | 0.3 | 1.6 | 8.5 | 0.0 | 1.9 | 1.3 | 0.0 | 8.7 | 0.7 | 29.0 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 35.5 | 31.0 | 32.1 | 44.1 | 0.0 | 32.4 | 21.1 | 0.0 | 13.6 | 8.8 | 40.9 | 9.9 |
| LnGrp LOS | D | C | C | D | | C | C | | B | A | D | A |
| Approach Vol, veh/h | | 126 | | | 272 | | | 550 | | | 1149 | |
| Approach Delay, s/veh | | 33.9 | | | 41.5 | | | 14.6 | | | 36.8 | |
| Approach LOS | | C | | | D | | | B | | | D | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.8 | 56.3 | | 22.0 | 11.1 | 56.0 | | 22.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 49.0 | | 15.0 | 5.0 | 49.0 | | 15.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.2 | 16.2 | | 8.9 | 3.5 | 47.8 | | 16.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.6 | | 0.2 | 0.0 | 0.6 | | 0.0 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 31.4 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 1 | 2 | 503 | 1151 | 6 |
| Future Vol, veh/h | 3 | 1 | 2 | 503 | 1151 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 1 | 2 | 547 | 1251 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1805 | 1254 | 1258 | 0 | - | 0 |
| Stage 1 | 1254 | - | - | - | - | - |
| Stage 2 | 551 | - | - | - | - | - |
| 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 | 87 | 210 | 553 | - | - | - |
| Stage 1 | 269 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 87 | 210 | 553 | - | - | - |
| Mov Cap-2 Maneuver | 87 | - | - | - | - | - |
| Stage 1 | 267 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 42.06 | 0.05 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 7 | - | 101 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.043 | - | - |
| HCM Ctrl Dly (s/v) | 11.5 | 0 | 42.1 | - | - |
| HCM Lane LOS | B | A | E | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 99 | 510 | 45 | 106 | 1097 |
| Future Vol, veh/h | 45 | 99 | 510 | 45 | 106 | 1097 |
| 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 | 125 | - | - | 100 | - |
| 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 | 49 | 108 | 554 | 49 | 115 | 1192 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2002 | 579 | 0 | 0 | 603 | 0 |
| Stage 1 | 579 | - | - | - | - | - |
| Stage 2 | 1423 | - | - | - | - | - |
| 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 | 66 | 515 | - | - | 974 | - |
| Stage 1 | 561 | - | - | - | - | - |
| Stage 2 | 222 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 58 | 515 | - | - | 974 | - |
| Mov Cap-2 Maneuver | 58 | - | - | - | - | - |
| Stage 1 | 494 | - | - | - | - | - |
| Stage 2 | 222 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 68.85 | 0 | 0.81 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 58 | 515 | 974 | - |
| HCM Lane V/C Ratio | - | - | 0.845 | 0.209 | 0.118 | - |
| HCM Ctrl Dly (s/v) | - | - | 189.9 | 13.8 | 9.2 | - |
| HCM Lane LOS | - | - | F | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 3.8 | 0.8 | 0.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 65.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 203 | 31 | 13 | 352 | 911 | 231 |
| Future Vol, veh/h | 203 | 31 | 13 | 352 | 911 | 231 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 221 | 34 | 14 | 383 | 990 | 251 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1527 | 1116 | 1241 | 0 | - | 0 |
| Stage 1 | 1116 | - | - | - | - | - |
| Stage 2 | 411 | - | - | - | - | - |
| 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 | ~ 129 | 253 | 561 | - | - | - |
| Stage 1 | 313 | - | - | - | - | - |
| Stage 2 | 669 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 125 | 253 | 561 | - | - | - |
| Mov Cap-2 Maneuver | ~ 125 | - | - | - | - | - |
| Stage 1 | 303 | - | - | - | - | - |
| Stage 2 | 669 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 484.79 | 0.41 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 64 | - | 134 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | 1.894 | - | - |
| HCM Ctrl Dly (s/v) | 11.6 | 0 | $ 484.8 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 19.8 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 2 | 3 | 357 | 929 | 13 |
| Future Vol, veh/h | 8 | 2 | 3 | 357 | 929 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 2 | 3 | 388 | 1010 | 14 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1411 | 1017 | 1024 | 0 | - | 0 |
| Stage 1 | 1017 | - | - | - | - | - |
| Stage 2 | 395 | - | - | - | - | - |
| 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 | 152 | 289 | 678 | - | - | - |
| Stage 1 | 349 | - | - | - | - | - |
| Stage 2 | 681 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 151 | 289 | 678 | - | - | - |
| Mov Cap-2 Maneuver | 151 | - | - | - | - | - |
| Stage 1 | 347 | - | - | - | - | - |
| Stage 2 | 681 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 28.02 | 0.09 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 15 | - | 167 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.065 | - | - |
| HCM Ctrl Dly (s/v) | 10.3 | 0 | 28 | - | - |
| HCM Lane LOS | B | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 11 | 713 | 14 | 0 | 1837 |
| Future Vol, veh/h | 0 | 11 | 713 | 14 | 0 | 1837 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 12 | 775 | 15 | 0 | 1997 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 783 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 394 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 394 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 14.42 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 394 | - |
| HCM Lane V/C Ratio | - | - | 0.03 | - |
| HCM Ctrl Dly (s/v) | - | - | 14.4 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 32 | 456 | 304 | 387 | 467 | 12 |
| Future Vol, veh/h | 32 | 456 | 304 | 387 | 467 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 0 | 300 | 125 | - | - | - |
| 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 | 35 | 496 | 330 | 421 | 508 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1596 | - | 521 | 0 | - | 0 |
| Stage 1 | 514 | - | - | - | - | - |
| Stage 2 | 1082 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 117 | 0 | 1046 | - | - | - |
| Stage 1 | 600 | 0 | - | - | - | - |
| Stage 2 | 325 | 0 | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 80 | - | 1046 | - | - | - |
| Mov Cap-2 Maneuver | 80 | - | - | - | - | - |
| Stage 1 | 411 | - | - | - | - | - |
| Stage 2 | 325 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 80.43 | 4.41 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1046 | - | 80 | - | - | - |
| HCM Lane V/C Ratio | 0.316 | - | 0.433 | - | - | - |
| HCM Ctrl Dly (s/v) | 10 | - | 80.4 | 0 | - | - |
| HCM Lane LOS | B | - | F | A | - | - |
| HCM 95th %tile Q(veh) | 1.4 | - | 1.8 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 38.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 349 | 460 | 668 | 841 | 82 |
| Future Vol, veh/h | 23 | 349 | 460 | 668 | 841 | 82 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Yield |
| Storage Length | 0 | 110 | 100 | - | - | 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 | 25 | 379 | 500 | 726 | 914 | 89 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2640 | 914 | 914 | 0 | - | 0 |
| Stage 1 | 914 | - | - | - | - | - |
| Stage 2 | 1726 | - | - | - | - | - |
| 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 | 26 | ~ 331 | 746 | - | - | - |
| Stage 1 | 391 | - | - | - | - | - |
| Stage 2 | 158 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 8 | ~ 331 | 746 | - | - | - |
| Mov Cap-2 Maneuver | ~ 8 | - | - | - | - | - |
| Stage 1 | 129 | - | - | - | - | - |
| Stage 2 | 158 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 229.85 | 7.78 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 746 | - | 8 | 331 | - | - |
| HCM Lane V/C Ratio | 0.671 | - | 2.945 | 1.146 | - | - |
| HCM Ctrl Dly (s/v) | 19.1 | - | $ 1734.6 | 130.7 | - | - |
| HCM Lane LOS | C | - | F | F | - | - |
| HCM 95th %tile Q(veh) | 5.2 | - | 4.3 | 15.3 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 17 | 3 | 125 | 15 | 225 | 9 | 896 | 141 | 254 | 932 | 4 |
| Future Vol, veh/h | 7 | 17 | 3 | 125 | 15 | 225 | 9 | 896 | 141 | 254 | 932 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 0 | - | - | - | - | 200 | 200 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 18 | 3 | 136 | 16 | 245 | 10 | 974 | 153 | 276 | 1013 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2569 | 2714 | 1015 | 2568 | 2563 | 974 | 1017 | 0 | 0 | 1127 | 0 | 0 |
| Stage 1 | 1567 | 1567 | - | 993 | 993 | - | - | - | - | - | - | - |
| Stage 2 | 1002 | 1147 | - | 1574 | 1570 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 17 | 21 | 289 | ~ 17 | 26 | 306 | 682 | - | - | 620 | - | - |
| Stage 1 | 139 | 172 | - | 295 | 323 | - | - | - | - | - | - | - |
| Stage 2 | 292 | 274 | - | 138 | 171 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 11 | 289 | - | ~ 14 | 306 | 682 | - | - | 620 | - | - |
| Mov Cap-2 Maneuver | - | ~ 11 | - | - | ~ 14 | - | - | - | - | - | - | - |
| Stage 1 | 77 | 95 | - | 284 | 310 | - | - | - | - | - | - | - |
| Stage 2 | 53 | 263 | - | ~ 61 | 95 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | | | 0.09 | 3.29 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 18 | - | - | - | - | - | 620 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | - | - | - | - | 0.445 | - | - |
| HCM Ctrl Dly (s/v) | 10.4 | 0 | - | - | - | - | 15.4 | - | - |
| HCM Lane LOS | B | A | - | - | - | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | 2.3 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 268.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 163 | 271 | 775 | 176 | 313 | 747 |
| Future Vol, veh/h | 163 | 271 | 775 | 176 | 313 | 747 |
| 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 | - | 300 | 300 | - |
| 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 | 177 | 295 | 842 | 191 | 340 | 812 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2335 | 842 | 0 | 0 | 1034 | 0 |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 1492 | - | - | - | - | - |
| 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 | ~ 40 | 364 | - | - | 672 | - |
| Stage 1 | 422 | - | - | - | - | - |
| Stage 2 | 206 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 20 | 364 | - | - | 672 | - |
| Mov Cap-2 Maneuver | ~ 20 | - | - | - | - | - |
| Stage 1 | 209 | - | - | - | - | - |
| Stage 2 | 206 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 1500.79 | 0 | 4.64 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 20 | 364 | 672 | - |
| HCM Lane V/C Ratio | - | - | 8.871 | 0.809 | 0.506 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 3919.9 | 45.8 | 15.7 | - |
| HCM Lane LOS | - | - | F | E | C | - |
| HCM 95th %tile Q(veh) | - | - | 22.6 | 7 | 2.9 | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 27.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 85 | 108 | 846 | 87 | 132 | 778 |
| Future Vol, veh/h | 85 | 108 | 846 | 87 | 132 | 778 |
| 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 | - | 200 | 300 | - |
| 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 | 92 | 117 | 920 | 95 | 143 | 846 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2052 | 920 | 0 | 0 | 1014 | 0 |
| Stage 1 | 920 | - | - | - | - | - |
| Stage 2 | 1133 | - | - | - | - | - |
| 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 | ~ 61 | 328 | - | - | 684 | - |
| Stage 1 | 388 | - | - | - | - | - |
| Stage 2 | 307 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 48 | 328 | - | - | 684 | - |
| Mov Cap-2 Maneuver | ~ 48 | - | - | - | - | - |
| Stage 1 | 307 | - | - | - | - | - |
| Stage 2 | 307 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 281.99 | 0 | 1.69 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 48 | 328 | 684 | - |
| HCM Lane V/C Ratio | - | - | 1.916 | 0.357 | 0.21 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 612.4 | 21.9 | 11.7 | - |
| HCM Lane LOS | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | - | - | 9.3 | 1.6 | 0.8 | - |

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 239 | 41 | 43 | 694 | 568 | 295 |
| Future Volume (veh/h) | 239 | 41 | 43 | 694 | 568 | 295 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 260 | 45 | 47 | 754 | 617 | 321 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 322 | 387 | 368 | 1192 | 903 | 1052 |
| Arrive On Green | 0.18 | 0.18 | 0.06 | 0.64 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Grp Volume(v), veh/h | 260 | 45 | 47 | 754 | 617 | 321 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 1870 | 1585 |
| Q Serve(g_s), s | 8.5 | 1.3 | 0.7 | 14.8 | 15.4 | 5.2 |
| Cycle Q Clear(g_c), s | 8.5 | 1.3 | 0.7 | 14.8 | 15.4 | 5.2 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 322 | 387 | 368 | 1192 | 903 | 1052 |
| V/C Ratio(X) | 0.81 | 0.12 | 0.13 | 0.63 | 0.68 | 0.31 |
| Avail Cap(c_a), veh/h | 457 | 507 | 477 | 1192 | 903 | 1052 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 23.7 | 17.8 | 8.2 | 6.7 | 12.1 | 4.3 |
| Incr Delay (d2), s/veh | 7.0 | 0.1 | 0.2 | 2.6 | 4.2 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 6.8 | 0.0 | 0.3 | 6.3 | 9.1 | 3.8 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 30.8 | 17.9 | 8.4 | 9.2 | 16.2 | 5.0 |
| LnGrp LOS | C | B | A | A | B | A |
| Approach Vol, veh/h | 305 | | | 801 | 938 | |
| Approach Delay, s/veh | 28.9 | | | 9.2 | 12.4 | |
| Approach LOS | C | | | A | B | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 44.0 | | 16.4 | 9.3 | 34.7 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 38.5 | | 15.5 | 7.5 | 25.5 |
| Max Q Clear Time (g_c+I1), s | | 16.8 | | 10.5 | 2.7 | 17.4 |
| Green Ext Time (p_c), s | | 3.1 | | 0.5 | 0.0 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 13.6 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 17 | 720 | 12 | 38 | 571 |
| Future Vol, veh/h | 4 | 17 | 720 | 12 | 38 | 571 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 4 | 18 | 783 | 13 | 41 | 621 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1492 | 789 | 0 | 0 | 796 | 0 |
| Stage 1 | 789 | - | - | - | - | - |
| Stage 2 | 703 | - | - | - | - | - |
| 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 | 136 | 391 | - | - | 826 | - |
| Stage 1 | 447 | - | - | - | - | - |
| Stage 2 | 491 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 125 | 391 | - | - | 826 | - |
| Mov Cap-2 Maneuver | 125 | - | - | - | - | - |
| Stage 1 | 413 | - | - | - | - | - |
| Stage 2 | 491 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.49 | 0 | 0.6 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 125 | 391 | 112 | - |
| HCM Lane V/C Ratio | - | - | 0.035 | 0.047 | 0.05 | - |
| HCM Ctrl Dly (s/v) | - | - | 34.7 | 14.7 | 9.6 | 0 |
| HCM Lane LOS | - | - | D | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | 0.2 | - |

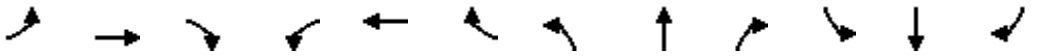
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 11 | 721 | 11 | 12 | 563 |
| Future Vol, veh/h | 9 | 11 | 721 | 11 | 12 | 563 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 12 | 784 | 12 | 13 | 612 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1428 | 790 | 0 | 0 | 796 | 0 |
| Stage 1 | 790 | - | - | - | - | - |
| Stage 2 | 638 | - | - | - | - | - |
| 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 | 149 | 390 | - | - | 826 | - |
| Stage 1 | 447 | - | - | - | - | - |
| Stage 2 | 526 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 145 | 390 | - | - | 826 | - |
| Mov Cap-2 Maneuver | 145 | - | - | - | - | - |
| Stage 1 | 437 | - | - | - | - | - |
| Stage 2 | 526 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.98 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 222 | 38 | - |
| HCM Lane V/C Ratio | - | - | 0.098 | 0.016 | - |
| HCM Ctrl Dly (s/v) | - | - | 23 | 9.4 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 67 | 8 | 46 | 67 | 7 | 66 | 41 | 599 | 99 | 55 | 457 | 60 |
| Future Volume (veh/h) | 67 | 8 | 46 | 67 | 7 | 66 | 41 | 599 | 99 | 55 | 457 | 60 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 73 | 9 | 50 | 73 | 8 | 72 | 45 | 651 | 108 | 60 | 497 | 65 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 292 | 319 | 271 | 348 | 27 | 247 | 385 | 647 | 107 | 219 | 791 | 670 |
| Arrive On Green | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.04 | 0.41 | 0.41 | 0.05 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1319 | 1870 | 1585 | 1344 | 161 | 1449 | 1781 | 1564 | 259 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 73 | 9 | 50 | 73 | 0 | 80 | 45 | 0 | 759 | 60 | 497 | 65 |
| Grp Sat Flow(s),veh/h/ln | 1319 | 1870 | 1585 | 1344 | 0 | 1610 | 1781 | 0 | 1824 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.0 | 0.2 | 1.6 | 2.8 | 0.0 | 2.5 | 0.8 | 0.0 | 24.0 | 1.1 | 12.1 | 1.4 |
| Cycle Q Clear(g_c), s | 5.5 | 0.2 | 1.6 | 3.0 | 0.0 | 2.5 | 0.8 | 0.0 | 24.0 | 1.1 | 12.1 | 1.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.90 | 1.00 | | 0.14 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 292 | 319 | 271 | 348 | 0 | 275 | 385 | 0 | 755 | 219 | 791 | 670 |
| V/C Ratio(X) | 0.25 | 0.03 | 0.18 | 0.21 | 0.00 | 0.29 | 0.12 | 0.00 | 1.01 | 0.27 | 0.63 | 0.10 |
| Avail Cap(c_a), veh/h | 294 | 322 | 273 | 350 | 0 | 278 | 459 | 0 | 755 | 278 | 791 | 670 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.4 | 20.0 | 20.6 | 21.3 | 0.0 | 21.0 | 10.0 | 0.0 | 17.0 | 13.5 | 13.2 | 10.1 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 0.3 | 0.3 | 0.0 | 0.6 | 0.0 | 0.0 | 34.2 | 0.2 | 1.2 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.6 | 0.2 | 0.9 | 1.4 | 0.0 | 1.5 | 0.4 | 0.0 | 20.4 | 0.5 | 6.9 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 23.8 | 20.1 | 20.9 | 21.6 | 0.0 | 21.6 | 10.0 | 0.0 | 51.2 | 13.7 | 14.4 | 10.1 |
| LnGrp LOS | C | C | C | C | | C | B | | F | B | B | B |
| Approach Vol, veh/h | | 132 | | | 153 | | | 804 | | | 622 | |
| Approach Delay, s/veh | | 22.5 | | | 21.6 | | | 48.9 | | | 13.9 | |
| Approach LOS | | C | | | C | | | D | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.1 | 31.0 | | 16.9 | 9.6 | 31.5 | | 16.9 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 24.0 | | 10.0 | 5.0 | 24.0 | | 10.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.1 | 26.0 | | 7.5 | 2.8 | 14.1 | | 5.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.1 | 0.0 | 1.3 | | 0.2 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 31.7 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 2 | 737 | 567 | 3 |
| Future Vol, veh/h | 2 | 2 | 2 | 737 | 567 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 2 | 2 | 801 | 616 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1423 | 618 | 620 | 0 | - | 0 |
| Stage 1 | 618 | - | - | - | - | - |
| Stage 2 | 805 | - | - | - | - | - |
| 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 | 150 | 489 | 961 | - | - | - |
| Stage 1 | 538 | - | - | - | - | - |
| Stage 2 | 440 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 149 | 489 | 961 | - | - | - |
| Mov Cap-2 Maneuver | 149 | - | - | - | - | - |
| Stage 1 | 535 | - | - | - | - | - |
| Stage 2 | 440 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.06 | 0.02 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 5 | - | 229 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.019 | - | - |
| HCM Ctrl Dly (s/v) | 8.8 | 0 | 21.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 38 | 214 | 581 | 44 | 120 | 518 |
| Future Vol, veh/h | 38 | 214 | 581 | 44 | 120 | 518 |
| 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 | 125 | - | - | 100 | - |
| 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 | 41 | 233 | 632 | 48 | 130 | 563 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1479 | 655 | 0 | 0 | 679 | 0 |
| Stage 1 | 655 | - | - | - | - | - |
| Stage 2 | 824 | - | - | - | - | - |
| 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 | 138 | 466 | - | - | 913 | - |
| Stage 1 | 517 | - | - | - | - | - |
| Stage 2 | 431 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 119 | 466 | - | - | 913 | - |
| Mov Cap-2 Maneuver | 119 | - | - | - | - | - |
| Stage 1 | 443 | - | - | - | - | - |
| Stage 2 | 431 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.8 | 0 | 1.81 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 119 | 466 | 913 | - |
| HCM Lane V/C Ratio | - | - | 0.348 | 0.499 | 0.143 | - |
| HCM Ctrl Dly (s/v) | - | - | 50.8 | 20.2 | 9.6 | - |
| HCM Lane LOS | - | - | F | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.4 | 2.7 | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 170 | 13 | 11 | 455 | 379 | 177 |
| Future Vol, veh/h | 170 | 13 | 11 | 455 | 379 | 177 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 185 | 14 | 12 | 495 | 412 | 192 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1027 | 508 | 604 | 0 | - | 0 |
| Stage 1 | 508 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| 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 | 260 | 565 | 973 | - | - | - |
| Stage 1 | 604 | - | - | - | - | - |
| Stage 2 | 598 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 255 | 565 | 973 | - | - | - |
| Mov Cap-2 Maneuver | 255 | - | - | - | - | - |
| Stage 1 | 594 | - | - | - | - | - |
| Stage 2 | 598 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 50.07 | 0.21 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 42 | - | 266 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.748 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | 0 | 50.1 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 5.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 6 | 461 | 386 | 6 |
| Future Vol, veh/h | 5 | 5 | 6 | 461 | 386 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 7 | 501 | 420 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 937 | 423 | 426 | 0 | - | 0 |
| Stage 1 | 423 | - | - | - | - | - |
| Stage 2 | 514 | - | - | - | - | - |
| 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 | 294 | 631 | 1133 | - | - | - |
| Stage 1 | 661 | - | - | - | - | - |
| Stage 2 | 600 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 291 | 631 | 1133 | - | - | - |
| Mov Cap-2 Maneuver | 291 | - | - | - | - | - |
| Stage 1 | 656 | - | - | - | - | - |
| Stage 2 | 600 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 14.28 | 0.11 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 23 | - | 399 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.027 | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | 0 | 14.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 15 | 936 | 18 | 0 | 910 |
| Future Vol, veh/h | 0 | 15 | 936 | 18 | 0 | 910 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 16 | 1017 | 20 | 0 | 989 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 1027 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 285 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 285 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.42 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 285 | - |
| HCM Lane V/C Ratio | - | - | 0.057 | - |
| HCM Ctrl Dly (s/v) | - | - | 18.4 | - |
| HCM Lane LOS | - | - | C | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - |

# 2028 BUILD CONDITIONS

# IMPROVED



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 74 | 240 | 217 | 692 | 257 | 27 |
| Future Volume (veh/h) | 74 | 240 | 217 | 692 | 257 | 27 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 80 | 261 | 236 | 752 | 279 | 29 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 202 | 510 | 822 | 2699 | 2036 | 210 |
| Arrive On Green | 0.11 | 0.11 | 0.14 | 1.00 | 0.63 | 0.63 |
| Sat Flow, veh/h | 1781 | 2790 | 1781 | 3647 | 3345 | 335 |
| Grp Volume(v), veh/h | 80 | 261 | 236 | 752 | 151 | 157 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1395 | 1781 | 1777 | 1777 | 1810 |
| Q Serve(g_s), s | 4.6 | 9.3 | 5.2 | 0.0 | 3.8 | 3.9 |
| Cycle Q Clear(g_c), s | 4.6 | 9.3 | 5.2 | 0.0 | 3.8 | 3.9 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.19 |
| Lane Grp Cap(c), veh/h | 202 | 510 | 822 | 2699 | 1113 | 1133 |
| V/C Ratio(X) | 0.40 | 0.51 | 0.29 | 0.28 | 0.14 | 0.14 |
| Avail Cap(c_a), veh/h | 356 | 752 | 1217 | 2699 | 1113 | 1133 |
| HCM Platoon Ratio | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.3 | 40.5 | 5.0 | 0.0 | 8.4 | 8.4 |
| Incr Delay (d2), s/veh | 1.3 | 0.8 | 0.1 | 0.2 | 0.3 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.8 | 11.7 | 2.1 | 0.2 | 2.3 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 46.5 | 41.3 | 5.1 | 0.2 | 8.7 | 8.7 |
| LnGrp LOS | D | D | A | A | A | A |
| Approach Vol, veh/h | 341 | | | 988 | 308 | |
| Approach Delay, s/veh | 42.5 | | | 1.4 | 8.7 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 90.5 | | 19.5 | 14.7 | 75.9 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | | 74.0 | | 22.0 | 32.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 11.3 | 7.2 | 5.9 |
| Green Ext Time (p_c), s | | 11.2 | | 1.2 | 0.4 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 11.3 |
| HCM 7th LOS | B |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 22 | 121 | 712 | 887 | 394 | 103 |
| Future Volume (veh/h) | 22 | 121 | 712 | 887 | 394 | 103 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 24 | 132 | 774 | 964 | 428 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 161 | 741 | 958 | 2781 | 1215 | |
| Arrive On Green | 0.09 | 0.09 | 0.75 | 1.00 | 0.11 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 3647 | 3741 | 0 |
| Grp Volume(v), veh/h | 24 | 132 | 774 | 964 | 428 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 1.4 | 5.3 | 37.8 | 0.0 | 12.2 | 0.0 |
| Cycle Q Clear(g_c), s | 1.4 | 5.3 | 37.8 | 0.0 | 12.2 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 161 | 741 | 958 | 2781 | 1215 | |
| V/C Ratio(X) | 0.15 | 0.18 | 0.81 | 0.35 | 0.35 | |
| Avail Cap(c_a), veh/h | 162 | 742 | 1177 | 2781 | 1215 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 2.00 | 2.00 | 0.33 | 0.33 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.69 | 0.69 | 0.99 | 0.00 |
| Uniform Delay (d), s/veh | 46.2 | 17.0 | 4.0 | 0.0 | 37.5 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.1 | 2.0 | 0.2 | 0.8 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.1 | 10.3 | 3.6 | 0.2 | 9.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 46.6 | 17.1 | 6.0 | 0.2 | 38.3 | 0.0 |
| LnGrp LOS | D | B | A | A | D | |
| Approach Vol, veh/h | 156 | | | 1738 | 428 | |
| Approach Delay, s/veh | 21.7 | | | 2.8 | 38.3 | |
| Approach LOS | C | | | A | D | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 93.1 | | 16.9 | 48.5 | 44.6 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | | 86.0 | | 10.0 | 55.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 7.3 | 39.8 | 14.2 |
| Green Ext Time (p_c), s | | 16.6 | | 0.1 | 1.6 | 2.8 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 10.6 | |
| HCM 7th LOS | B | |

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 4 | 8 | 20 | 3 | 37 | 13 | 1555 | 30 | 56 | 455 | 4 |
| Future Volume (veh/h) | 7 | 4 | 8 | 20 | 3 | 37 | 13 | 1555 | 30 | 56 | 455 | 4 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 8 | 4 | 9 | 22 | 3 | 40 | 14 | 1690 | 33 | 61 | 495 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 186 | 40 | 90 | 220 | 11 | 142 | 629 | 2077 | 40 | 219 | 2219 | 18 |
| Arrive On Green | 0.01 | 0.08 | 0.08 | 0.03 | 0.10 | 0.10 | 0.02 | 0.58 | 0.58 | 0.07 | 0.82 | 0.82 |
| Sat Flow, veh/h | 1781 | 512 | 1151 | 1781 | 112 | 1490 | 1781 | 3565 | 69 | 1781 | 3613 | 29 |
| Grp Volume(v), veh/h | 8 | 0 | 13 | 22 | 0 | 43 | 14 | 841 | 882 | 61 | 243 | 256 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1663 | 1781 | 0 | 1602 | 1781 | 1777 | 1858 | 1781 | 1777 | 1865 |
| Q Serve(g_s), s | 0.5 | 0.0 | 0.8 | 1.2 | 0.0 | 2.7 | 0.3 | 41.2 | 41.5 | 1.4 | 3.4 | 3.4 |
| Cycle Q Clear(g_c), s | 0.5 | 0.0 | 0.8 | 1.2 | 0.0 | 2.7 | 0.3 | 41.2 | 41.5 | 1.4 | 3.4 | 3.4 |
| Prop In Lane | 1.00 | | 0.69 | 1.00 | | 0.93 | 1.00 | | 0.04 | 1.00 | | 0.02 |
| Lane Grp Cap(c), veh/h | 186 | 0 | 130 | 220 | 0 | 153 | 629 | 1035 | 1082 | 219 | 1091 | 1145 |
| V/C Ratio(X) | 0.04 | 0.00 | 0.10 | 0.10 | 0.00 | 0.28 | 0.02 | 0.81 | 0.82 | 0.28 | 0.22 | 0.22 |
| Avail Cap(c_a), veh/h | 275 | 0 | 151 | 278 | 0 | 153 | 702 | 1035 | 1082 | 237 | 1091 | 1145 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.69 | 0.69 | 0.69 | 0.92 | 0.92 | 0.92 |
| Uniform Delay (d), s/veh | 45.6 | 0.0 | 47.1 | 44.2 | 0.0 | 46.2 | 8.7 | 18.2 | 18.3 | 17.2 | 4.2 | 4.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.4 | 0.0 | 4.9 | 4.8 | 0.2 | 0.4 | 0.4 |
| 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(95%),veh/ln | 0.4 | 0.0 | 0.6 | 1.0 | 0.0 | 2.0 | 0.2 | 20.7 | 21.6 | 1.1 | 2.0 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 45.7 | 0.0 | 47.2 | 44.3 | 0.0 | 46.6 | 8.7 | 23.1 | 23.1 | 17.4 | 4.6 | 4.6 |
| LnGrp LOS | D | | D | D | | D | A | C | C | B | A | A |
| Approach Vol, veh/h | | 21 | | | 65 | | | 1737 | | | 560 | |
| Approach Delay, s/veh | | 46.6 | | | 45.8 | | | 23.0 | | | 6.0 | |
| Approach LOS | | D | | | D | | | C | | | A | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.9 | 71.1 | 10.4 | 15.6 | 9.4 | 74.6 | 8.5 | 17.5 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 7.0 | 58.0 | 7.0 | 10.0 | 7.0 | 58.0 | 7.0 | 10.0 |
| Max Q Clear Time (g_c+I1), s | 3.4 | 43.5 | 3.2 | 2.8 | 2.3 | 5.4 | 2.5 | 4.7 |
| Green Ext Time (p_c), s | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.8 |
| HCM 7th LOS | B |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 27 | 45 | 1553 | 38 | 69 | 414 |
| Future Volume (veh/h) | 27 | 45 | 1553 | 38 | 69 | 414 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 29 | 49 | 1688 | 41 | 75 | 450 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 158 | 237 | 2270 | 55 | 109 | 2742 |
| Arrive On Green | 0.09 | 0.09 | 0.64 | 0.64 | 0.06 | 0.77 |
| Sat Flow, veh/h | 1781 | 1585 | 3639 | 86 | 1781 | 3647 |
| Grp Volume(v), veh/h | 29 | 49 | 844 | 885 | 75 | 450 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1855 | 1781 | 1777 |
| Q Serve(g_s), s | 1.5 | 2.7 | 32.5 | 32.9 | 4.1 | 3.3 |
| Cycle Q Clear(g_c), s | 1.5 | 2.7 | 32.5 | 32.9 | 4.1 | 3.3 |
| Prop In Lane | 1.00 | 1.00 | | 0.05 | 1.00 | |
| Lane Grp Cap(c), veh/h | 158 | 237 | 1137 | 1187 | 109 | 2742 |
| V/C Ratio(X) | 0.18 | 0.21 | 0.74 | 0.75 | 0.69 | 0.16 |
| Avail Cap(c_a), veh/h | 178 | 256 | 1137 | 1187 | 160 | 2742 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 |
| Uniform Delay (d), s/veh | 42.2 | 37.3 | 12.3 | 12.4 | 46.0 | 3.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.4 | 4.4 | 4.3 | 7.4 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.2 | 1.9 | 16.4 | 17.1 | 3.5 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 42.8 | 37.7 | 16.7 | 16.7 | 53.4 | 3.1 |
| LnGrp LOS | D | D | B | B | D | A |
| Approach Vol, veh/h | 78 | | 1729 | | | 525 |
| Approach Delay, s/veh | 39.6 | | 16.7 | | | 10.3 |
| Approach LOS | D | | B | | | B |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.1 | 71.0 | | | 84.1 | 15.9 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 9.0 | 60.0 | | | 76.0 | 10.0 |
| Max Q Clear Time (g_c+I1), s | 6.1 | 34.9 | | | 5.3 | 4.7 |
| Green Ext Time (p_c), s | 0.0 | 22.4 | | | 7.8 | 0.1 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 16.0 | |
| HCM 7th LOS | B | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 18 | 1574 | 19 | 28 | 413 |
| Future Volume (veh/h) | 15 | 18 | 1574 | 19 | 28 | 413 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 16 | 20 | 1711 | 21 | 30 | 449 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 108 | 157 | 2553 | 31 | 258 | 2886 |
| Arrive On Green | 0.06 | 0.06 | 0.71 | 0.71 | 0.04 | 0.81 |
| Sat Flow, veh/h | 1781 | 1585 | 3689 | 44 | 1781 | 3647 |
| Grp Volume(v), veh/h | 16 | 20 | 845 | 887 | 30 | 449 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1862 | 1781 | 1777 |
| Q Serve(g_s), s | 0.9 | 1.3 | 28.9 | 29.0 | 0.4 | 3.0 |
| Cycle Q Clear(g_c), s | 0.9 | 1.3 | 28.9 | 29.0 | 0.4 | 3.0 |
| Prop In Lane | 1.00 | 1.00 | | 0.02 | 1.00 | |
| Lane Grp Cap(c), veh/h | 108 | 157 | 1262 | 1323 | 258 | 2886 |
| V/C Ratio(X) | 0.15 | 0.13 | 0.67 | 0.67 | 0.12 | 0.16 |
| Avail Cap(c_a), veh/h | 162 | 205 | 1262 | 1323 | 304 | 2886 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 49.0 | 45.2 | 8.8 | 8.8 | 7.9 | 2.2 |
| Incr Delay (d2), s/veh | 0.6 | 0.4 | 2.8 | 2.7 | 0.2 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.8 | 0.9 | 13.6 | 14.2 | 0.3 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 49.6 | 45.6 | 11.6 | 11.5 | 8.1 | 2.3 |
| LnGrp LOS | D | D | B | B | A | A |
| Approach Vol, veh/h | 36 | | 1732 | | | 479 |
| Approach Delay, s/veh | 47.4 | | 11.6 | | | 2.7 |
| Approach LOS | D | | B | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.2 | 85.1 | | | 96.3 | 13.7 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 7.3 | 72.0 | | | 86.0 | 10.0 |
| Max Q Clear Time (g_c+I1), s | 2.4 | 31.0 | | | 5.0 | 3.3 |
| Green Ext Time (p_c), s | 0.0 | 34.5 | | | 7.8 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 10.3 |
| HCM 7th LOS | B |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 541 | 51 | 52 | 1052 | 253 | 175 |
| Future Volume (veh/h) | 541 | 51 | 52 | 1052 | 253 | 175 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 639 | 0 | 57 | 1143 | 275 | 190 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 766 | 341 | 633 | 2435 | 1090 | 1264 |
| Arrive On Green | 0.21 | 0.00 | 0.05 | 0.69 | 0.58 | 0.58 |
| Sat Flow, veh/h | 3563 | 1585 | 1781 | 3647 | 1870 | 1585 |
| Grp Volume(v), veh/h | 639 | 0 | 57 | 1143 | 275 | 190 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1777 | 1870 | 1585 |
| Q Serve(g_s), s | 18.9 | 0.0 | 1.3 | 16.4 | 7.9 | 3.0 |
| Cycle Q Clear(g_c), s | 18.9 | 0.0 | 1.3 | 16.4 | 7.9 | 3.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 766 | 341 | 633 | 2435 | 1090 | 1264 |
| V/C Ratio(X) | 0.83 | 0.00 | 0.09 | 0.47 | 0.25 | 0.15 |
| Avail Cap(c_a), veh/h | 1215 | 540 | 677 | 2435 | 1090 | 1264 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.3 | 0.0 | 7.3 | 8.0 | 11.2 | 2.6 |
| Incr Delay (d2), s/veh | 2.9 | 0.0 | 0.1 | 0.7 | 0.6 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 18.1 | 0.0 | 0.7 | 8.6 | 5.4 | 3.6 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 44.2 | 0.0 | 7.4 | 8.7 | 11.8 | 2.8 |
| LnGrp LOS | D | | A | A | B | A |
| Approach Vol, veh/h | 639 | | | 1200 | 465 | |
| Approach Delay, s/veh | 44.2 | | | 8.6 | 8.1 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 80.9 | | 29.1 | 11.3 | 69.6 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 61.5 | | 37.5 | 8.5 | 47.5 |
| Max Q Clear Time (g_c+I1), s | | 18.4 | | 20.9 | 3.3 | 9.9 |
| Green Ext Time (p_c), s | | 6.0 | | 2.8 | 0.0 | 1.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | | 18.4 |
| HCM 7th LOS | | B |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 17 | 1087 | 6 | 7 | 297 |
| Future Vol, veh/h | 12 | 17 | 1087 | 6 | 7 | 297 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 13 | 18 | 1182 | 7 | 8 | 323 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1523 | 1185 | 0 | 0 | 1188 | 0 |
| Stage 1 | 1185 | - | - | - | - | - |
| Stage 2 | 338 | - | - | - | - | - |
| 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 | 130 | 230 | - | - | 588 | - |
| Stage 1 | 290 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 128 | 230 | - | - | 588 | - |
| Mov Cap-2 Maneuver | 128 | - | - | - | - | - |
| Stage 1 | 286 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 27.9 | 0 | 0.26 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 128 | 230 | 41 | - |
| HCM Lane V/C Ratio | - | - | 0.102 | 0.08 | 0.013 | - |
| HCM Ctrl Dly (s/v) | - | - | 36.3 | 22 | 11.2 | 0 |
| HCM Lane LOS | - | - | E | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.3 | 0 | - |

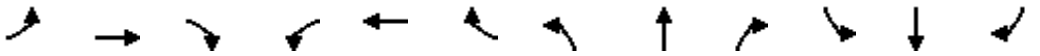
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 20 | 1073 | 2 | 8 | 301 |
| Future Vol, veh/h | 6 | 20 | 1073 | 2 | 8 | 301 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 22 | 1166 | 2 | 9 | 327 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1512 | 1167 | 0 | 0 | 1168 | 0 |
| Stage 1 | 1167 | - | - | - | - | - |
| Stage 2 | 345 | - | - | - | - | - |
| 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 | 132 | 236 | - | - | 598 | - |
| Stage 1 | 296 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 130 | 236 | - | - | 598 | - |
| Mov Cap-2 Maneuver | 130 | - | - | - | - | - |
| Stage 1 | 291 | - | - | - | - | - |
| Stage 2 | 717 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 26.14 | 0 | 0.29 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 198 | 47 | - |
| HCM Lane V/C Ratio | - | - | 0.142 | 0.015 | - |
| HCM Ctrl Dly (s/v) | - | - | 26.1 | 11.1 | 0 |
| HCM Lane LOS | - | - | D | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 8 | 47 | 95 | 3 | 49 | 18 | 965 | 181 | 24 | 259 | 24 |
| Future Volume (veh/h) | 61 | 8 | 47 | 95 | 3 | 49 | 18 | 965 | 181 | 24 | 259 | 24 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 66 | 9 | 51 | 103 | 3 | 53 | 20 | 1049 | 197 | 26 | 282 | 26 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 143 | 170 | 144 | 182 | 8 | 137 | 792 | 1061 | 199 | 121 | 1304 | 1105 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.02 | 0.69 | 0.69 | 0.02 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1348 | 1870 | 1585 | 1343 | 86 | 1512 | 1781 | 1531 | 288 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 66 | 9 | 51 | 103 | 0 | 56 | 20 | 0 | 1246 | 26 | 282 | 26 |
| Grp Sat Flow(s),veh/h/ln | 1348 | 1870 | 1585 | 1343 | 0 | 1598 | 1781 | 0 | 1819 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 5.3 | 0.5 | 3.3 | 8.3 | 0.0 | 3.6 | 0.4 | 0.0 | 73.4 | 0.5 | 5.9 | 0.6 |
| Cycle Q Clear(g_c), s | 9.0 | 0.5 | 3.3 | 8.8 | 0.0 | 3.6 | 0.4 | 0.0 | 73.4 | 0.5 | 5.9 | 0.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.16 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 143 | 170 | 144 | 182 | 0 | 145 | 792 | 0 | 1261 | 121 | 1304 | 1105 |
| V/C Ratio(X) | 0.46 | 0.05 | 0.35 | 0.57 | 0.00 | 0.39 | 0.03 | 0.00 | 0.99 | 0.21 | 0.22 | 0.02 |
| Avail Cap(c_a), veh/h | 143 | 170 | 144 | 182 | 0 | 145 | 836 | 0 | 1261 | 158 | 1304 | 1105 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.3 | 45.7 | 47.0 | 49.7 | 0.0 | 47.1 | 4.7 | 0.0 | 16.4 | 30.2 | 5.9 | 5.1 |
| Incr Delay (d2), s/veh | 2.3 | 0.1 | 1.5 | 4.1 | 0.0 | 1.7 | 0.0 | 0.0 | 22.7 | 0.3 | 0.4 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.4 | 0.4 | 2.4 | 5.2 | 0.0 | 2.6 | 0.2 | 0.0 | 38.1 | 0.8 | 3.4 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 53.6 | 45.8 | 48.4 | 53.8 | 0.0 | 48.8 | 4.7 | 0.0 | 39.1 | 30.6 | 6.3 | 5.2 |
| LnGrp LOS | D | D | D | D | | D | A | | D | C | A | A |
| Approach Vol, veh/h | | 126 | | | 159 | | | 1266 | | | 334 | |
| Approach Delay, s/veh | | 51.0 | | | 52.0 | | | 38.6 | | | 8.1 | |
| Approach LOS | | D | | | D | | | D | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.7 | 83.3 | | 17.0 | 9.3 | 83.7 | | 17.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 74.0 | | 10.0 | 5.0 | 74.0 | | 10.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 75.4 | | 11.0 | 2.4 | 7.9 | | 10.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | 0.9 | | 0.0 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 35.1 | |
| HCM 7th LOS | | D | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 2 | 1 | 1156 | 399 | 2 |
| Future Vol, veh/h | 8 | 2 | 1 | 1156 | 399 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 2 | 1 | 1257 | 434 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1693 | 435 | 436 | 0 | - | 0 |
| Stage 1 | 435 | - | - | - | - | - |
| Stage 2 | 1259 | - | - | - | - | - |
| 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 | 102 | 621 | 1124 | - | - | - |
| Stage 1 | 653 | - | - | - | - | - |
| Stage 2 | 267 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 102 | 621 | 1124 | - | - | - |
| Mov Cap-2 Maneuver | 102 | - | - | - | - | - |
| Stage 1 | 651 | - | - | - | - | - |
| Stage 2 | 267 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 37.29 | 0.01 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | 122 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.089 | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | 0 | 37.3 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 53 | 131 | 1035 | 35 | 119 | 366 |
| Future Volume (veh/h) | 53 | 131 | 1035 | 35 | 119 | 366 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 142 | 1125 | 38 | 129 | 398 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 220 | 196 | 1306 | 44 | 220 | 1358 |
| Arrive On Green | 0.12 | 0.12 | 0.73 | 0.73 | 0.73 | 0.73 |
| Sat Flow, veh/h | 1781 | 1585 | 1799 | 61 | 483 | 1870 |
| Grp Volume(v), veh/h | 58 | 142 | 0 | 1163 | 129 | 398 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1859 | 483 | 1870 |
| Q Serve(g_s), s | 2.4 | 6.9 | 0.0 | 36.5 | 21.3 | 5.9 |
| Cycle Q Clear(g_c), s | 2.4 | 6.9 | 0.0 | 36.5 | 57.8 | 5.9 |
| Prop In Lane | 1.00 | 1.00 | | 0.03 | 1.00 | |
| Lane Grp Cap(c), veh/h | 220 | 196 | 0 | 1350 | 220 | 1358 |
| V/C Ratio(X) | 0.26 | 0.72 | 0.00 | 0.86 | 0.59 | 0.29 |
| Avail Cap(c_a), veh/h | 223 | 198 | 0 | 1350 | 220 | 1358 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.7 | 33.7 | 0.0 | 8.0 | 29.2 | 3.8 |
| Incr Delay (d2), s/veh | 0.6 | 12.2 | 0.0 | 5.9 | 4.0 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.8 | 5.7 | 0.0 | 13.5 | 4.3 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 32.3 | 45.9 | 0.0 | 13.9 | 33.2 | 3.9 |
| LnGrp LOS | C | D | | B | C | A |
| Approach Vol, veh/h | 200 | | 1163 | | | 527 |
| Approach Delay, s/veh | 41.9 | | 13.9 | | | 11.1 |
| Approach LOS | D | | B | | | B |

| Timer - Assigned Phs | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 64.0 | | | | 64.0 | 15.9 |
| Change Period (Y+Rc), s | 6.0 | | | | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 58.0 | | | | 58.0 | 10.0 |
| Max Q Clear Time (g_c+I1), s | 38.5 | | | | 59.8 | 8.9 |
| Green Ext Time (p_c), s | 8.9 | | | | 0.0 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 16.1 |
| HCM 7th LOS | B |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 132 | 26 | 56 | 938 | 247 | 172 |
| Future Volume (veh/h) | 132 | 26 | 56 | 938 | 247 | 172 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 143 | 28 | 61 | 1020 | 268 | 187 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 228 | 45 | 104 | 1122 | 660 | 461 |
| Arrive On Green | 0.16 | 0.16 | 0.64 | 0.64 | 0.64 | 0.64 |
| Sat Flow, veh/h | 1452 | 284 | 63 | 1744 | 1026 | 716 |
| Grp Volume(v), veh/h | 172 | 0 | 1081 | 0 | 0 | 455 |
| Grp Sat Flow(s),veh/h/ln | 1747 | 0 | 1807 | 0 | 0 | 1742 |
| Q Serve(g_s), s | 5.5 | 0.0 | 17.3 | 0.0 | 0.0 | 7.6 |
| Cycle Q Clear(g_c), s | 5.5 | 0.0 | 31.5 | 0.0 | 0.0 | 7.6 |
| Prop In Lane | 0.83 | 0.16 | 0.06 | | | 0.41 |
| Lane Grp Cap(c), veh/h | 274 | 0 | 1226 | 0 | 0 | 1121 |
| V/C Ratio(X) | 0.63 | 0.00 | 0.88 | 0.00 | 0.00 | 0.41 |
| Avail Cap(c_a), veh/h | 291 | 0 | 1354 | 0 | 0 | 1246 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.7 | 0.0 | 9.3 | 0.0 | 0.0 | 5.2 |
| Incr Delay (d2), s/veh | 3.9 | 0.0 | 6.7 | 0.0 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 4.1 | 0.0 | 11.7 | 0.0 | 0.0 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 27.6 | 0.0 | 15.9 | 0.0 | 0.0 | 5.4 |
| LnGrp LOS | C | | B | | | A |
| Approach Vol, veh/h | 172 | | | 1081 | 455 | |
| Approach Delay, s/veh | 27.6 | | | 15.9 | 5.4 | |
| Approach LOS | C | | | B | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 44.7 | | 15.4 | | 44.7 |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 43.0 | | 10.0 | | 43.0 |
| Max Q Clear Time (g_c+I1), s | | 33.5 | | 7.5 | | 9.6 |
| Green Ext Time (p_c), s | | 5.1 | | 0.1 | | 2.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | | 14.3 |
| HCM 7th LOS | | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 3 | 1 | 981 | 269 | 4 |
| Future Vol, veh/h | 13 | 3 | 1 | 981 | 269 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 3 | 1 | 1066 | 292 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1363 | 295 | 297 | 0 | - | 0 |
| Stage 1 | 295 | - | - | - | - | - |
| Stage 2 | 1068 | - | - | - | - | - |
| 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 | 163 | 745 | 1265 | - | - | - |
| Stage 1 | 756 | - | - | - | - | - |
| Stage 2 | 330 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 163 | 745 | 1265 | - | - | - |
| Mov Cap-2 Maneuver | 163 | - | - | - | - | - |
| Stage 1 | 754 | - | - | - | - | - |
| Stage 2 | 330 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 25.79 | 0.01 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | 190 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.091 | - | - |
| HCM Ctrl Dly (s/v) | 7.8 | 0 | 25.8 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 1588 | 4 | 0 | 441 |
| Future Vol, veh/h | 0 | 3 | 1588 | 4 | 0 | 441 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 1726 | 4 | 0 | 479 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 865 | 0 | 0 | - | - |
| 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 | 297 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 297 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.26 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 297 | - |
| HCM Lane V/C Ratio | - | - | 0.011 | - |
| HCM Ctrl Dly (s/v) | - | - | 17.3 | - |
| HCM Lane LOS | - | - | C | - |
| HCM 95th %tile Q(veh) | - | - | 0 | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 22 | 1097 | 239 | 295 | 921 | 24 |
| Future Volume (veh/h) | 22 | 1097 | 239 | 295 | 921 | 24 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 24 | 1192 | 260 | 321 | 1001 | 26 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 611 | 1239 | 326 | 1980 | 1436 | 37 |
| Arrive On Green | 0.34 | 0.34 | 0.10 | 0.56 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1781 | 2790 | 1781 | 3647 | 3632 | 92 |
| Grp Volume(v), veh/h | 24 | 1192 | 260 | 321 | 503 | 524 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1395 | 1781 | 1777 | 1777 | 1854 |
| Q Serve(g_s), s | 1.3 | 48.0 | 11.5 | 6.2 | 32.8 | 32.8 |
| Cycle Q Clear(g_c), s | 1.3 | 48.0 | 11.5 | 6.2 | 32.8 | 32.8 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.05 |
| Lane Grp Cap(c), veh/h | 611 | 1239 | 326 | 1980 | 721 | 752 |
| V/C Ratio(X) | 0.04 | 0.96 | 0.80 | 0.16 | 0.70 | 0.70 |
| Avail Cap(c_a), veh/h | 611 | 1239 | 502 | 1980 | 721 | 752 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.99 | 0.99 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.6 | 37.7 | 26.8 | 15.1 | 34.5 | 34.5 |
| Incr Delay (d2), s/veh | 0.0 | 17.2 | 5.0 | 0.2 | 5.5 | 5.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.0 | 49.2 | 8.5 | 4.3 | 20.7 | 21.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 30.7 | 54.9 | 31.8 | 15.3 | 40.0 | 39.8 |
| LnGrp LOS | C | D | C | B | D | D |
| Approach Vol, veh/h | 1216 | | | 581 | 1027 | |
| Approach Delay, s/veh | 54.5 | | | 22.6 | 39.9 | |
| Approach LOS | D | | | C | D | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 85.0 | | 55.0 | 21.2 | 63.8 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | | 78.0 | | 48.0 | 28.0 | 43.0 |
| Max Q Clear Time (g_c+I1), s | | 8.2 | | 50.0 | 13.5 | 34.8 |
| Green Ext Time (p_c), s | | 5.3 | | 0.0 | 0.7 | 6.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 42.6 |
| HCM 7th LOS | D |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 356 | 314 | 527 | 1637 | 381 |
| Future Volume (veh/h) | 7 | 356 | 314 | 527 | 1637 | 381 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 8 | 387 | 341 | 573 | 1779 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 254 | 480 | 361 | 2691 | 1944 | |
| Arrive On Green | 0.14 | 0.14 | 0.32 | 1.00 | 0.55 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 3647 | 3741 | 0 |
| Grp Volume(v), veh/h | 8 | 387 | 341 | 573 | 1779 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.5 | 20.0 | 19.8 | 0.0 | 63.6 | 0.0 |
| Cycle Q Clear(g_c), s | 0.5 | 20.0 | 19.8 | 0.0 | 63.6 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 254 | 480 | 361 | 2691 | 1944 | |
| V/C Ratio(X) | 0.03 | 0.81 | 0.94 | 0.21 | 0.92 | |
| Avail Cap(c_a), veh/h | 254 | 480 | 611 | 2691 | 1944 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.91 | 0.91 | 0.49 | 0.00 |
| Uniform Delay (d), s/veh | 51.7 | 45.0 | 35.3 | 0.0 | 28.8 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 9.7 | 10.1 | 0.2 | 4.4 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.4 | 35.3 | 14.7 | 0.1 | 31.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 51.7 | 54.7 | 45.4 | 0.2 | 33.1 | 0.0 |
| LnGrp LOS | D | D | D | A | C | |
| Approach Vol, veh/h | 395 | | | 914 | 1779 | |
| Approach Delay, s/veh | 54.7 | | | 17.0 | 33.1 | |
| Approach LOS | D | | | B | C | |

| Timer - Assigned Phs | 2 | 4 | 5 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 113.0 | 27.0 | 29.4 | 83.6 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 106.0 | 20.0 | 42.0 | 57.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 22.0 | 21.8 | 65.6 |
| Green Ext Time (p_c), s | 7.8 | 0.0 | 0.6 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 31.1 |
| HCM 7th LOS | C |

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 14 | 91 | 93 | 11 | 167 | 4 | 668 | 113 | 203 | 1782 | 8 |
| Future Volume (veh/h) | 6 | 14 | 91 | 93 | 11 | 167 | 4 | 668 | 113 | 203 | 1782 | 8 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 7 | 15 | 99 | 101 | 12 | 182 | 4 | 726 | 123 | 221 | 1937 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 92 | 18 | 119 | 185 | 14 | 210 | 150 | 1786 | 303 | 462 | 2337 | 11 |
| Arrive On Green | 0.01 | 0.08 | 0.08 | 0.06 | 0.14 | 0.14 | 0.01 | 0.59 | 0.59 | 0.08 | 0.86 | 0.86 |
| Sat Flow, veh/h | 1781 | 213 | 1405 | 1781 | 99 | 1501 | 1781 | 3040 | 515 | 1781 | 3627 | 17 |
| Grp Volume(v), veh/h | 7 | 0 | 114 | 101 | 0 | 194 | 4 | 424 | 425 | 221 | 948 | 998 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1618 | 1781 | 0 | 1600 | 1781 | 1777 | 1778 | 1781 | 1777 | 1867 |
| Q Serve(g_s), s | 0.5 | 0.0 | 9.7 | 7.0 | 0.0 | 16.6 | 0.1 | 18.1 | 18.1 | 6.8 | 36.8 | 37.0 |
| Cycle Q Clear(g_c), s | 0.5 | 0.0 | 9.7 | 7.0 | 0.0 | 16.6 | 0.1 | 18.1 | 18.1 | 6.8 | 36.8 | 37.0 |
| Prop In Lane | 1.00 | | 0.87 | 1.00 | | 0.94 | 1.00 | | 0.29 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 92 | 0 | 137 | 185 | 0 | 224 | 150 | 1044 | 1045 | 462 | 1145 | 1203 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.83 | 0.55 | 0.00 | 0.87 | 0.03 | 0.41 | 0.41 | 0.48 | 0.83 | 0.83 |
| Avail Cap(c_a), veh/h | 242 | 0 | 266 | 237 | 0 | 263 | 227 | 1044 | 1045 | 502 | 1145 | 1203 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.79 | 0.79 | 0.79 | 0.09 | 0.09 | 0.09 |
| Uniform Delay (d), s/veh | 58.0 | 0.0 | 63.1 | 52.5 | 0.0 | 58.9 | 14.6 | 15.6 | 15.6 | 10.9 | 6.2 | 6.2 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 4.8 | 0.9 | 0.0 | 20.1 | 0.0 | 0.9 | 0.9 | 0.0 | 0.7 | 0.7 |
| 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(95%),veh/ln | 0.4 | 0.0 | 7.6 | 5.8 | 0.0 | 12.6 | 0.1 | 10.8 | 10.8 | 2.9 | 6.1 | 6.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 58.4 | 0.0 | 67.9 | 53.5 | 0.0 | 79.0 | 14.6 | 16.6 | 16.6 | 10.9 | 6.9 | 6.9 |
| LnGrp LOS | E | | E | D | | E | B | B | B | B | A | A |
| Approach Vol, veh/h | | 121 | | | 295 | | | 853 | | | 2167 | |
| Approach Delay, s/veh | | 67.4 | | | 70.3 | | | 16.6 | | | 7.3 | |
| Approach LOS | | E | | | E | | | B | | | A | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.9 | 89.3 | 15.9 | 18.9 | 8.0 | 97.2 | 8.2 | 26.6 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 12.0 | 64.0 | 13.0 | 23.0 | 7.0 | 69.0 | 13.0 | 23.0 |
| Max Q Clear Time (g_c+I1), s | 8.8 | 20.1 | 9.0 | 11.7 | 2.1 | 39.0 | 2.5 | 18.6 |
| Green Ext Time (p_c), s | 0.1 | 11.5 | 0.1 | 0.2 | 0.0 | 25.9 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 17.1 |
| HCM 7th LOS | B |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 122 | 202 | 583 | 141 | 251 | 1715 |
| Future Volume (veh/h) | 122 | 202 | 583 | 141 | 251 | 1715 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 133 | 220 | 634 | 153 | 273 | 1864 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 274 | 527 | 979 | 236 | 318 | 2242 |
| Arrive On Green | 0.15 | 0.15 | 0.23 | 0.23 | 0.18 | 0.63 |
| Sat Flow, veh/h | 1781 | 1585 | 2933 | 684 | 1781 | 3647 |
| Grp Volume(v), veh/h | 133 | 220 | 396 | 391 | 273 | 1864 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1747 | 1781 | 1777 |
| Q Serve(g_s), s | 4.4 | 7.0 | 13.1 | 13.1 | 9.7 | 26.5 |
| Cycle Q Clear(g_c), s | 4.4 | 7.0 | 13.1 | 13.1 | 9.7 | 26.5 |
| Prop In Lane | 1.00 | 1.00 | | 0.39 | 1.00 | |
| Lane Grp Cap(c), veh/h | 274 | 527 | 612 | 602 | 318 | 2242 |
| V/C Ratio(X) | 0.49 | 0.42 | 0.65 | 0.65 | 0.86 | 0.83 |
| Avail Cap(c_a), veh/h | 274 | 527 | 612 | 602 | 329 | 2242 |
| HCM Platoon Ratio | 1.00 | 1.00 | 0.67 | 0.67 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.51 | 0.51 |
| Uniform Delay (d), s/veh | 25.2 | 16.8 | 21.4 | 21.4 | 25.9 | 9.3 |
| Incr Delay (d2), s/veh | 1.3 | 0.5 | 5.2 | 5.3 | 10.9 | 2.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.4 | 4.4 | 9.8 | 9.7 | 6.9 | 8.6 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 26.5 | 17.4 | 26.6 | 26.8 | 36.8 | 11.3 |
| LnGrp LOS | C | B | C | C | D | B |
| Approach Vol, veh/h | 353 | | 787 | | | 2137 |
| Approach Delay, s/veh | 20.8 | | 26.7 | | | 14.5 |
| Approach LOS | C | | C | | | B |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.6 | 29.4 | | | 48.0 | 17.0 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 12.6 | 22.0 | | | 41.0 | 10.0 |
| Max Q Clear Time (g_c+I1), s | 11.7 | 15.1 | | | 28.5 | 9.0 |
| Green Ext Time (p_c), s | 0.0 | 4.3 | | | 11.9 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.1 |
| HCM 7th LOS | B |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 65 | 81 | 646 | 70 | 106 | 1731 |
| Future Volume (veh/h) | 65 | 81 | 646 | 70 | 106 | 1731 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 71 | 88 | 702 | 76 | 115 | 1882 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 259 | 379 | 1415 | 153 | 474 | 2273 |
| Arrive On Green | 0.15 | 0.15 | 0.44 | 0.44 | 0.13 | 0.85 |
| Sat Flow, veh/h | 1781 | 1585 | 3328 | 350 | 1781 | 3647 |
| Grp Volume(v), veh/h | 71 | 88 | 385 | 393 | 115 | 1882 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1807 | 1781 | 1777 |
| Q Serve(g_s), s | 2.3 | 2.9 | 10.1 | 10.1 | 1.9 | 17.4 |
| Cycle Q Clear(g_c), s | 2.3 | 2.9 | 10.1 | 10.1 | 1.9 | 17.4 |
| Prop In Lane | 1.00 | 1.00 | | 0.19 | 1.00 | |
| Lane Grp Cap(c), veh/h | 259 | 379 | 778 | 791 | 474 | 2273 |
| V/C Ratio(X) | 0.27 | 0.23 | 0.50 | 0.50 | 0.24 | 0.83 |
| Avail Cap(c_a), veh/h | 274 | 393 | 778 | 791 | 498 | 2273 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.7 | 19.9 | 13.1 | 13.1 | 7.7 | 3.1 |
| Incr Delay (d2), s/veh | 0.6 | 0.3 | 2.3 | 2.2 | 0.3 | 3.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.7 | 1.9 | 6.3 | 6.4 | 0.9 | 4.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 25.3 | 20.2 | 15.4 | 15.4 | 8.0 | 6.7 |
| LnGrp LOS | C | C | B | B | A | A |
| Approach Vol, veh/h | 159 | | 778 | | | 1997 |
| Approach Delay, s/veh | 22.5 | | 15.4 | | | 6.8 |
| Approach LOS | C | | B | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.1 | 35.4 | | | 48.6 | 16.4 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 7.0 | 27.0 | | | 41.0 | 10.0 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 12.1 | | | 19.4 | 4.9 |
| Green Ext Time (p_c), s | 0.1 | 7.8 | | | 20.1 | 0.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 9.9 | |
| HCM 7th LOS | A | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 263 | 63 | 52 | 453 | 1016 | 780 |
| Future Volume (veh/h) | 263 | 63 | 52 | 453 | 1016 | 780 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 177 | 185 | 57 | 492 | 1104 | 848 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 297 | 264 | 186 | 2527 | 1105 | 1201 |
| Arrive On Green | 0.17 | 0.17 | 0.06 | 0.71 | 0.59 | 0.59 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 3647 | 1870 | 1585 |
| Grp Volume(v), veh/h | 177 | 185 | 57 | 492 | 1104 | 848 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1777 | 1870 | 1585 |
| Q Serve(g_s), s | 8.3 | 9.9 | 1.0 | 4.2 | 53.0 | 25.1 |
| Cycle Q Clear(g_c), s | 8.3 | 9.9 | 1.0 | 4.2 | 53.0 | 25.1 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 297 | 264 | 186 | 2527 | 1105 | 1201 |
| V/C Ratio(X) | 0.60 | 0.70 | 0.31 | 0.19 | 1.00 | 0.71 |
| Avail Cap(c_a), veh/h | 307 | 273 | 219 | 2527 | 1105 | 1201 |
| HCM Platoon Ratio | 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 |
| Uniform Delay (d), s/veh | 34.7 | 35.4 | 21.9 | 4.4 | 18.4 | 5.7 |
| Incr Delay (d2), s/veh | 3.0 | 7.5 | 0.9 | 0.2 | 26.8 | 3.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 6.6 | 13.9 | 1.2 | 1.8 | 33.2 | 18.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 37.7 | 42.8 | 22.8 | 4.5 | 45.2 | 9.2 |
| LnGrp LOS | D | D | C | A | D | A |
| Approach Vol, veh/h | 362 | | | 549 | 1952 | |
| Approach Delay, s/veh | 40.3 | | | 6.4 | 29.5 | |
| Approach LOS | D | | | A | C | |

| Timer - Assigned Phs | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 69.5 | | 20.5 | 10.8 | 58.7 |
| Change Period (Y+Rc), s | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | 63.5 | | 15.5 | 7.0 | 51.0 |
| Max Q Clear Time (g_c+I1), s | 6.2 | | 11.9 | 3.0 | 55.0 |
| Green Ext Time (p_c), s | 8.6 | | 0.5 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.5 |
| HCM 7th LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 20 | 485 | 11 | 15 | 1064 |
| Future Vol, veh/h | 9 | 20 | 485 | 11 | 15 | 1064 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 10 | 22 | 527 | 12 | 16 | 1157 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1722 | 533 | 0 | 0 | 539 | 0 |
| Stage 1 | 533 | - | - | - | - | - |
| Stage 2 | 1189 | - | - | - | - | - |
| 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 | 98 | 547 | - | - | 1029 | - |
| Stage 1 | 588 | - | - | - | - | - |
| Stage 2 | 289 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 94 | 547 | - | - | 1029 | - |
| Mov Cap-2 Maneuver | 94 | - | - | - | - | - |
| Stage 1 | 562 | - | - | - | - | - |
| Stage 2 | 289 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.03 | 0 | 0.12 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 94 | 547 | 25 | - |
| HCM Lane V/C Ratio | - | - | 0.104 | 0.04 | 0.016 | - |
| HCM Ctrl Dly (s/v) | - | - | 47.8 | 11.9 | 8.6 | 0 |
| HCM Lane LOS | - | - | E | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | 0 | - |

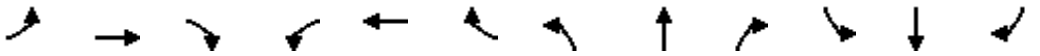
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 12 | 484 | 5 | 23 | 1050 |
| Future Vol, veh/h | 6 | 12 | 484 | 5 | 23 | 1050 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 13 | 526 | 5 | 25 | 1141 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1720 | 529 | 0 | 0 | 532 | 0 |
| Stage 1 | 529 | - | - | - | - | - |
| Stage 2 | 1191 | - | - | - | - | - |
| 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 | 98 | 550 | - | - | 1036 | - |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 288 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 92 | 550 | - | - | 1036 | - |
| Mov Cap-2 Maneuver | 92 | - | - | - | - | - |
| Stage 1 | 552 | - | - | - | - | - |
| Stage 2 | 288 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.24 | 0 | 0.18 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 207 | 39 | - |
| HCM Lane V/C Ratio | - | - | 0.095 | 0.024 | - |
| HCM Ctrl Dly (s/v) | - | - | 24.2 | 8.6 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 63 | 8 | 45 | 195 | 11 | 44 | 64 | 382 | 60 | 52 | 917 | 87 |
| Future Volume (veh/h) | 63 | 8 | 45 | 195 | 11 | 44 | 64 | 382 | 60 | 52 | 917 | 87 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 68 | 9 | 49 | 212 | 12 | 48 | 70 | 415 | 65 | 57 | 997 | 95 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 265 | 337 | 285 | 302 | 59 | 235 | 199 | 934 | 146 | 540 | 1102 | 934 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.04 | 0.59 | 0.59 | 0.04 | 0.59 | 0.59 |
| Sat Flow, veh/h | 1343 | 1870 | 1585 | 1345 | 327 | 1308 | 1781 | 1579 | 247 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 68 | 9 | 49 | 212 | 0 | 60 | 70 | 0 | 480 | 57 | 997 | 95 |
| Grp Sat Flow(s),veh/h/ln | 1343 | 1870 | 1585 | 1345 | 0 | 1635 | 1781 | 0 | 1826 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.4 | 2.9 | 17.0 | 0.0 | 3.4 | 1.7 | 0.0 | 16.0 | 1.4 | 51.6 | 2.9 |
| Cycle Q Clear(g_c), s | 8.4 | 0.4 | 2.9 | 17.4 | 0.0 | 3.4 | 1.7 | 0.0 | 16.0 | 1.4 | 51.6 | 2.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.80 | 1.00 | | 0.14 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 265 | 337 | 285 | 302 | 0 | 294 | 199 | 0 | 1080 | 540 | 1102 | 934 |
| V/C Ratio(X) | 0.26 | 0.03 | 0.17 | 0.70 | 0.00 | 0.20 | 0.35 | 0.00 | 0.44 | 0.11 | 0.91 | 0.10 |
| Avail Cap(c_a), veh/h | 316 | 408 | 346 | 354 | 0 | 357 | 208 | 0 | 1080 | 554 | 1102 | 934 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.0 | 37.2 | 38.2 | 44.3 | 0.0 | 38.4 | 21.9 | 0.0 | 12.4 | 9.1 | 19.9 | 9.9 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 0.3 | 5.0 | 0.0 | 0.3 | 0.4 | 0.0 | 1.3 | 0.0 | 12.1 | 0.2 |
| 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(95%),veh/ln | 3.0 | 0.4 | 2.0 | 9.8 | 0.0 | 2.4 | 1.5 | 0.0 | 9.9 | 0.8 | 29.7 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 42.5 | 37.2 | 38.4 | 49.3 | 0.0 | 38.7 | 22.3 | 0.0 | 13.8 | 9.2 | 32.0 | 10.1 |
| LnGrp LOS | D | D | D | D | | D | C | | B | A | C | B |
| Approach Vol, veh/h | | 126 | | | 272 | | | 550 | | | 1149 | |
| Approach Delay, s/veh | | 40.5 | | | 47.0 | | | 14.9 | | | 29.1 | |
| Approach LOS | | D | | | D | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.1 | 72.1 | | 26.8 | 11.4 | 71.8 | | 26.8 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 60.0 | | 24.0 | 5.0 | 60.0 | | 24.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.4 | 18.0 | | 10.4 | 3.7 | 53.6 | | 19.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.6 | | 0.3 | 0.0 | 2.5 | | 0.4 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 28.4 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 1 | 2 | 503 | 1151 | 6 |
| Future Vol, veh/h | 3 | 1 | 2 | 503 | 1151 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 1 | 2 | 547 | 1251 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1805 | 1254 | 1258 | 0 | - | 0 |
| Stage 1 | 1254 | - | - | - | - | - |
| Stage 2 | 551 | - | - | - | - | - |
| 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 | 87 | 210 | 553 | - | - | - |
| Stage 1 | 269 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 87 | 210 | 553 | - | - | - |
| Mov Cap-2 Maneuver | 87 | - | - | - | - | - |
| Stage 1 | 267 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 42.06 | 0.05 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 7 | - | 101 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.043 | - | - |
| HCM Ctrl Dly (s/v) | 11.5 | 0 | 42.1 | - | - |
| HCM Lane LOS | B | A | E | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 45 | 99 | 510 | 45 | 106 | 1097 |
| Future Volume (veh/h) | 45 | 99 | 510 | 45 | 106 | 1097 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 49 | 108 | 554 | 49 | 115 | 1192 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 238 | 212 | 1184 | 105 | 552 | 1307 |
| Arrive On Green | 0.13 | 0.13 | 0.70 | 0.70 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1781 | 1585 | 1694 | 150 | 816 | 1870 |
| Grp Volume(v), veh/h | 49 | 108 | 0 | 603 | 115 | 1192 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1843 | 816 | 1870 |
| Q Serve(g_s), s | 1.8 | 4.5 | 0.0 | 10.5 | 5.3 | 37.9 |
| Cycle Q Clear(g_c), s | 1.8 | 4.5 | 0.0 | 10.5 | 15.7 | 37.9 |
| Prop In Lane | 1.00 | 1.00 | | 0.08 | 1.00 | |
| Lane Grp Cap(c), veh/h | 238 | 212 | 0 | 1289 | 552 | 1307 |
| V/C Ratio(X) | 0.21 | 0.51 | 0.00 | 0.47 | 0.21 | 0.91 |
| Avail Cap(c_a), veh/h | 448 | 398 | 0 | 1544 | 665 | 1567 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.7 | 28.9 | 0.0 | 4.8 | 8.3 | 8.9 |
| Incr Delay (d2), s/veh | 0.4 | 1.9 | 0.0 | 0.3 | 0.2 | 7.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.3 | 3.1 | 0.0 | 3.4 | 1.2 | 14.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 28.1 | 30.8 | 0.0 | 5.1 | 8.5 | 16.4 |
| LnGrp LOS | C | C | | A | A | B |
| Approach Vol, veh/h | 157 | | 603 | | | 1307 |
| Approach Delay, s/veh | 29.9 | | 5.1 | | | 15.7 |
| Approach LOS | C | | A | | | B |

| Timer - Assigned Phs | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 56.1 | | | | 56.1 | 15.6 |
| Change Period (Y+Rc), s | 6.0 | | | | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 60.0 | | | | 60.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 12.5 | | | | 39.9 | 6.5 |
| Green Ext Time (p_c), s | 3.8 | | | | 10.2 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 13.7 |
| HCM 7th LOS | B |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 203 | 31 | 13 | 352 | 911 | 231 |
| Future Volume (veh/h) | 203 | 31 | 13 | 352 | 911 | 231 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 221 | 34 | 14 | 383 | 990 | 251 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 254 | 39 | 44 | 809 | 998 | 253 |
| Arrive On Green | 0.17 | 0.17 | 0.69 | 0.69 | 0.69 | 0.69 |
| Sat Flow, veh/h | 1513 | 233 | 2 | 1167 | 1440 | 365 |
| Grp Volume(v), veh/h | 256 | 0 | 397 | 0 | 0 | 1241 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 0 | 1169 | 0 | 0 | 1805 |
| Q Serve(g_s), s | 12.3 | 0.0 | 1.6 | 0.0 | 0.0 | 58.4 |
| Cycle Q Clear(g_c), s | 12.3 | 0.0 | 60.0 | 0.0 | 0.0 | 58.4 |
| Prop In Lane | 0.86 | 0.13 | 0.04 | | | 0.20 |
| Lane Grp Cap(c), veh/h | 294 | 0 | 853 | 0 | 0 | 1251 |
| V/C Ratio(X) | 0.87 | 0.00 | 0.47 | 0.00 | 0.00 | 0.99 |
| Avail Cap(c_a), veh/h | 365 | 0 | 853 | 0 | 0 | 1251 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.1 | 0.0 | 11.5 | 0.0 | 0.0 | 13.0 |
| Incr Delay (d2), s/veh | 16.9 | 0.0 | 0.4 | 0.0 | 0.0 | 23.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 10.4 | 0.0 | 5.2 | 0.0 | 0.0 | 29.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 51.9 | 0.0 | 11.9 | 0.0 | 0.0 | 36.4 |
| LnGrp LOS | D | | B | | | D |
| Approach Vol, veh/h | 256 | | | 397 | 1241 | |
| Approach Delay, s/veh | 51.9 | | | 11.9 | 36.4 | |
| Approach LOS | D | | | B | D | |

| Timer - Assigned Phs | 2 | | 4 | | 6 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 66.0 | | 20.5 | | 66.0 |
| Change Period (Y+Rc), s | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 60.0 | | 18.0 | | 60.0 |
| Max Q Clear Time (g_c+I1), s | 62.0 | | 14.3 | | 60.4 |
| Green Ext Time (p_c), s | 0.0 | | 0.3 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 33.4 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 2 | 3 | 357 | 929 | 13 |
| Future Vol, veh/h | 8 | 2 | 3 | 357 | 929 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 2 | 3 | 388 | 1010 | 14 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1411 | 1017 | 1024 | 0 | - | 0 |
| Stage 1 | 1017 | - | - | - | - | - |
| Stage 2 | 395 | - | - | - | - | - |
| 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 | 152 | 289 | 678 | - | - | - |
| Stage 1 | 349 | - | - | - | - | - |
| Stage 2 | 681 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 151 | 289 | 678 | - | - | - |
| Mov Cap-2 Maneuver | 151 | - | - | - | - | - |
| Stage 1 | 347 | - | - | - | - | - |
| Stage 2 | 681 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 28.02 | 0.09 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 15 | - | 167 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.065 | - | - |
| HCM Ctrl Dly (s/v) | 10.3 | 0 | 28 | - | - |
| HCM Lane LOS | B | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 11 | 713 | 14 | 0 | 1837 |
| Future Vol, veh/h | 0 | 11 | 713 | 14 | 0 | 1837 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 12 | 775 | 15 | 0 | 1997 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 395 | 0 | 0 | - | - |
| 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 | 604 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 604 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.08 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 604 | - |
| HCM Lane V/C Ratio | - | - | 0.02 | - |
| HCM Ctrl Dly (s/v) | - | - | 11.1 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 32 | 456 | 304 | 387 | 467 | 12 |
| Future Volume (veh/h) | 32 | 456 | 304 | 387 | 467 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 35 | 496 | 330 | 421 | 508 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 267 | 776 | 643 | 2399 | 1626 | 42 |
| Arrive On Green | 0.15 | 0.15 | 0.26 | 1.00 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1781 | 2790 | 1781 | 3647 | 3634 | 91 |
| Grp Volume(v), veh/h | 35 | 496 | 330 | 421 | 255 | 266 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1395 | 1781 | 1777 | 1777 | 1854 |
| Q Serve(g_s), s | 1.4 | 12.0 | 7.8 | 0.0 | 7.2 | 7.3 |
| Cycle Q Clear(g_c), s | 1.4 | 12.0 | 7.8 | 0.0 | 7.2 | 7.3 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.05 |
| Lane Grp Cap(c), veh/h | 267 | 776 | 643 | 2399 | 816 | 851 |
| V/C Ratio(X) | 0.13 | 0.64 | 0.51 | 0.18 | 0.31 | 0.31 |
| Avail Cap(c_a), veh/h | 267 | 776 | 882 | 2399 | 816 | 851 |
| HCM Platoon Ratio | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.5 | 25.3 | 7.1 | 0.0 | 13.7 | 13.7 |
| Incr Delay (d2), s/veh | 0.2 | 1.8 | 0.2 | 0.2 | 1.0 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.1 | 14.8 | 2.8 | 0.1 | 4.7 | 4.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 29.7 | 27.1 | 7.3 | 0.2 | 14.7 | 14.6 |
| LnGrp LOS | C | C | A | A | B | B |
| Approach Vol, veh/h | 531 | | | 751 | 521 | |
| Approach Delay, s/veh | 27.3 | | | 3.3 | 14.6 | |
| Approach LOS | C | | | A | B | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 61.0 | | 19.0 | 17.3 | 43.7 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | | 54.0 | | 12.0 | 21.0 | 26.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 14.0 | 9.8 | 9.3 |
| Green Ext Time (p_c), s | | 5.3 | | 0.0 | 0.5 | 4.4 |

| Intersection Summary | | | | | | |
|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 13.6 | | | |
| HCM 7th LOS | | | B | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 23 | 349 | 460 | 668 | 841 | 82 |
| Future Volume (veh/h) | 23 | 349 | 460 | 668 | 841 | 82 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 25 | 379 | 500 | 726 | 914 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 223 | 523 | 556 | 2488 | 1448 | |
| Arrive On Green | 0.13 | 0.13 | 0.41 | 1.00 | 0.13 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 3647 | 3741 | 0 |
| Grp Volume(v), veh/h | 25 | 379 | 500 | 726 | 914 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 1.0 | 10.0 | 13.8 | 0.0 | 19.5 | 0.0 |
| Cycle Q Clear(g_c), s | 1.0 | 10.0 | 13.8 | 0.0 | 19.5 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 223 | 523 | 556 | 2488 | 1448 | |
| V/C Ratio(X) | 0.11 | 0.72 | 0.90 | 0.29 | 0.63 | |
| Avail Cap(c_a), veh/h | 223 | 523 | 680 | 2488 | 1448 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 2.00 | 2.00 | 0.33 | 0.33 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.48 | 0.48 | 0.94 | 0.00 |
| Uniform Delay (d), s/veh | 31.1 | 23.6 | 10.0 | 0.0 | 28.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 4.9 | 6.3 | 0.1 | 2.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.8 | 21.1 | 4.8 | 0.1 | 14.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 31.3 | 28.5 | 16.3 | 0.1 | 30.9 | 0.0 |
| LnGrp LOS | C | C | B | A | C | |
| Approach Vol, veh/h | 404 | | | 1226 | 914 | |
| Approach Delay, s/veh | 28.7 | | | 6.7 | 30.9 | |
| Approach LOS | C | | | A | C | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 63.0 | | 17.0 | 23.4 | 39.6 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | | 56.0 | | 10.0 | 22.0 | 27.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 12.0 | 15.8 | 21.5 |
| Green Ext Time (p_c), s | | 10.4 | | 0.0 | 0.6 | 3.6 |

| Intersection Summary | | | | | | |
|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 18.9 | | | |
| HCM 7th LOS | | | B | | | |

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 17 | 3 | 125 | 15 | 225 | 9 | 896 | 141 | 254 | 932 | 4 |
| Future Volume (veh/h) | 7 | 17 | 3 | 125 | 15 | 225 | 9 | 896 | 141 | 254 | 932 | 4 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 8 | 18 | 3 | 136 | 16 | 245 | 10 | 974 | 153 | 276 | 1013 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 159 | 195 | 33 | 401 | 19 | 294 | 301 | 1008 | 158 | 298 | 1534 | 6 |
| Arrive On Green | 0.01 | 0.12 | 0.12 | 0.09 | 0.20 | 0.20 | 0.02 | 0.33 | 0.33 | 0.22 | 0.85 | 0.85 |
| Sat Flow, veh/h | 1781 | 1563 | 260 | 1781 | 98 | 1502 | 1781 | 3077 | 483 | 1781 | 3630 | 14 |
| Grp Volume(v), veh/h | 8 | 0 | 21 | 136 | 0 | 261 | 10 | 562 | 565 | 276 | 496 | 521 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1823 | 1781 | 0 | 1600 | 1781 | 1777 | 1783 | 1781 | 1777 | 1868 |
| Q Serve(g_s), s | 0.3 | 0.0 | 0.8 | 5.2 | 0.0 | 12.5 | 0.3 | 24.9 | 24.9 | 8.4 | 7.8 | 7.8 |
| Cycle Q Clear(g_c), s | 0.3 | 0.0 | 0.8 | 5.2 | 0.0 | 12.5 | 0.3 | 24.9 | 24.9 | 8.4 | 7.8 | 7.8 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 0.94 | 1.00 | | 0.27 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 159 | 0 | 228 | 401 | 0 | 313 | 301 | 582 | 584 | 298 | 751 | 789 |
| V/C Ratio(X) | 0.05 | 0.00 | 0.09 | 0.34 | 0.00 | 0.83 | 0.03 | 0.97 | 0.97 | 0.93 | 0.66 | 0.66 |
| Avail Cap(c_a), veh/h | 290 | 0 | 228 | 405 | 0 | 313 | 426 | 582 | 584 | 298 | 751 | 789 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.65 | 0.65 | 0.65 | 0.64 | 0.64 | 0.64 |
| Uniform Delay (d), s/veh | 30.1 | 0.0 | 31.0 | 26.5 | 0.0 | 30.9 | 17.3 | 26.5 | 26.5 | 16.3 | 4.2 | 4.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.2 | 0.5 | 0.0 | 17.2 | 0.0 | 22.9 | 23.1 | 24.5 | 2.9 | 2.8 |
| 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(95%),veh/ln | 0.2 | 0.0 | 0.7 | 3.9 | 0.0 | 10.3 | 0.2 | 17.9 | 18.0 | 7.1 | 3.5 | 3.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 30.2 | 0.0 | 31.2 | 27.0 | 0.0 | 48.1 | 17.3 | 49.4 | 49.5 | 40.8 | 7.1 | 7.0 |
| LnGrp LOS | C | | C | C | | D | B | D | D | D | A | A |
| Approach Vol, veh/h | | 29 | | | 397 | | | 1137 | | | 1293 | |
| Approach Delay, s/veh | | 30.9 | | | 40.9 | | | 49.2 | | | 14.2 | |
| Approach LOS | | C | | | D | | | D | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.0 | 33.2 | 13.8 | 17.0 | 8.4 | 40.8 | 8.1 | 22.7 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 9.0 | 26.0 | 7.0 | 10.0 | 7.0 | 28.0 | 7.0 | 10.0 |
| Max Q Clear Time (g_c+I1), s | 10.4 | 26.9 | 7.2 | 2.8 | 2.3 | 9.8 | 2.3 | 14.5 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.2 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 32.0 |
| HCM 7th LOS | C |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 163 | 271 | 775 | 176 | 313 | 747 |
| Future Volume (veh/h) | 163 | 271 | 775 | 176 | 313 | 747 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 177 | 295 | 842 | 191 | 340 | 812 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 245 | 549 | 1125 | 255 | 372 | 2443 |
| Arrive On Green | 0.14 | 0.14 | 0.26 | 0.26 | 0.42 | 1.00 |
| Sat Flow, veh/h | 1781 | 1585 | 2971 | 653 | 1781 | 3647 |
| Grp Volume(v), veh/h | 177 | 295 | 520 | 513 | 340 | 812 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1753 | 1781 | 1777 |
| Q Serve(g_s), s | 7.6 | 11.0 | 21.5 | 21.5 | 14.4 | 0.0 |
| Cycle Q Clear(g_c), s | 7.6 | 11.0 | 21.5 | 21.5 | 14.4 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 0.37 | 1.00 | |
| Lane Grp Cap(c), veh/h | 245 | 549 | 695 | 686 | 372 | 2443 |
| V/C Ratio(X) | 0.72 | 0.54 | 0.75 | 0.75 | 0.91 | 0.33 |
| Avail Cap(c_a), veh/h | 245 | 549 | 695 | 686 | 423 | 2443 |
| HCM Platoon Ratio | 1.00 | 1.00 | 0.67 | 0.67 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.86 | 0.86 |
| Uniform Delay (d), s/veh | 33.0 | 21.0 | 25.9 | 25.9 | 22.6 | 0.0 |
| Incr Delay (d2), s/veh | 10.0 | 1.0 | 7.2 | 7.3 | 20.1 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 7.0 | 7.8 | 15.5 | 15.4 | 9.8 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 43.1 | 22.0 | 33.1 | 33.2 | 42.7 | 0.3 |
| LnGrp LOS | D | C | C | C | D | A |
| Approach Vol, veh/h | 472 | | 1033 | | | 1152 |
| Approach Delay, s/veh | 29.9 | | 33.2 | | | 12.8 |
| Approach LOS | C | | C | | | B |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 23.7 | 38.3 | | | 62.0 | 18.0 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | | 7.0 | 7.0 |
| Max Green Setting (Gmax), s | 19.0 | 29.0 | | | 55.0 | 11.0 |
| Max Q Clear Time (g_c+I1), s | 16.4 | 23.5 | | | 2.0 | 13.0 |
| Green Ext Time (p_c), s | 0.3 | 4.3 | | | 16.2 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.8 |
| HCM 7th LOS | C |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT | | |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 85 | 108 | 846 | 87 | 132 | 778 | | |
| Future Volume (veh/h) | 85 | 108 | 846 | 87 | 132 | 778 | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Work Zone On Approach | No | | No | | | No | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | |
| Adj Flow Rate, veh/h | 92 | 117 | 920 | 95 | 143 | 846 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | |
| Cap, veh/h | 221 | 291 | 1841 | 190 | 416 | 2536 | | |
| Arrive On Green | 0.12 | 0.12 | 0.57 | 0.57 | 0.12 | 1.00 | | |
| Sat Flow, veh/h | 1781 | 1585 | 3345 | 336 | 1781 | 3647 | | |
| Grp Volume(v), veh/h | 92 | 117 | 503 | 512 | 143 | 846 | | |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1810 | 1781 | 1777 | | |
| Q Serve(g_s), s | 3.8 | 5.2 | 13.7 | 13.7 | 2.5 | 0.0 | | |
| Cycle Q Clear(g_c), s | 3.8 | 5.2 | 13.7 | 13.7 | 2.5 | 0.0 | | |
| Prop In Lane | 1.00 | 1.00 | | 0.19 | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 221 | 291 | 1006 | 1025 | 416 | 2536 | | |
| V/C Ratio(X) | 0.42 | 0.40 | 0.50 | 0.50 | 0.34 | 0.33 | | |
| Avail Cap(c_a), veh/h | 267 | 333 | 1006 | 1025 | 554 | 2536 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | | |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Uniform Delay (d), s/veh | 32.4 | 28.8 | 10.5 | 10.5 | 6.9 | 0.0 | | |
| Incr Delay (d2), s/veh | 1.3 | 0.9 | 1.8 | 1.7 | 0.5 | 0.4 | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| %ile BackOfQ(95%),veh/ln | 3.0 | 3.6 | 7.9 | 8.0 | 1.1 | 0.2 | | |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.6 | 29.7 | 12.3 | 12.2 | 7.4 | 0.4 | | |
| LnGrp LOS | C | C | B | B | A | A | | |
| Approach Vol, veh/h | 209 | | 1015 | | | 989 | | |
| Approach Delay, s/veh | 31.4 | | 12.2 | | | 1.4 | | |
| Approach LOS | C | | B | | | A | | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.8 | 52.3 | | | | 64.1 | 15.9 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | | | 7.0 | 6.0 |
| Max Green Setting (Gmax), s | 11.0 | 37.0 | | | | 55.0 | 12.0 |
| Max Q Clear Time (g_c+I1), s | 4.5 | 15.7 | | | | 2.0 | 7.2 |
| Green Ext Time (p_c), s | 0.2 | 12.9 | | | | 17.1 | 0.3 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 9.2 | |
| HCM 7th LOS | A | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 239 | 41 | 43 | 694 | 568 | 295 |
| Future Volume (veh/h) | 239 | 41 | 43 | 694 | 568 | 295 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 302 | 0 | 47 | 754 | 617 | 321 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 445 | 198 | 443 | 2621 | 1145 | 1168 |
| Arrive On Green | 0.12 | 0.00 | 0.06 | 0.74 | 0.61 | 0.61 |
| Sat Flow, veh/h | 3563 | 1585 | 1781 | 3647 | 1870 | 1585 |
| Grp Volume(v), veh/h | 302 | 0 | 47 | 754 | 617 | 321 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1777 | 1870 | 1585 |
| Q Serve(g_s), s | 6.5 | 0.0 | 0.7 | 5.7 | 15.3 | 5.3 |
| Cycle Q Clear(g_c), s | 6.5 | 0.0 | 0.7 | 5.7 | 15.3 | 5.3 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 445 | 198 | 443 | 2621 | 1145 | 1168 |
| V/C Ratio(X) | 0.68 | 0.00 | 0.11 | 0.29 | 0.54 | 0.27 |
| Avail Cap(c_a), veh/h | 601 | 267 | 497 | 2621 | 1145 | 1168 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.5 | 0.0 | 5.9 | 3.5 | 9.0 | 3.5 |
| Incr Delay (d2), s/veh | 1.9 | 0.0 | 0.1 | 0.3 | 1.8 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 5.0 | 0.0 | 0.3 | 1.7 | 8.4 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 35.3 | 0.0 | 6.0 | 3.8 | 10.8 | 4.1 |
| LnGrp LOS | D | | A | A | B | A |
| Approach Vol, veh/h | 302 | | | 801 | 938 | |
| Approach Delay, s/veh | 35.3 | | | 3.9 | 8.5 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 64.5 | | 15.5 | 10.0 | 54.5 |
| Change Period (Y+Rc), s | | 5.5 | | 5.5 | 5.5 | 5.5 |
| Max Green Setting (Gmax), s | | 55.5 | | 13.5 | 7.0 | 43.0 |
| Max Q Clear Time (g_c+I1), s | | 7.7 | | 8.5 | 2.7 | 17.3 |
| Green Ext Time (p_c), s | | 3.5 | | 0.6 | 0.0 | 3.9 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | | 10.7 |
| HCM 7th LOS | | B |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 17 | 720 | 12 | 38 | 571 |
| Future Vol, veh/h | 4 | 17 | 720 | 12 | 38 | 571 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 80 | 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 | 4 | 18 | 783 | 13 | 41 | 621 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1492 | 789 | 0 | 0 | 796 | 0 |
| Stage 1 | 789 | - | - | - | - | - |
| Stage 2 | 703 | - | - | - | - | - |
| 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 | 136 | 391 | - | - | 826 | - |
| Stage 1 | 447 | - | - | - | - | - |
| Stage 2 | 491 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 125 | 391 | - | - | 826 | - |
| Mov Cap-2 Maneuver | 125 | - | - | - | - | - |
| Stage 1 | 413 | - | - | - | - | - |
| Stage 2 | 491 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.49 | 0 | 0.6 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 125 | 391 | 112 | - |
| HCM Lane V/C Ratio | - | - | 0.035 | 0.047 | 0.05 | - |
| HCM Ctrl Dly (s/v) | - | - | 34.7 | 14.7 | 9.6 | 0 |
| HCM Lane LOS | - | - | D | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | 0.2 | - |

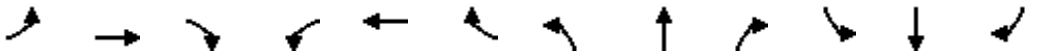
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 11 | 721 | 11 | 12 | 563 |
| Future Vol, veh/h | 9 | 11 | 721 | 11 | 12 | 563 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 12 | 784 | 12 | 13 | 612 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1428 | 790 | 0 | 0 | 796 | 0 |
| Stage 1 | 790 | - | - | - | - | - |
| Stage 2 | 638 | - | - | - | - | - |
| 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 | 149 | 390 | - | - | 826 | - |
| Stage 1 | 447 | - | - | - | - | - |
| Stage 2 | 526 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 145 | 390 | - | - | 826 | - |
| Mov Cap-2 Maneuver | 145 | - | - | - | - | - |
| Stage 1 | 437 | - | - | - | - | - |
| Stage 2 | 526 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.98 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 222 | 38 | - |
| HCM Lane V/C Ratio | - | - | 0.098 | 0.016 | - |
| HCM Ctrl Dly (s/v) | - | - | 23 | 9.4 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 67 | 8 | 46 | 67 | 7 | 66 | 41 | 599 | 99 | 55 | 457 | 60 |
| Future Volume (veh/h) | 67 | 8 | 46 | 67 | 7 | 66 | 41 | 599 | 99 | 55 | 457 | 60 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 73 | 9 | 50 | 73 | 8 | 72 | 45 | 651 | 108 | 60 | 497 | 65 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 194 | 233 | 198 | 252 | 20 | 181 | 516 | 886 | 147 | 354 | 1072 | 909 |
| Arrive On Green | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.04 | 0.57 | 0.57 | 0.05 | 0.57 | 0.57 |
| Sat Flow, veh/h | 1319 | 1870 | 1585 | 1344 | 161 | 1449 | 1781 | 1564 | 259 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 73 | 9 | 50 | 73 | 0 | 80 | 45 | 0 | 759 | 60 | 497 | 65 |
| Grp Sat Flow(s),veh/h/ln | 1319 | 1870 | 1585 | 1344 | 0 | 1610 | 1781 | 0 | 1824 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 4.3 | 0.3 | 2.3 | 4.0 | 0.0 | 3.7 | 0.8 | 0.0 | 24.7 | 1.1 | 12.4 | 1.5 |
| Cycle Q Clear(g_c), s | 8.0 | 0.3 | 2.3 | 4.4 | 0.0 | 3.7 | 0.8 | 0.0 | 24.7 | 1.1 | 12.4 | 1.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.90 | 1.00 | | 0.14 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 194 | 233 | 198 | 252 | 0 | 201 | 516 | 0 | 1033 | 354 | 1072 | 909 |
| V/C Ratio(X) | 0.38 | 0.04 | 0.25 | 0.29 | 0.00 | 0.40 | 0.09 | 0.00 | 0.73 | 0.17 | 0.46 | 0.07 |
| Avail Cap(c_a), veh/h | 194 | 234 | 198 | 252 | 0 | 201 | 556 | 0 | 1033 | 383 | 1072 | 909 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.9 | 30.8 | 31.6 | 32.7 | 0.0 | 32.2 | 7.3 | 0.0 | 12.9 | 10.4 | 9.9 | 7.6 |
| Incr Delay (d2), s/veh | 1.2 | 0.1 | 0.7 | 0.6 | 0.0 | 1.3 | 0.0 | 0.0 | 4.6 | 0.1 | 1.4 | 0.2 |
| 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(95%),veh/ln | 2.6 | 0.3 | 1.5 | 2.3 | 0.0 | 2.5 | 0.4 | 0.0 | 13.4 | 0.5 | 7.4 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 37.1 | 30.9 | 32.3 | 33.3 | 0.0 | 33.5 | 7.3 | 0.0 | 17.5 | 10.5 | 11.4 | 7.7 |
| LnGrp LOS | D | C | C | C | | C | A | | B | B | B | A |
| Approach Vol, veh/h | | 132 | | | 153 | | | 804 | | | 622 | |
| Approach Delay, s/veh | | 34.9 | | | 33.4 | | | 16.9 | | | 10.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.7 | 52.3 | | 17.0 | 10.2 | 52.9 | | 17.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 44.0 | | 10.0 | 5.0 | 44.0 | | 10.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.1 | 26.7 | | 10.0 | 2.8 | 14.4 | | 6.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.7 | | 0.0 | 0.0 | 1.7 | | 0.2 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 17.6 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 2 | 737 | 567 | 3 |
| Future Vol, veh/h | 2 | 2 | 2 | 737 | 567 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 2 | 2 | 801 | 616 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1423 | 618 | 620 | 0 | - | 0 |
| Stage 1 | 618 | - | - | - | - | - |
| Stage 2 | 805 | - | - | - | - | - |
| 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 | 150 | 489 | 961 | - | - | - |
| Stage 1 | 538 | - | - | - | - | - |
| Stage 2 | 440 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 149 | 489 | 961 | - | - | - |
| Mov Cap-2 Maneuver | 149 | - | - | - | - | - |
| Stage 1 | 535 | - | - | - | - | - |
| Stage 2 | 440 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.06 | 0.02 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 5 | - | 229 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.019 | - | - |
| HCM Ctrl Dly (s/v) | 8.8 | 0 | 21.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 38 | 214 | 581 | 44 | 120 | 518 |
| Future Volume (veh/h) | 38 | 214 | 581 | 44 | 120 | 518 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 41 | 233 | 632 | 48 | 130 | 563 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 363 | 323 | 936 | 71 | 364 | 1020 |
| Arrive On Green | 0.20 | 0.20 | 0.55 | 0.55 | 0.55 | 0.55 |
| Sat Flow, veh/h | 1781 | 1585 | 1717 | 130 | 760 | 1870 |
| Grp Volume(v), veh/h | 41 | 233 | 0 | 680 | 130 | 563 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1847 | 760 | 1870 |
| Q Serve(g_s), s | 0.9 | 6.6 | 0.0 | 12.7 | 7.1 | 9.4 |
| Cycle Q Clear(g_c), s | 0.9 | 6.6 | 0.0 | 12.7 | 19.8 | 9.4 |
| Prop In Lane | 1.00 | 1.00 | | 0.07 | 1.00 | |
| Lane Grp Cap(c), veh/h | 363 | 323 | 0 | 1007 | 364 | 1020 |
| V/C Ratio(X) | 0.11 | 0.72 | 0.00 | 0.68 | 0.36 | 0.55 |
| Avail Cap(c_a), veh/h | 633 | 564 | 0 | 1970 | 760 | 1995 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.5 | 17.8 | 0.0 | 7.8 | 14.9 | 7.1 |
| Incr Delay (d2), s/veh | 0.1 | 3.0 | 0.0 | 0.8 | 0.6 | 0.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.6 | 3.9 | 0.0 | 4.3 | 1.7 | 3.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 15.7 | 20.8 | 0.0 | 8.6 | 15.5 | 7.5 |
| LnGrp LOS | B | C | | A | B | A |
| Approach Vol, veh/h | 274 | | 680 | | | 693 |
| Approach Delay, s/veh | 20.0 | | 8.6 | | | 9.0 |
| Approach LOS | C | | A | | | A |

| Timer - Assigned Phs | | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 32.1 | | | | 32.1 | 15.7 |
| Change Period (Y+Rc), s | | 6.0 | | | | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | | 51.0 | | | | 51.0 | 17.0 |
| Max Q Clear Time (g_c+I1), s | | 14.7 | | | | 21.8 | 8.6 |
| Green Ext Time (p_c), s | | 4.4 | | | | 4.3 | 0.5 |

| Intersection Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 10.7 | | | | |
| HCM 7th LOS | | | B | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 170 | 13 | 11 | 455 | 379 | 177 |
| Future Volume (veh/h) | 170 | 13 | 11 | 455 | 379 | 177 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 185 | 14 | 12 | 495 | 412 | 192 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 358 | 27 | 97 | 898 | 589 | 275 |
| Arrive On Green | 0.22 | 0.22 | 0.49 | 0.49 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1634 | 124 | 14 | 1839 | 1207 | 562 |
| Grp Volume(v), veh/h | 200 | 0 | 507 | 0 | 0 | 604 |
| Grp Sat Flow(s),veh/h/ln | 1766 | 0 | 1853 | 0 | 0 | 1769 |
| Q Serve(g_s), s | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 |
| Cycle Q Clear(g_c), s | 4.1 | 0.0 | 7.8 | 0.0 | 0.0 | 10.9 |
| Prop In Lane | 0.92 | 0.07 | 0.02 | | | 0.32 |
| Lane Grp Cap(c), veh/h | 387 | 0 | 994 | 0 | 0 | 864 |
| V/C Ratio(X) | 0.52 | 0.00 | 0.51 | 0.00 | 0.00 | 0.70 |
| Avail Cap(c_a), veh/h | 819 | 0 | 2279 | 0 | 0 | 2116 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.1 | 0.0 | 7.4 | 0.0 | 0.0 | 8.2 |
| Incr Delay (d2), s/veh | 1.1 | 0.0 | 0.4 | 0.0 | 0.0 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 2.4 | 0.0 | 2.5 | 0.0 | 0.0 | 3.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 15.2 | 0.0 | 7.8 | 0.0 | 0.0 | 9.2 |
| LnGrp LOS | B | | A | | | A |
| Approach Vol, veh/h | 200 | | | 507 | 604 | |
| Approach Delay, s/veh | 15.2 | | | 7.8 | 9.2 | |
| Approach LOS | B | | | A | A | |

| Timer - Assigned Phs | 2 | | 4 | | 6 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 26.0 | | 15.0 | | 26.0 |
| Change Period (Y+Rc), s | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 49.0 | | 19.0 | | 49.0 |
| Max Q Clear Time (g_c+I1), s | 9.8 | | 6.1 | | 12.9 |
| Green Ext Time (p_c), s | 3.0 | | 0.4 | | 3.9 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | | 9.6 |
| HCM 7th LOS | | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 6 | 461 | 386 | 6 |
| Future Vol, veh/h | 5 | 5 | 6 | 461 | 386 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 7 | 501 | 420 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 937 | 423 | 426 | 0 | - | 0 |
| Stage 1 | 423 | - | - | - | - | - |
| Stage 2 | 514 | - | - | - | - | - |
| 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 | 294 | 631 | 1133 | - | - | - |
| Stage 1 | 661 | - | - | - | - | - |
| Stage 2 | 600 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 291 | 631 | 1133 | - | - | - |
| Mov Cap-2 Maneuver | 291 | - | - | - | - | - |
| Stage 1 | 656 | - | - | - | - | - |
| Stage 2 | 600 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 14.28 | 0.11 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 23 | - | 399 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.027 | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | 0 | 14.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 15 | 936 | 18 | 0 | 910 |
| Future Vol, veh/h | 0 | 15 | 936 | 18 | 0 | 910 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 16 | 1017 | 20 | 0 | 989 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 518 | 0 | 0 | - | - |
| 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 | 502 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 502 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.41 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 502 | - |
| HCM Lane V/C Ratio | - | - | 0.032 | - |
| HCM Ctrl Dly (s/v) | - | - | 12.4 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

# APPENDIX I

# SIGNAL WARRANT ANALYSIS

*Table I.1: 2028 Projected Hourly Volumes at Lewisburg Pike and I-840 WB Ramps*

| Hourly Period for Evaluation | PROJECTED 2028 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Northbound | | | | Southbound | |
| | I-840 WB Off Ramp | | | | Lewisburg Pike | | | | Lewisburg Pike | |
| | Left | Right | App | | Left | Thru | App | | Thru | Right | App |
| 6:00 - 7:00 AM | 34 | 125 | **159** | | 120 | 400 | **520** | | 131 | 18 | **149** |
| 7:00 - 8:00 AM | 74 | 224 | **298** | | 222 | 706 | **928** | | 241 | 27 | **268** |
| 8:00 - 9:00 AM | 86 | 251 | **337** | | 155 | 559 | **714** | | 227 | 17 | **244** |
| 9:00 - 10:00 AM | 37 | 255 | **292** | | 133 | 310 | **443** | | 211 | 19 | **230** |
| 10:00 - 11:00 AM | 35 | 243 | **278** | | 172 | 238 | **410** | | 231 | 13 | **245** |
| 11:00 - 12:00 PM | 29 | 294 | **323** | | 199 | 218 | **417** | | 312 | 17 | **329** |
| 12:00 - 1:00 PM | 25 | 353 | **377** | | 245 | 242 | **487** | | 388 | 18 | **406** |
| 1:00 - 2:00 PM | 43 | 338 | **381** | | 255 | 266 | **520** | | 352 | 11 | **363** |
| 2:00 - 3:00 PM | 31 | 582 | **613** | | 214 | 256 | **471** | | 484 | 21 | **505** |
| 3:00 - 4:00 PM | 36 | 1126 | **1162** | | 217 | 280 | **497** | | 717 | 22 | **739** |
| 4:00 - 5:00 PM | 22 | 1059 | **1082** | | 218 | 303 | **520** | | 882 | 22 | **904** |
| 5:00 - 6:00 PM | 35 | 961 | **996** | | 244 | 324 | **568** | | 821 | 29 | **851** |

# Warrants Summary Report

**1: I-840 WB Ramps & Lewisburg Pike**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | I-840 WB Ramps |
| **Direction** | NB/SB | EB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

| Warrant | Met? | Notes |
|---|---|---|
| **Warrant 1, Eight-Hour Vehicular Volume** | | |
| | Yes | |
| Condition A or B Met? | Yes | 11 Hours met (8 required) |
| Condition A and B Met? | Yes | 9 Hours met (8 required) |
| **Warrant 2, Four-Hour Vehicular Volume** | | |
| | Yes | 9 Hours met (4 required) |
| **Warrant 3, Peak Hour** | | |
| | Yes | |
| Condition A Met? | No | 0 Hours met (1 required) |
| Condition B Met? | Yes | 5 Hours met (1 required) |
| **Warrant 8, Roadway Network** | | |
| | Yes | |

# Warrant 1: Eight-hour Vehicular Volume

**1: I-840 WB Ramps & Lewisburg Pike**

**Intersection Information:**

| | |
|---|---|
| Major Street Name: | Lewisburg Pike |
| Major Street Direction: | NB/SB |
| Minor Street Direction: | EB |

**WARRANT 1 MET?** Yes

**Details:**

| | | |
|---|---|---|
| Condition A Met? | Yes | 11 Hours met (8 required) at 100% |
| Condition B Met? | Yes | 8 Hours met (8 required) at 100% |

| Hour | Major Street Vehicles (Total of Both Approaches) | | High Volume Minor Approach Vehicles | | 100% Standard Met? Cond. A OR Cond. B | | 80% Standard Met? Cond. A AND Cond. B | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Condition A 100% Column | Condition B 100% Column | Condition A 80% Column | Condition B 80% Column |
| **06:00 to 07:00** | **674** | | **160** | | No | No | Yes | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | No | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | No | **Volume >= 80% column (80)?** | Yes | | | | |
| **07:00 to 08:00** | **1,207** | | **301** | | Yes* | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **08:00 to 09:00** | **975** | | **341** | | Yes* | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **09:00 to 10:00** | **699** | | **298** | | Yes* | No | Yes | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | No | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | No | **Volume >= 80% column (80)?** | Yes | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **10:00 to 11:00** | **688** | | **286** | | Yes* | No | Yes | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | No | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | No | **Volume >= 80% column (80)?** | Yes | | | | |
| **11:00 to 12:00** | **799** | | **335** | | Yes* | No | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | No | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **12:00 to 13:00** | **958** | | **393** | | Yes* | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **13:00 to 14:00** | **933** | | **393** | | Yes* | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **14:00 to 15:00** | **1,015** | | **622** | | Yes* | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **15:00 to 16:00** | **1,274** | | **1,171** | | Yes* | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| 16:00 to 17:00 | 1,471 | | 1,092 | | Yes* | Yes* | Yes* | Yes* |
|---|---|---|---|---|---|---|---|---|
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| 17:00 to 18:00 | 1,473 | | 1,009 | | Yes* | Yes* | Yes* | Yes* |
|---|---|---|---|---|---|---|---|---|
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

# Warrant 2: Four-hour Vehicular Volume

**1: I-840 WB Ramps & Lewisburg Pike**

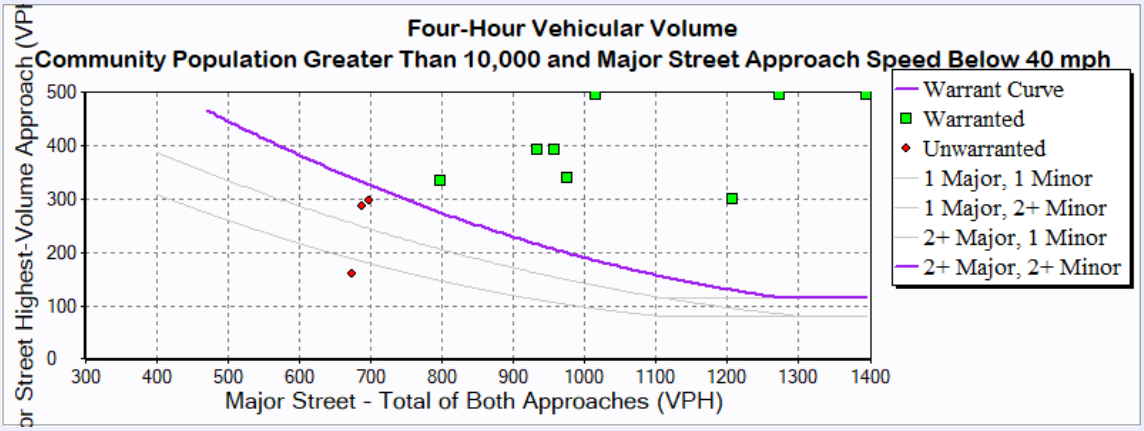
**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | I-840 WB Ramps |
| **Direction** | NB/SB | EB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 2 Met?** **Yes**

**Details:**

| | |
|---|---|
| **Notes** | 9 Hours met (4 required) |
| **Low population?** | No |



## Hourly Volumes

| Hour | **Major Street** Total All Approaches (vph) | **Minor Street** Highest Volume Approach (vph) |
|---|---|---|
| 00:00:00 - 01:00:00 | 0.00 | 0.00 |
| 01:00:00 - 02:00:00 | 0.00 | 0.00 |
| 02:00:00 - 03:00:00 | 0.00 | 0.00 |
| 03:00:00 - 04:00:00 | 0.00 | 0.00 |
| 04:00:00 - 05:00:00 | 0.00 | 0.00 |
| 05:00:00 - 06:00:00 | 0.00 | 0.00 |
| 06:00:00 - 07:00:00 | 674.00 | 160.00 |
| 07:00:00 - 08:00:00 | 1,207.00 | 301.00 |
| 08:00:00 - 09:00:00 | 975.00 | 341.00 |
| 09:00:00 - 10:00:00 | 699.00 | 298.00 |
| 10:00:00 - 11:00:00 | 688.00 | 286.00 |
| 11:00:00 - 12:00:00 | 799.00 | 335.00 |
| 12:00:00 - 13:00:00 | 958.00 | 393.00 |
| 13:00:00 - 14:00:00 | 933.00 | 393.00 |
| 14:00:00 - 15:00:00 | 1,015.00 | 622.00 |
| 15:00:00 - 16:00:00 | 1,274.00 | 1,171.00 |
| 16:00:00 - 17:00:00 | 1,471.00 | 1,092.00 |
| 17:00:00 - 18:00:00 | 1,473.00 | 1,009.00 |
| 18:00:00 - 19:00:00 | 0.00 | 0.00 |
| 19:00:00 - 20:00:00 | 0.00 | 0.00 |
| 20:00:00 - 21:00:00 | 0.00 | 0.00 |
| 21:00:00 - 22:00:00 | 0.00 | 0.00 |
| 22:00:00 - 23:00:00 | 0.00 | 0.00 |
| 23:00:00 - 00:00:00 | 0.00 | 0.00 |

**Warranted Volumes**

| Hour | **Major Street** Total All Approaches (vph) | **Minor Street** Highest Volume Approach (vph) |
|---|---|---|
| 07:00:00 - 08:00:00 | 1,207.00 | 301.00 |
| 08:00:00 - 09:00:00 | 975.00 | 341.00 |
| 11:00:00 - 12:00:00 | 799.00 | 335.00 |
| 12:00:00 - 13:00:00 | 958.00 | 393.00 |
| 13:00:00 - 14:00:00 | 933.00 | 393.00 |
| 14:00:00 - 15:00:00 | 1,015.00 | 622.00 |
| 15:00:00 - 16:00:00 | 1,274.00 | 1,171.00 |
| 16:00:00 - 17:00:00 | 1,471.00 | 1,092.00 |
| 17:00:00 - 18:00:00 | 1,473.00 | 1,009.00 |

# Warrant 3: Peak Hour

**1: I-840 WB Ramps & Lewisburg Pike**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | I-840 WB Ramps |
| **Direction** | NB/SB | EB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

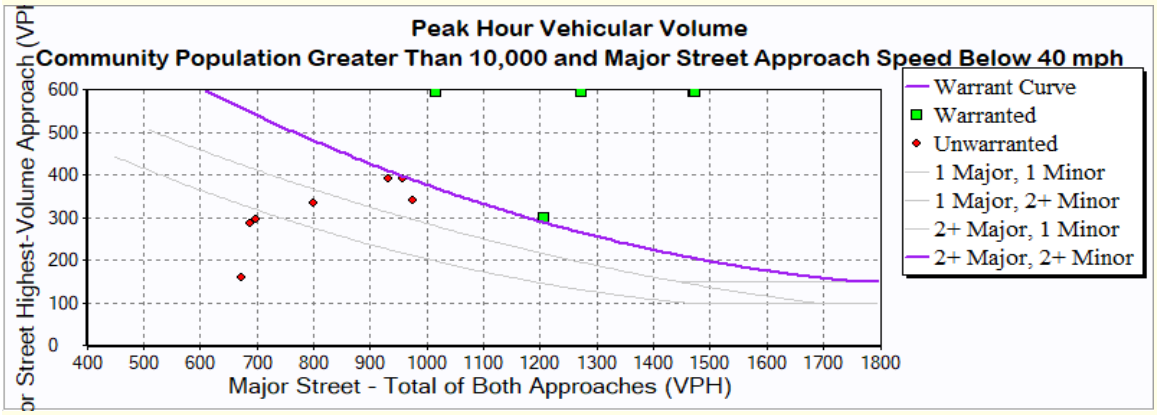
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** Yes

**Notes** 5 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 6:00 | 674 | 160 |
| 7:00 | 1,207 | 301 |
| 8:00 | 975 | 341 |
| 9:00 | 699 | 298 |
| 10:00 | 688 | 286 |
| 11:00 | 799 | 335 |
| 12:00 | 958 | 393 |
| 13:00 | 933 | 393 |
| 14:00 | 1,015 | 622 |
| 15:00 | 1,274 | 1,171 |
| 16:00 | 1,471 | 1,092 |
| 17:00 | 1,473 | 1,009 |

# Warrant 8: Roadway Network

**1: I-840 WB Ramps & Lewisburg Pike**

**Intersection Information:**

| | |
|---|---|
| Major Street Name | Lewisburg Pike |
| Major Street Direction | NB/SB |
| Minor Street Direction | EB |

**WARRANT 8 MET? ( A or B)** Yes

**Details:**

**Growth Rates % (per year)**

| | NB | SB | EB |
|---|---|---|---|
| **L** | 0.00 | 0.00 | 0.00 |
| **T** | 0.00 | 0.00 | 0.00 |
| **R** | 0.00 | 0.00 | 0.00 |

**Condition A, Total Entering Volume**

| | |
|---|---|
| Existing Peak Hour | 2,563 |
| Years | 0.00 |
| Future Peak Hour | 2,563 |
| Warrant 1 in 5 Years? | Yes |
| Warrant 2 in 5 Years? | Yes |
| Warrant 3 in 5 Years? | Yes |

**Condition B, Non-normal Business Day**

| | Existing | Future |
|---|---|---|
| Highest Hour | 0 | 0 |
| Second Highest Hour | 0 | 0 |
| Third Highest Hour | 0 | 0 |
| Fourth Highest Hour | 0 | 0 |
| Fifth Highest Hour | 0 | 0 |
| Yearly Growth Rate (%) | 0.00 | |
| Years | 0.00 | |

**Condition A Met?** Yes **Condition B Met?** No

*Table I.2: 2028 Projected Hourly Volumes at Lewisburg Pike and I-840 EB Ramps*

| Hourly Period for Evaluation | PROJECTED 2028 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Northbound | | | | Southbound | |
| | I-840 WB Off Ramp | | | | Lewisburg Pike | | | | Lewisburg Pike | |
| | Left | Right | App | | Left | Thru | App | | Thru | Right | App |
| 6:00 - 7:00 AM | 3 | 65 | **69** | | 580 | 511 | **1091** | | 208 | 55 | **263** |
| 7:00 - 8:00 AM | 22 | 107 | **130** | | 698 | 884 | **1582** | | 359 | 101 | **460** |
| 8:00 - 9:00 AM | 16 | 134 | **149** | | 641 | 685 | **1327** | | 403 | 69 | **472** |
| 9:00 - 10:00 AM | 13 | 171 | **185** | | 372 | 419 | **791** | | 415 | 57 | **472** |
| 10:00 - 11:00 AM | 7 | 199 | **206** | | 308 | 389 | **696** | | 424 | 54 | **478** |
| 11:00 - 12:00 PM | 7 | 269 | **276** | | 267 | 393 | **661** | | 537 | 65 | **602** |
| 12:00 - 1:00 PM | 12 | 307 | **319** | | 278 | 457 | **735** | | 671 | 73 | **744** |
| 1:00 - 2:00 PM | 12 | 264 | **276** | | 277 | 492 | **768** | | 618 | 68 | **686** |
| 2:00 - 3:00 PM | 10 | 230 | **240** | | 259 | 447 | **706** | | 873 | 179 | **1052** |
| 3:00 - 4:00 PM | 15 | 262 | **277** | | 274 | 469 | **743** | | 1513 | 339 | **1852** |
| 4:00 - 5:00 PM | 7 | 312 | **319** | | 285 | 495 | **780** | | 1542 | 381 | **1922** |
| 5:00 - 6:00 PM | 15 | 326 | **340** | | 287 | 532 | **818** | | 1477 | 312 | **1789** |

# Warrants Summary Report

**2: I-840 EB Ramps & Lewisburg Pike**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | I-840 EB Ramps |
| **Direction** | NB/SB | EB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

| Warrant | Met? | Notes |
|---|---|---|
| **Warrant 1, Eight-Hour Vehicular Volume** | | |
| | Yes | |
| Condition A or B Met? | Yes | 11 Hours met (8 required) |
| Condition A and B Met? | Yes | 9 Hours met (8 required) |
| **Warrant 2, Four-Hour Vehicular Volume** | | |
| | Yes | 11 Hours met (4 required) |
| **Warrant 3, Peak Hour** | | |
| | Yes | |
| Condition A Met? | No | 0 Hours met (1 required) |
| Condition B Met? | Yes | 8 Hours met (1 required) |
| **Warrant 8, Roadway Network** | | |
| | Yes | |

# Warrant 1: Eight-hour Vehicular Volume

**2: I-840 EB Ramps & Lewisburg Pike**

**Intersection Information:**

| | |
|---|---|
| Major Street Name: | Lewisburg Pike |
| Major Street Direction: | NB/SB |
| Minor Street Direction: | EB |

**WARRANT 1 MET?** Yes

**Details:**

| | | |
|---|---|---|
| Condition A Met? | Yes | 8 Hours met (8 required) at 100% |
| Condition B Met? | Yes | 11 Hours met (8 required) at 100% |

| Hour | Major Street Vehicles (Total of Both Approaches) | | High Volume Minor Approach Vehicles | | 100% Standard Met? Cond. A OR Cond. B | | 80% Standard Met? Cond. A AND Cond. B | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Condition A 100% Column | Condition B 100% Column | Condition A 80% Column | Condition B 80% Column |
| **06:00 to 07:00** | **1,362** | | **71** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **07:00 to 08:00** | **2,057** | | **135** | | No | Yes* | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **08:00 to 09:00** | **1,822** | | **159** | | No | Yes* | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **09:00 to 10:00** | **1,299** | | **198** | | No | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **10:00 to 11:00** | **1,223** | | **225** | | Yes* | Yes* | | Yes* | Yes* | |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | | |
| **11:00 to 12:00** | **1,336** | | **304** | | Yes* | Yes* | | Yes* | Yes* | |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | | |
| **12:00 to 13:00** | **1,572** | | **354** | | Yes* | Yes* | | Yes* | Yes* | |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | | |
| **13:00 to 14:00** | **1,529** | | **302** | | Yes* | Yes* | | Yes* | Yes* | |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | | |
| **14:00 to 15:00** | **1,817** | | **261** | | Yes* | Yes* | | Yes* | Yes* | |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | | |
| **15:00 to 16:00** | **2,651** | | **298** | | Yes* | Yes* | | Yes* | Yes* | |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | | |

| 16:00 to 17:00 | 2,769 | | 344 | | Yes* | Yes* | Yes* | Yes* |
|---|---|---|---|---|---|---|---|---|
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| 17:00 to 18:00 | 2,686 | | 370 | | Yes* | Yes* | Yes* | Yes* |
|---|---|---|---|---|---|---|---|---|
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

# Warrant 2: Four-hour Vehicular Volume

**2: I-840 EB Ramps & Lewisburg Pike**

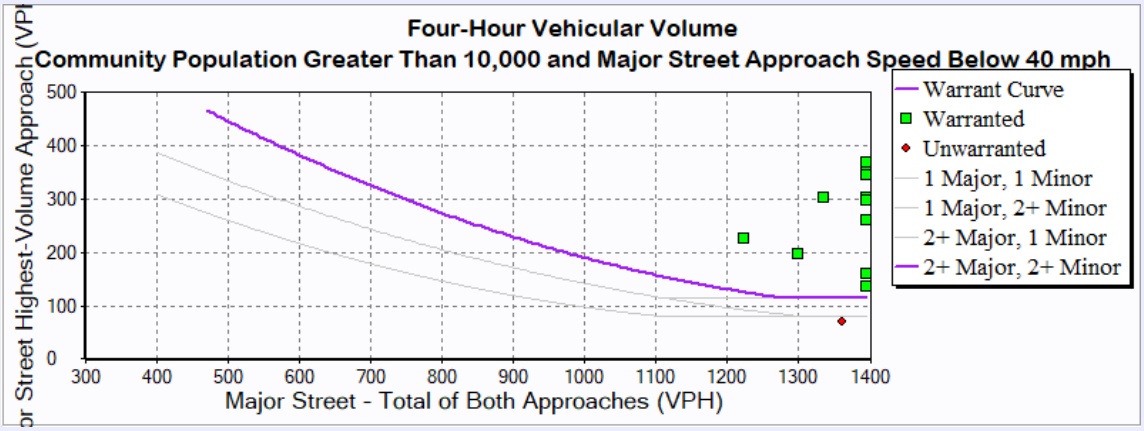
**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | I-840 EB Ramps |
| **Direction** | NB/SB | EB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 2 Met?** **Yes**

**Details:**

| | |
|---|---|
| **Notes** | 11 Hours met (4 required) |
| **Low population?** | No |



## Hourly Volumes

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 00:00:00 - 01:00:00 | 0.00 | 0.00 |
| 01:00:00 - 02:00:00 | 0.00 | 0.00 |
| 02:00:00 - 03:00:00 | 0.00 | 0.00 |
| 03:00:00 - 04:00:00 | 0.00 | 0.00 |
| 04:00:00 - 05:00:00 | 0.00 | 0.00 |
| 05:00:00 - 06:00:00 | 0.00 | 0.00 |
| 06:00:00 - 07:00:00 | 1,362.00 | 71.00 |
| 07:00:00 - 08:00:00 | 2,057.00 | 135.00 |
| 08:00:00 - 09:00:00 | 1,822.00 | 159.00 |
| 09:00:00 - 10:00:00 | 1,299.00 | 198.00 |
| 10:00:00 - 11:00:00 | 1,223.00 | 225.00 |
| 11:00:00 - 12:00:00 | 1,336.00 | 304.00 |
| 12:00:00 - 13:00:00 | 1,572.00 | 354.00 |
| 13:00:00 - 14:00:00 | 1,529.00 | 302.00 |
| 14:00:00 - 15:00:00 | 1,817.00 | 261.00 |
| 15:00:00 - 16:00:00 | 2,651.00 | 298.00 |
| 16:00:00 - 17:00:00 | 2,769.00 | 344.00 |
| 17:00:00 - 18:00:00 | 2,686.00 | 370.00 |
| 18:00:00 - 19:00:00 | 0.00 | 0.00 |
| 19:00:00 - 20:00:00 | 0.00 | 0.00 |
| 20:00:00 - 21:00:00 | 0.00 | 0.00 |
| 21:00:00 - 22:00:00 | 0.00 | 0.00 |
| 22:00:00 - 23:00:00 | 0.00 | 0.00 |
| 23:00:00 - 00:00:00 | 0.00 | 0.00 |

**Warranted Volumes**

| Hour | **Major Street** Total All Approaches (vph) | **Minor Street** Highest Volume Approach (vph) |
|---|---|---|
| 07:00:00 - 08:00:00 | 2,057.00 | 135.00 |
| 08:00:00 - 09:00:00 | 1,822.00 | 159.00 |
| 09:00:00 - 10:00:00 | 1,299.00 | 198.00 |
| 10:00:00 - 11:00:00 | 1,223.00 | 225.00 |
| 11:00:00 - 12:00:00 | 1,336.00 | 304.00 |
| 12:00:00 - 13:00:00 | 1,572.00 | 354.00 |
| 13:00:00 - 14:00:00 | 1,529.00 | 302.00 |
| 14:00:00 - 15:00:00 | 1,817.00 | 261.00 |
| 15:00:00 - 16:00:00 | 2,651.00 | 298.00 |
| 16:00:00 - 17:00:00 | 2,769.00 | 344.00 |
| 17:00:00 - 18:00:00 | 2,686.00 | 370.00 |

# Warrant 3: Peak Hour

**2: I-840 EB Ramps & Lewisburg Pike**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | I-840 EB Ramps |
| **Direction** | NB/SB | EB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

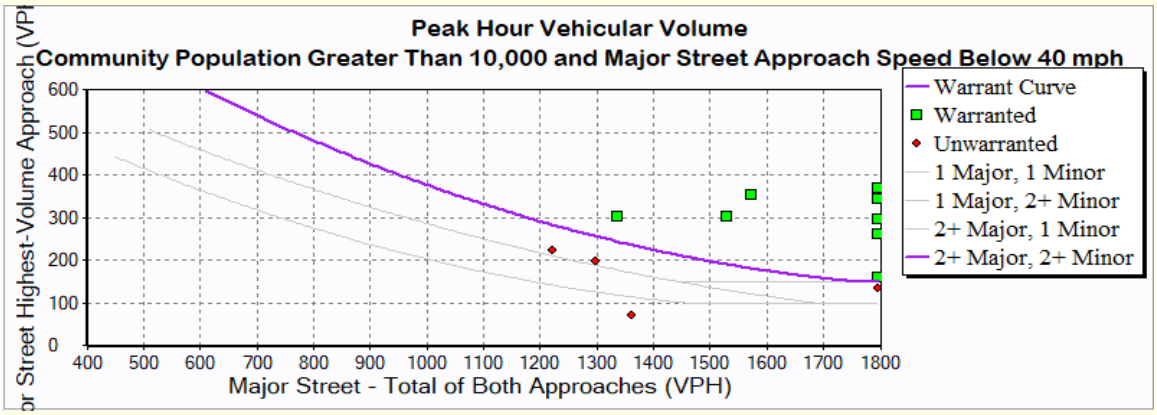
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** Yes

**Notes** 8 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 6:00 | 1,362 | 71 |
| 7:00 | 2,057 | 135 |
| 8:00 | 1,822 | 159 |
| 9:00 | 1,299 | 198 |
| 10:00 | 1,223 | 225 |
| 11:00 | 1,336 | 304 |
| 12:00 | 1,572 | 354 |
| 13:00 | 1,529 | 302 |
| 14:00 | 1,817 | 261 |
| 15:00 | 2,651 | 298 |
| 16:00 | 2,769 | 344 |
| 17:00 | 2,686 | 370 |

# Warrant 8: Roadway Network

**2: I-840 EB Ramps & Lewisburg Pike**

**Intersection Information:**

| | |
|---|---|
| Major Street Name | Lewisburg Pike |
| Major Street Direction | NB/SB |
| Minor Street Direction | EB |

**WARRANT 8 MET? ( A or B)** Yes

**Details:**

**Growth Rates % (per year)**

| | NB | SB | EB |
|---|---|---|---|
| **L** | 0.00 | 0.00 | 0.00 |
| **T** | 0.00 | 0.00 | 0.00 |
| **R** | 0.00 | 0.00 | 0.00 |

**Condition A, Total Entering Volume**

| | |
|---|---|
| Existing Peak Hour | 3,113 |
| Years | 0.00 |
| Future Peak Hour | 3,113 |
| Warrant 1 in 5 Years? | Yes |
| Warrant 2 in 5 Years? | Yes |
| Warrant 3 in 5 Years? | Yes |

**Condition B, Non-normal Business Day**

| | Existing | Future |
|---|---|---|
| Highest Hour | 0 | 0 |
| Second Highest Hour | 0 | 0 |
| Third Highest Hour | 0 | 0 |
| Fourth Highest Hour | 0 | 0 |
| Fifth Highest Hour | 0 | 0 |
| Yearly Growth Rate (%) | 0.00 | |
| Years | 0.00 | |

**Condition A Met?** Yes **Condition B Met?** No

*Table I.3: 2028 Projected Hourly Volumes at Lewisburg Pike and Tom Anderson Road/Site Access #1*

| Hourly Period for Evaluation | PROJECTED 2028 | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
| | Tom Anderson Road | | | | Site Access #1 | | | | Lewisburg Pike | | | | Lewisburg Pike | | | |
| | Left | Thru | Right | App | Left | Thru | Right | App | Left | Thru | Right | App | Left | Thru | Right | App |
| 6:00 - 7:00 AM | 4 | 1 | 2 | **8** | 7 | 1 | 12 | **20** | 6 | 1069 | 12 | **1086** | 20 | 265 | 0 | **286** |
| 7:00 - 8:00 AM | 4 | 2 | 8 | **14** | 18 | 2 | 31 | **51** | 13 | 1553 | 25 | **1592** | 42 | 439 | 4 | **485** |
| 8:00 - 9:00 AM | 9 | 3 | 6 | **17** | 28 | 3 | 48 | **79** | 13 | 1258 | 38 | **1309** | 65 | 494 | 7 | **566** |
| 9:00 - 10:00 AM | 6 | 4 | 1 | **10** | 42 | 4 | 71 | **117** | 4 | 711 | 57 | **772** | 96 | 537 | 6 | **638** |
| 10:00 - 11:00 AM | 9 | 4 | 2 | **16** | 58 | 6 | 97 | **161** | 4 | 588 | 76 | **668** | 126 | 563 | 2 | **691** |
| 11:00 - 12:00 PM | 7 | 7 | 2 | **16** | 87 | 9 | 144 | **240** | 6 | 509 | 114 | **628** | 187 | 718 | 6 | **910** |
| 12:00 - 1:00 PM | 7 | 9 | 3 | **19** | 120 | 12 | 198 | **330** | 3 | 530 | 139 | **673** | 230 | 869 | 8 | **1106** |
| 1:00 - 2:00 PM | 8 | 7 | 6 | **20** | 126 | 13 | 208 | **347** | 2 | 553 | 109 | **664** | 181 | 788 | 10 | **979** |
| 2:00 - 3:00 PM | 4 | 5 | 8 | **17** | 96 | 10 | 159 | **264** | 3 | 545 | 86 | **634** | 142 | 1022 | 12 | **1176** |
| 3:00 - 4:00 PM | 2 | 5 | 17 | **24** | 92 | 9 | 153 | **254** | 3 | 586 | 83 | **672** | 138 | 1692 | 7 | **1836** |
| 4:00 - 5:00 PM | 6 | 6 | 91 | **102** | 92 | 9 | 152 | **253** | 4 | 631 | 99 | **735** | 163 | 1777 | 8 | **1949** |
| 5:00 - 6:00 PM | 4 | 8 | 69 | **81** | 107 | 11 | 177 | **295** | 4 | 642 | 118 | **764** | 193 | 1710 | 6 | **1909** |

# Warrants Summary Report

**3: Lewisburg Pk & Tom Anderson/Site Access 1**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 1 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

| Warrant | Met? | Notes |
|---|---|---|
| **Warrant 1, Eight-Hour Vehicular Volume** | | |
| | Yes | |
| Condition A or B Met? | Yes | 9 Hours met (8 required) |
| Condition A and B Met? | No | 7 Hours met (8 required) |
| **Warrant 2, Four-Hour Vehicular Volume** | | |
| | Yes | 9 Hours met (4 required) |
| **Warrant 3, Peak Hour** | | |
| | Yes | |
| Condition A Met? | No | 0 Hours met (1 required) |
| Condition B Met? | Yes | 7 Hours met (1 required) |
| **Warrant 8, Roadway Network** | | |
| | Yes | |

# Warrant 1: Eight-hour Vehicular Volume

**3: Lewisburg Pk & Tom Anderson/Site Access 1**

**Intersection Information:**

| | |
|---|---|
| Major Street Name: | Lewisburg Pike |
| Major Street Direction: | NB/SB |
| Minor Street Direction: | EB/WB |

**WARRANT 1 MET?** Yes

**Details:**

| | | |
|---|---|---|
| Condition A Met? | No | 7 Hours met (8 required) at 100% |
| Condition B Met? | Yes | 9 Hours met (8 required) at 100% |

| Hour | Major Street Vehicles (Total of Both Approaches) | | High Volume Minor Approach Vehicles | | 100% Standard Met? Cond. A OR Cond. B | | 80% Standard Met? Cond. A AND Cond. B | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Condition A 100% Column | Condition B 100% Column | Condition A 80% Column | Condition B 80% Column |
| **06:00 to 07:00** | **1,370** | | **20** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **07:00 to 08:00** | **2,073** | | **50** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **08:00 to 09:00** | **1,872** | | **77** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **09:00 to 10:00** | **1,406** | | **116** | | No | Yes* | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **10:00 to 11:00** | **1,351** | | **159** | | No | Yes* | | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **11:00 to 12:00** | **1,529** | | **237** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **12:00 to 13:00** | **1,768** | | **326** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **13:00 to 14:00** | **1,639** | | **342** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **14:00 to 15:00** | **1,805** | | **261** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **15:00 to 16:00** | **2,504** | | **252** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |

| 16:00 to 17:00 | 2,675 | | 250 | | Yes* | Yes* | Yes* | Yes* |
|---|---|---|---|---|---|---|---|---|
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| 17:00 to 18:00 | 2,664 | | 291 | | Yes* | Yes* | Yes* | Yes* |
|---|---|---|---|---|---|---|---|---|
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

# Warrant 2: Four-hour Vehicular Volume

**3: Lewisburg Pk & Tom Anderson/Site Access 1**

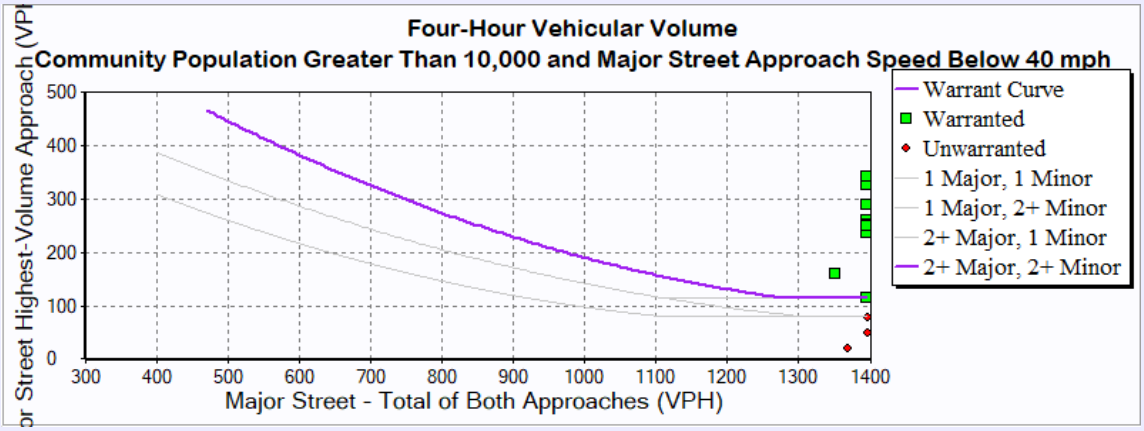
**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 1 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 2 Met?** **Yes**

**Details:**

| | |
|---|---|
| **Notes** | 9 Hours met (4 required) |
| **Low population?** | No |



## Hourly Volumes

| Hour | **Major Street** Total All Approaches (vph) | **Minor Street** Highest Volume Approach (vph) |
|---|---|---|
| 00:00:00 - 01:00:00 | 0.00 | 0.00 |
| 01:00:00 - 02:00:00 | 0.00 | 0.00 |
| 02:00:00 - 03:00:00 | 0.00 | 0.00 |
| 03:00:00 - 04:00:00 | 0.00 | 0.00 |
| 04:00:00 - 05:00:00 | 0.00 | 0.00 |
| 05:00:00 - 06:00:00 | 0.00 | 0.00 |
| 06:00:00 - 07:00:00 | 1,370.00 | 20.00 |
| 07:00:00 - 08:00:00 | 2,073.00 | 50.00 |
| 08:00:00 - 09:00:00 | 1,872.00 | 77.00 |
| 09:00:00 - 10:00:00 | 1,406.00 | 116.00 |
| 10:00:00 - 11:00:00 | 1,351.00 | 159.00 |
| 11:00:00 - 12:00:00 | 1,529.00 | 237.00 |
| 12:00:00 - 13:00:00 | 1,768.00 | 326.00 |
| 13:00:00 - 14:00:00 | 1,639.00 | 342.00 |
| 14:00:00 - 15:00:00 | 1,805.00 | 261.00 |
| 15:00:00 - 16:00:00 | 2,504.00 | 252.00 |
| 16:00:00 - 17:00:00 | 2,675.00 | 250.00 |
| 17:00:00 - 18:00:00 | 2,664.00 | 291.00 |
| 18:00:00 - 19:00:00 | 0.00 | 0.00 |
| 19:00:00 - 20:00:00 | 0.00 | 0.00 |
| 20:00:00 - 21:00:00 | 0.00 | 0.00 |
| 21:00:00 - 22:00:00 | 0.00 | 0.00 |
| 22:00:00 - 23:00:00 | 0.00 | 0.00 |
| 23:00:00 - 00:00:00 | 0.00 | 0.00 |

**Warranted Volumes**

| Hour | **Major Street** Total All Approaches (vph) | **Minor Street** Highest Volume Approach (vph) |
|---|---|---|
| 09:00:00 - 10:00:00 | 1,406.00 | 116.00 |
| 10:00:00 - 11:00:00 | 1,351.00 | 159.00 |
| 11:00:00 - 12:00:00 | 1,529.00 | 237.00 |
| 12:00:00 - 13:00:00 | 1,768.00 | 326.00 |
| 13:00:00 - 14:00:00 | 1,639.00 | 342.00 |
| 14:00:00 - 15:00:00 | 1,805.00 | 261.00 |
| 15:00:00 - 16:00:00 | 2,504.00 | 252.00 |
| 16:00:00 - 17:00:00 | 2,675.00 | 250.00 |
| 17:00:00 - 18:00:00 | 2,664.00 | 291.00 |

# Warrant 3: Peak Hour

### 3: Lewisburg Pk & Tom Anderson/Site Access 1

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 1 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** Yes

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

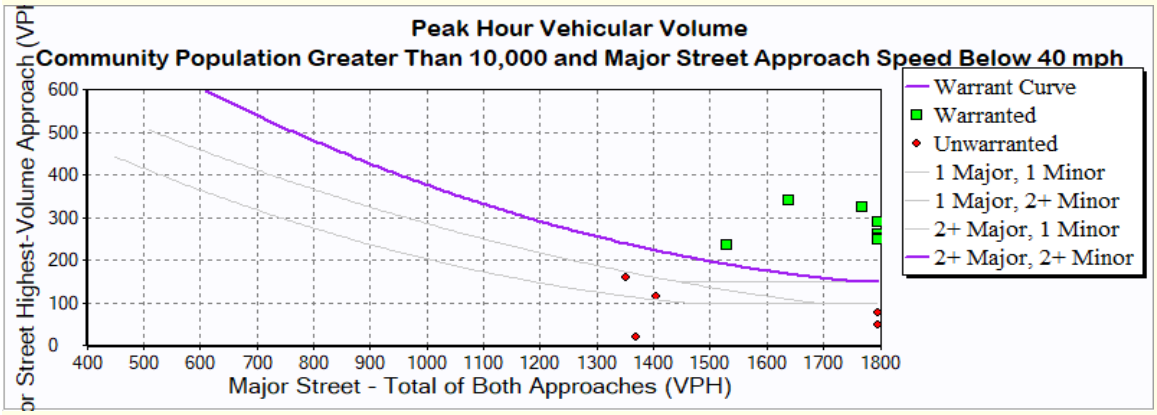
**Condition B Met?** Yes

**Notes** 7 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 6:00 | 1,370 | 20 |
| 7:00 | 2,073 | 50 |
| 8:00 | 1,872 | 77 |
| 9:00 | 1,406 | 116 |
| 10:00 | 1,351 | 159 |
| 11:00 | 1,529 | 237 |
| 12:00 | 1,768 | 326 |
| 13:00 | 1,639 | 342 |
| 14:00 | 1,805 | 261 |
| 15:00 | 2,504 | 252 |
| 16:00 | 2,675 | 250 |
| 17:00 | 2,664 | 291 |

# Warrant 8: Roadway Network

**3: Lewisburg Pk & Tom Anderson/Site Access 1**

**Intersection Information:**

| | |
|---|---|
| Major Street Name | Lewisburg Pike |
| Major Street Direction | NB/SB |
| Minor Street Direction | EB/WB |

**WARRANT 8 MET? ( A or B)** Yes

**Details:**

**Growth Rates % (per year)**

| | NB | SB | EB | WB |
|---|---|---|---|---|
| **L** | 0.00 | 0.00 | 0.00 | 0.00 |
| **T** | 0.00 | 0.00 | 0.00 | 0.00 |
| **R** | 0.00 | 0.00 | 0.00 | 0.00 |

**Condition A, Total Entering Volume**

| | |
|---|---|
| Existing Peak Hour | 3,037 |
| Years | 0.00 |
| Future Peak Hour | 3,037 |
| Warrant 1 in 5 Years? | Yes |
| Warrant 2 in 5 Years? | Yes |
| Warrant 3 in 5 Years? | Yes |

**Condition B, Non-normal Business Day**

| | Existing | Future |
|---|---|---|
| Highest Hour | 0 | 0 |
| Second Highest Hour | 0 | 0 |
| Third Highest Hour | 0 | 0 |
| Fourth Highest Hour | 0 | 0 |
| Fifth Highest Hour | 0 | 0 |
| Yearly Growth Rate (%) | 0.00 | |
| Years | 0.00 | |

**Condition A Met?** Yes **Condition B Met?** No

*Table I.4: 2028 Projected Hourly Volumes at Lewisburg Pike and Site Access #2*

| Hourly Period for Evaluation | PROJECTED 2028 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Westbound | | | | Northbound | | | | Southbound | | |
| | Site Access #2 | | | | Lewisburg Pike | | | | Lewisburg Pike | | |
| | Left | Right | App | | Thru | Right | App | | Left | Thru | App |
| 6:00 - 7:00 AM | 9 | 15 | **24** | | 1072 | 15 | **1087** | | 25 | 239 | **264** |
| 7:00 - 8:00 AM | 23 | 38 | **61** | | 1554 | 31 | **1585** | | 51 | 392 | **443** |
| 8:00 - 9:00 AM | 36 | 58 | **94** | | 1251 | 48 | **1299** | | 79 | 417 | **496** |
| 9:00 - 10:00 AM | 53 | 86 | **139** | | 686 | 72 | **758** | | 116 | 414 | **530** |
| 10:00 - 11:00 AM | 73 | 118 | **191** | | 550 | 95 | **645** | | 153 | 404 | **557** |
| 11:00 - 12:00 PM | 109 | 175 | **284** | | 453 | 142 | **595** | | 227 | 477 | **704** |
| 12:00 - 1:00 PM | 150 | 240 | **390** | | 433 | 174 | **607** | | 278 | 588 | **866** |
| 1:00 - 2:00 PM | 158 | 252 | **409** | | 412 | 137 | **549** | | 220 | 603 | **823** |
| 2:00 - 3:00 PM | 120 | 192 | **312** | | 442 | 107 | **549** | | 173 | 877 | **1049** |
| 3:00 - 4:00 PM | 116 | 185 | **301** | | 486 | 104 | **590** | | 167 | 1561 | **1728** |
| 4:00 - 5:00 PM | 115 | 184 | **299** | | 550 | 124 | **674** | | 198 | 1672 | **1870** |
| 5:00 - 6:00 PM | 134 | 214 | **348** | | 549 | 147 | **696** | | 234 | 1546 | **1780** |

# Warrants Summary Report

**4: Lewisburg Pk & Site Access 2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 2 |
| **Direction** | NB/SB | WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

| Warrant | Met? | Notes |
|---|---|---|
| **Warrant 1, Eight-Hour Vehicular Volume** | | |
| | Yes | |
| Condition A or B Met? | Yes | 9 Hours met (8 required) |
| Condition A and B Met? | Yes | 8 Hours met (8 required) |
| **Warrant 2, Four-Hour Vehicular Volume** | | |
| | Yes | 9 Hours met (4 required) |
| **Warrant 3, Peak Hour** | | |
| | Yes | |
| Condition A Met? | No | 0 Hours met (1 required) |
| Condition B Met? | Yes | 7 Hours met (1 required) |
| **Warrant 8, Roadway Network** | | |
| | Yes | |

# Warrant 1: Eight-hour Vehicular Volume

**4: Lewisburg Pk & Site Access 2**

**Intersection Information:**

| | |
|---|---|
| Major Street Name: | Lewisburg Pike |
| Major Street Direction: | NB/SB |
| Minor Street Direction: | WB |

**WARRANT 1 MET?** Yes

**Details:**

| | | |
|---|---|---|
| Condition A Met? | No | 7 Hours met (8 required) at 100% |
| Condition B Met? | Yes | 9 Hours met (8 required) at 100% |

| Hour | Major Street Vehicles (Total of Both Approaches) | | High Volume Minor Approach Vehicles | | 100% Standard Met? Cond. A OR Cond. B | | 80% Standard Met? Cond. A AND Cond. B | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Condition A 100% Column | Condition B 100% Column | Condition A 80% Column | Condition B 80% Column |
| **06:00 to 07:00** | **1,358** | | **24** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **07:00 to 08:00** | **2,045** | | **61** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **08:00 to 09:00** | **1,819** | | **95** | | No | No | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **09:00 to 10:00** | **1,325** | | **141** | | No | Yes* | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **10:00 to 11:00** | **1,250** | | **193** | | No | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **11:00 to 12:00** | **1,374** | | **287** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **12:00 to 13:00** | **1,563** | | **394** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **13:00 to 14:00** | **1,440** | | **414** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **14:00 to 15:00** | **1,651** | | **315** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |
| **15:00 to 16:00** | **2,369** | | **304** | | Yes* | Yes* | | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **16:00 to 17:00** | **2,608** | | **303** | | Yes* | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **17:00 to 18:00** | **2,553** | | **352** | | Yes* | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | Yes | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

# Warrant 2: Four-hour Vehicular Volume

**4: Lewisburg Pk & Site Access 2**

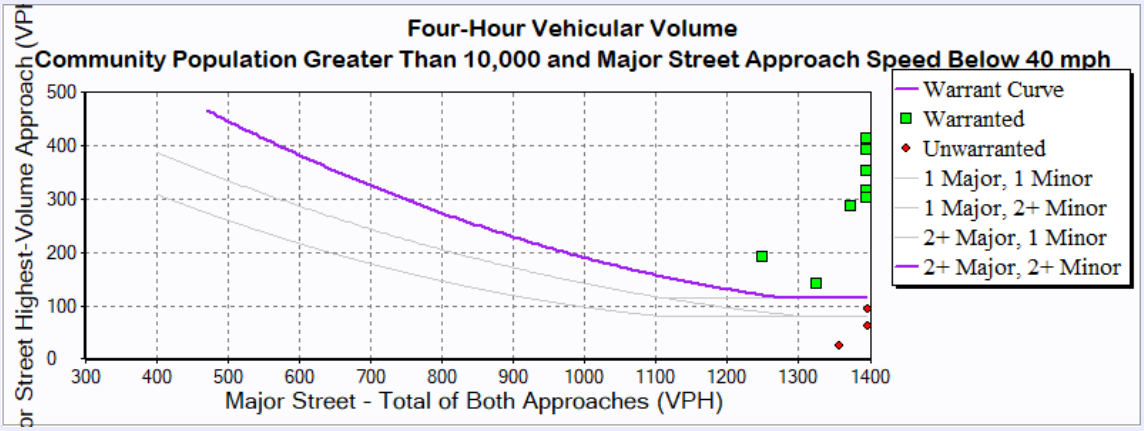
**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 2 |
| **Direction** | NB/SB | WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 2 Met?** **Yes**

**Details:**

| | |
|---|---|
| **Notes** | 9 Hours met (4 required) |
| **Low population?** | No |



## Hourly Volumes

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 00:00:00 - 01:00:00 | 0.00 | 0.00 |
| 01:00:00 - 02:00:00 | 0.00 | 0.00 |
| 02:00:00 - 03:00:00 | 0.00 | 0.00 |
| 03:00:00 - 04:00:00 | 0.00 | 0.00 |
| 04:00:00 - 05:00:00 | 0.00 | 0.00 |
| 05:00:00 - 06:00:00 | 0.00 | 0.00 |
| 06:00:00 - 07:00:00 | 1,358.00 | 24.00 |
| 07:00:00 - 08:00:00 | 2,045.00 | 61.00 |
| 08:00:00 - 09:00:00 | 1,819.00 | 95.00 |
| 09:00:00 - 10:00:00 | 1,325.00 | 141.00 |
| 10:00:00 - 11:00:00 | 1,250.00 | 193.00 |
| 11:00:00 - 12:00:00 | 1,374.00 | 287.00 |
| 12:00:00 - 13:00:00 | 1,563.00 | 394.00 |
| 13:00:00 - 14:00:00 | 1,440.00 | 414.00 |
| 14:00:00 - 15:00:00 | 1,651.00 | 315.00 |
| 15:00:00 - 16:00:00 | 2,369.00 | 304.00 |
| 16:00:00 - 17:00:00 | 2,608.00 | 303.00 |
| 17:00:00 - 18:00:00 | 2,553.00 | 352.00 |
| 18:00:00 - 19:00:00 | 0.00 | 0.00 |
| 19:00:00 - 20:00:00 | 0.00 | 0.00 |
| 20:00:00 - 21:00:00 | 0.00 | 0.00 |
| 21:00:00 - 22:00:00 | 0.00 | 0.00 |
| 22:00:00 - 23:00:00 | 0.00 | 0.00 |
| 23:00:00 - 00:00:00 | 0.00 | 0.00 |

**Warranted Volumes**

| Hour | **Major Street** Total All Approaches (vph) | **Minor Street** Highest Volume Approach (vph) |
|---|---|---|
| 09:00:00 - 10:00:00 | 1,325.00 | 141.00 |
| 10:00:00 - 11:00:00 | 1,250.00 | 193.00 |
| 11:00:00 - 12:00:00 | 1,374.00 | 287.00 |
| 12:00:00 - 13:00:00 | 1,563.00 | 394.00 |
| 13:00:00 - 14:00:00 | 1,440.00 | 414.00 |
| 14:00:00 - 15:00:00 | 1,651.00 | 315.00 |
| 15:00:00 - 16:00:00 | 2,369.00 | 304.00 |
| 16:00:00 - 17:00:00 | 2,608.00 | 303.00 |
| 17:00:00 - 18:00:00 | 2,553.00 | 352.00 |

# Warrant 3: Peak Hour

**4: Lewisburg Pk & Site Access 2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 2 |
| **Direction** | NB/SB | WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

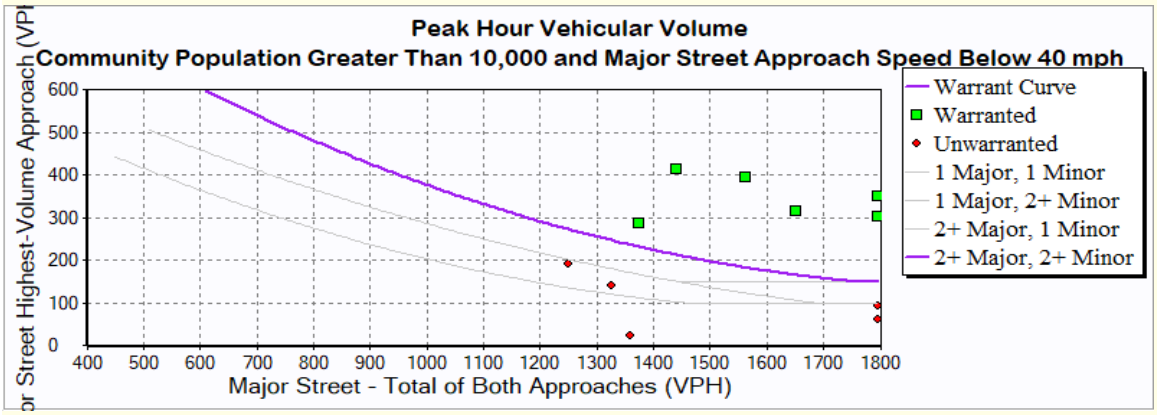
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** Yes

**Notes** 7 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 6:00 | 1,358 | 24 |
| 7:00 | 2,045 | 61 |
| 8:00 | 1,819 | 95 |
| 9:00 | 1,325 | 141 |
| 10:00 | 1,250 | 193 |
| 11:00 | 1,374 | 287 |
| 12:00 | 1,563 | 394 |
| 13:00 | 1,440 | 414 |
| 14:00 | 1,651 | 315 |
| 15:00 | 2,369 | 304 |
| 16:00 | 2,608 | 303 |
| 17:00 | 2,553 | 352 |

# Warrant 8: Roadway Network

**4: Lewisburg Pk & Site Access 2**

**Intersection Information:**

| | |
|---|---|
| Major Street Name | Lewisburg Pike |
| Major Street Direction | NB/SB |
| Minor Street Direction | WB |

**WARRANT 8 MET? ( A or B)** Yes

**Details:**

**Growth Rates % (per year)**

| | NB | SB | WB |
|---|---|---|---|
| **L** | 0.00 | 0.00 | 0.00 |
| **T** | 0.00 | 0.00 | 0.00 |
| **R** | 0.00 | 0.00 | 0.00 |

**Condition A, Total Entering Volume**

| | |
|---|---|
| Existing Peak Hour | 2,911 |
| Years | 0.00 |
| Future Peak Hour | 2,911 |
| Warrant 1 in 5 Years? | Yes |
| Warrant 2 in 5 Years? | Yes |
| Warrant 3 in 5 Years? | Yes |

**Condition B, Non-normal Business Day**

| | Existing | Future |
|---|---|---|
| Highest Hour | 0 | 0 |
| Second Highest Hour | 0 | 0 |
| Third Highest Hour | 0 | 0 |
| Fourth Highest Hour | 0 | 0 |
| Fifth Highest Hour | 0 | 0 |
| Yearly Growth Rate (%) | 0.00 | |
| Years | 0.00 | |

**Condition A Met?** Yes **Condition B Met?** No

*Table I.4: 2028 Projected Hourly Volumes at Lewisburg Pike and Site Access #3*

| Hourly Period for Evaluation | PROJECTED 2028 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Westbound | | | | Northbound | | | | Southbound | | |
| | Site Access #3 | | | | Lewisburg Pike | | | | Lewisburg Pike | | |
| | Left | Right | App | | Thru | Right | App | | Left | Thru | App |
| 6:00 - 7:00 AM | 5 | 6 | **11** | | 1081 | 8 | **1089** | | 238 | 0 | **248** |
| 7:00 - 8:00 AM | 12 | 16 | **28** | | 1570 | 16 | **1586** | | 393 | 0 | **415** |
| 8:00 - 9:00 AM | 19 | 25 | **43** | | 1275 | 25 | **1300** | | 419 | 0 | **453** |
| 9:00 - 10:00 AM | 28 | 36 | **64** | | 722 | 37 | **759** | | 418 | 0 | **467** |
| 10:00 - 11:00 AM | 38 | 50 | **88** | | 595 | 49 | **644** | | 412 | 0 | **477** |
| 11:00 - 12:00 PM | 57 | 74 | **131** | | 520 | 74 | **594** | | 490 | 0 | **586** |
| 12:00 - 1:00 PM | 78 | 102 | **180** | | 505 | 91 | **596** | | 620 | 0 | **738** |
| 1:00 - 2:00 PM | 82 | 107 | **189** | | 442 | 71 | **513** | | 667 | 0 | **761** |
| 2:00 - 3:00 PM | 62 | 82 | **144** | | 468 | 56 | **523** | | 924 | 0 | **997** |
| 3:00 - 4:00 PM | 60 | 79 | **139** | | 512 | 54 | **566** | | 1605 | 0 | **1676** |
| 4:00 - 5:00 PM | 60 | 78 | **138** | | 596 | 64 | **660** | | 1703 | 0 | **1787** |
| 5:00 - 6:00 PM | 70 | 91 | **161** | | 605 | 76 | **681** | | 1580 | 0 | **1680** |

# Warrants Summary Report

## 5: Lewisburg Pike & Site Access 3

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 3 |
| **Direction** | NB/SB | WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

| Warrant | Met? | Notes |
|---|---|---|
| **Warrant 1, Eight-Hour Vehicular Volume** | No | |
| Condition A or B Met? | No | 7 Hours met (8 required) |
| Condition A and B Met? | No | 3 Hours met (8 required) |
| **Warrant 2, Four-Hour Vehicular Volume** | Yes | 7 Hours met (4 required) |
| **Warrant 3, Peak Hour** | Yes | |
| Condition A Met? | No | 0 Hours met (1 required) |
| Condition B Met? | Yes | 1 Hours met (1 required) |
| **Warrant 8, Roadway Network** | Yes | |

# Warrant 1: Eight-hour Vehicular Volume

**5: Lewisburg Pike & Site Access 3**

**Intersection Information:**

| | |
|---|---|
| Major Street Name: | Lewisburg Pike |
| Major Street Direction: | NB/SB |
| Minor Street Direction: | WB |

**WARRANT 1 MET?** **No**

**Details:**

| | | |
|---|---|---|
| Condition A Met? | No | 0 Hours met (8 required) at 100% |
| Condition B Met? | No | 7 Hours met (8 required) at 100% |

| Hour | Major Street Vehicles (Total of Both Approaches) | | High Volume Minor Approach Vehicles | | 100% Standard Met? Cond. A OR Cond. B | | 80% Standard Met? Cond. A AND Cond. B | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Condition A 100% Column | Condition B 100% Column | Condition A 80% Column | Condition B 80% Column |
| **06:00 to 07:00** | **1,345** | | **11** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **07:00 to 08:00** | **2,014** | | **28** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **08:00 to 09:00** | **1,773** | | **43** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |
| **09:00 to 10:00** | **1,256** | | **64** | | No | No | No | No |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | No | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **10:00 to 11:00** | **1,160** | | **88** | | No | No | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | No | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **11:00 to 12:00** | **1,240** | | **130** | | No | Yes* | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **12:00 to 13:00** | **1,406** | | **180** | | No | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **13:00 to 14:00** | **1,326** | | **189** | | No | Yes* | Yes* | Yes* |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **14:00 to 15:00** | **1,562** | | **144** | | No | Yes* | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |
| **15:00 to 16:00** | **2,282** | | **139** | | No | Yes* | No | Yes |
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| 16:00 to 17:00 | 2,499 | | 138 | | No | Yes* | No | Yes |
|---|---|---|---|---|---|---|---|---|
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | No | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

| 17:00 to 18:00 | 2,422 | | 161 | | No | Yes* | Yes* | Yes* |
|---|---|---|---|---|---|---|---|---|
| Condition A | Volume >= 100% column (600)? | Yes | Volume >= 100% column (200)? | No | | | | |
| | Volume >= 80% column (480)? | Yes | Volume >= 80% column (160)? | Yes | | | | |
| Condition B | **Volume >= 100% column (900)?** | Yes | **Volume >= 100% column (100)?** | Yes | | | | |
| | **Volume >= 80% column (720)?** | Yes | **Volume >= 80% column (80)?** | Yes | | | | |

# Warrant 2: Four-hour Vehicular Volume

**5: Lewisburg Pike & Site Access 3**

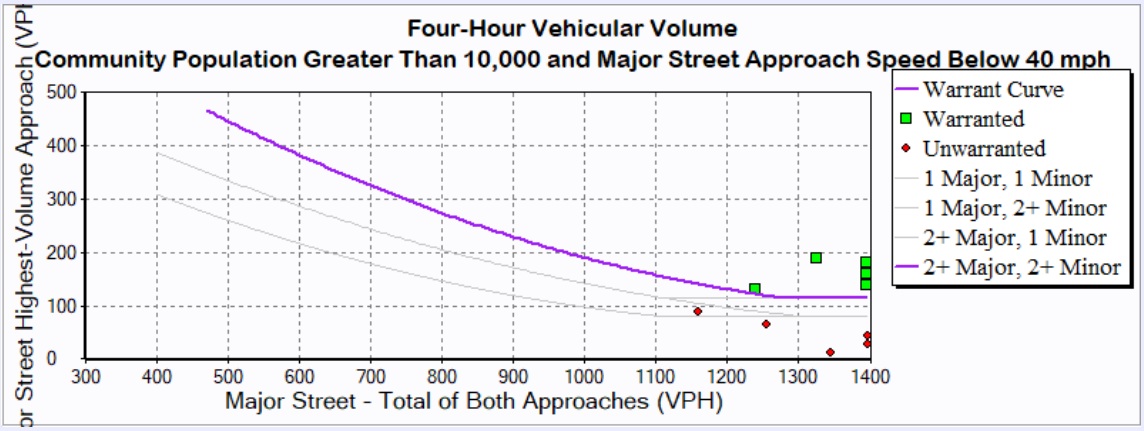
**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 3 |
| **Direction** | NB/SB | WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 2 Met?** **Yes**

**Details:**

| | |
|---|---|
| **Notes** | 7 Hours met (4 required) |
| **Low population?** | No |



## Hourly Volumes

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 00:00:00 - 01:00:00 | 0.00 | 0.00 |
| 01:00:00 - 02:00:00 | 0.00 | 0.00 |
| 02:00:00 - 03:00:00 | 0.00 | 0.00 |
| 03:00:00 - 04:00:00 | 0.00 | 0.00 |
| 04:00:00 - 05:00:00 | 0.00 | 0.00 |
| 05:00:00 - 06:00:00 | 0.00 | 0.00 |
| 06:00:00 - 07:00:00 | 1,345.00 | 11.00 |
| 07:00:00 - 08:00:00 | 2,014.00 | 28.00 |
| 08:00:00 - 09:00:00 | 1,773.00 | 43.00 |
| 09:00:00 - 10:00:00 | 1,256.00 | 64.00 |
| 10:00:00 - 11:00:00 | 1,160.00 | 88.00 |
| 11:00:00 - 12:00:00 | 1,240.00 | 130.00 |
| 12:00:00 - 13:00:00 | 1,406.00 | 180.00 |
| 13:00:00 - 14:00:00 | 1,326.00 | 189.00 |
| 14:00:00 - 15:00:00 | 1,562.00 | 144.00 |
| 15:00:00 - 16:00:00 | 2,282.00 | 139.00 |
| 16:00:00 - 17:00:00 | 2,499.00 | 138.00 |
| 17:00:00 - 18:00:00 | 2,422.00 | 161.00 |
| 18:00:00 - 19:00:00 | 0.00 | 0.00 |
| 19:00:00 - 20:00:00 | 0.00 | 0.00 |
| 20:00:00 - 21:00:00 | 0.00 | 0.00 |
| 21:00:00 - 22:00:00 | 0.00 | 0.00 |
| 22:00:00 - 23:00:00 | 0.00 | 0.00 |
| 23:00:00 - 00:00:00 | 0.00 | 0.00 |

**Warranted Volumes**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 11:00:00 - 12:00:00 | 1,240.00 | 130.00 |
| 12:00:00 - 13:00:00 | 1,406.00 | 180.00 |
| 13:00:00 - 14:00:00 | 1,326.00 | 189.00 |
| 14:00:00 - 15:00:00 | 1,562.00 | 144.00 |
| 15:00:00 - 16:00:00 | 2,282.00 | 139.00 |
| 16:00:00 - 17:00:00 | 2,499.00 | 138.00 |
| 17:00:00 - 18:00:00 | 2,422.00 | 161.00 |

# Warrant 3: Peak Hour

**5: Lewisburg Pike & Site Access 3**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Lewisburg Pike | Site Access 3 |
| **Direction** | NB/SB | WB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

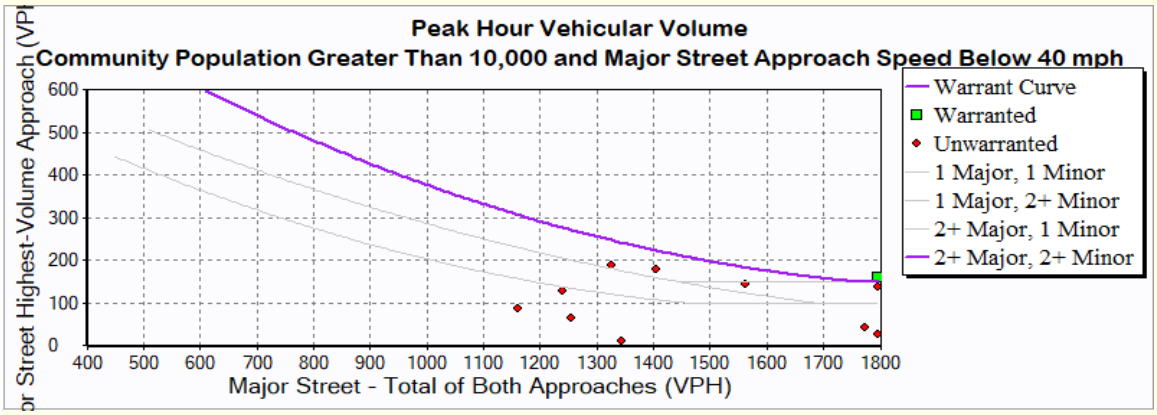
**Condition B Met?** Yes

**Notes** 1 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 6:00 | 1,345 | 11 |
| 7:00 | 2,014 | 28 |
| 8:00 | 1,773 | 43 |
| 9:00 | 1,256 | 64 |
| 10:00 | 1,160 | 88 |
| 11:00 | 1,240 | 130 |
| 12:00 | 1,406 | 180 |
| 13:00 | 1,326 | 189 |
| 14:00 | 1,562 | 144 |
| 15:00 | 2,282 | 139 |
| 16:00 | 2,499 | 138 |
| 17:00 | 2,422 | 161 |

# Warrant 8: Roadway Network

**5: Lewisburg Pike & Site Access 3**

**Intersection Information:**

| | |
|---|---|
| Major Street Name | Lewisburg Pike |
| Major Street Direction | NB/SB |
| Minor Street Direction | WB |

**WARRANT 8 MET? ( A or B)** Yes

**Details:**

**Growth Rates % (per year)**

| | NB | SB | WB |
|---|---|---|---|
| **L** | 0.00 | 0.00 | 0.00 |
| **T** | 0.00 | 0.00 | 0.00 |
| **R** | 0.00 | 0.00 | 0.00 |

**Condition A, Total Entering Volume**

| | |
|---|---|
| Existing Peak Hour | 2,637 |
| Years | 0.00 |
| Future Peak Hour | 2,637 |
| Warrant 1 in 5 Years? | No |
| Warrant 2 in 5 Years? | Yes |
| Warrant 3 in 5 Years? | Yes |

**Condition B, Non-normal Business Day**

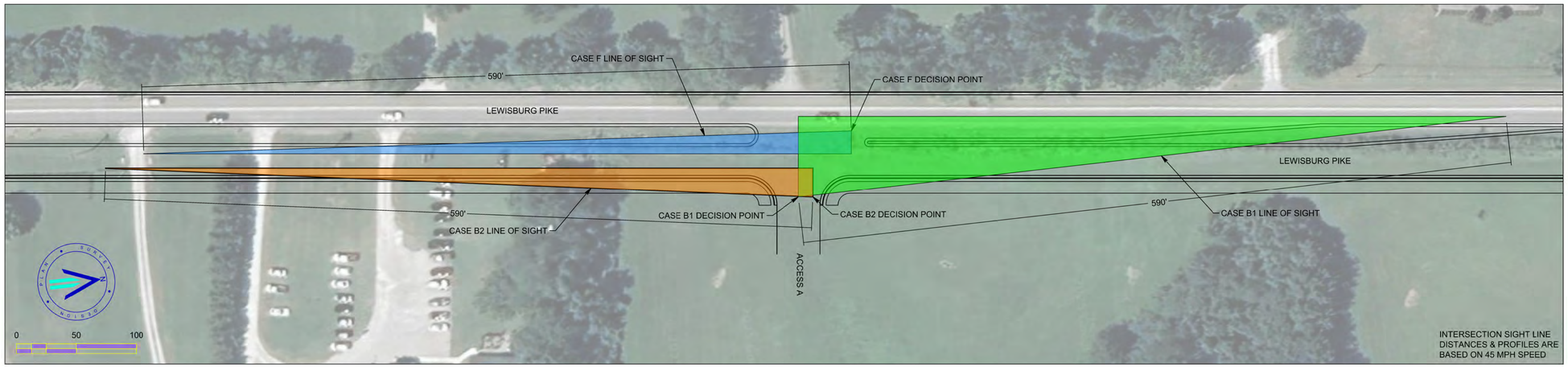
| | Existing | Future |
|---|---|---|
| Highest Hour | 0 | 0 |
| Second Highest Hour | 0 | 0 |
| Third Highest Hour | 0 | 0 |
| Fourth Highest Hour | 0 | 0 |
| Fifth Highest Hour | 0 | 0 |
| Yearly Growth Rate (%) | 0.00 | |
| Years | 0.00 | |

**Condition A Met?** Yes **Condition B Met?** No

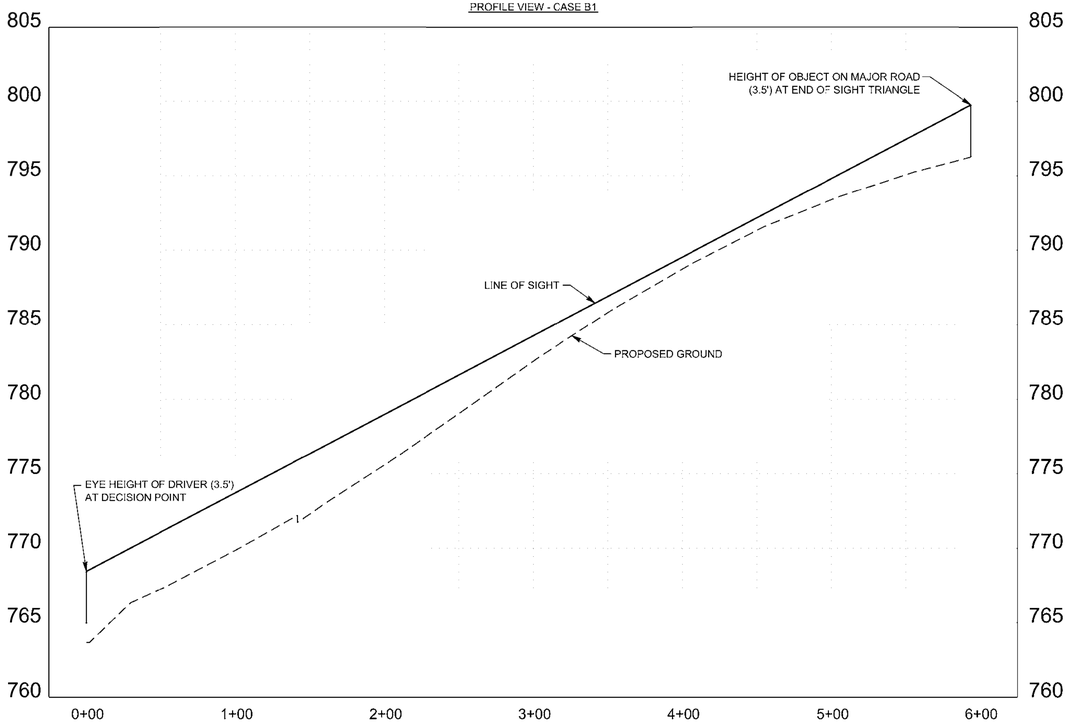
# APPENDIX J

# INTERSECTION SIGHT DISTANCE EXHIBITS

PLAN VIEW

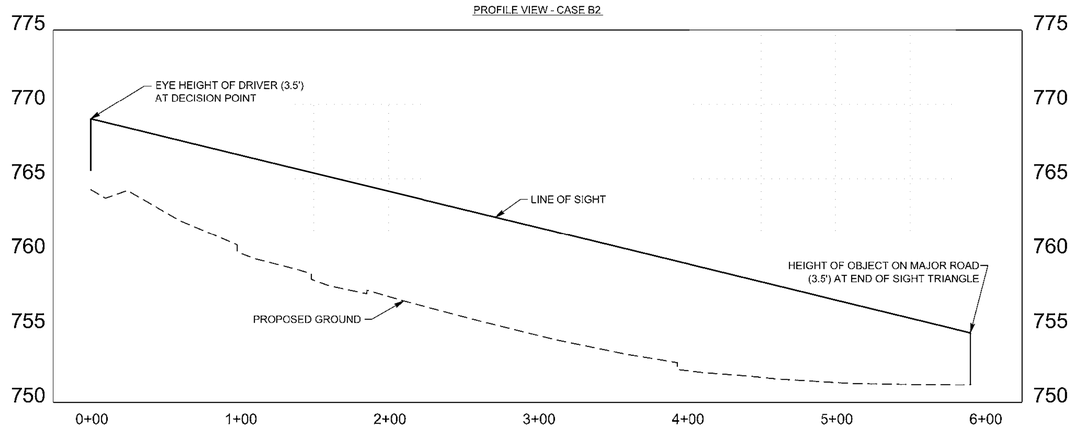



PROFILE VIEW - CASE B1

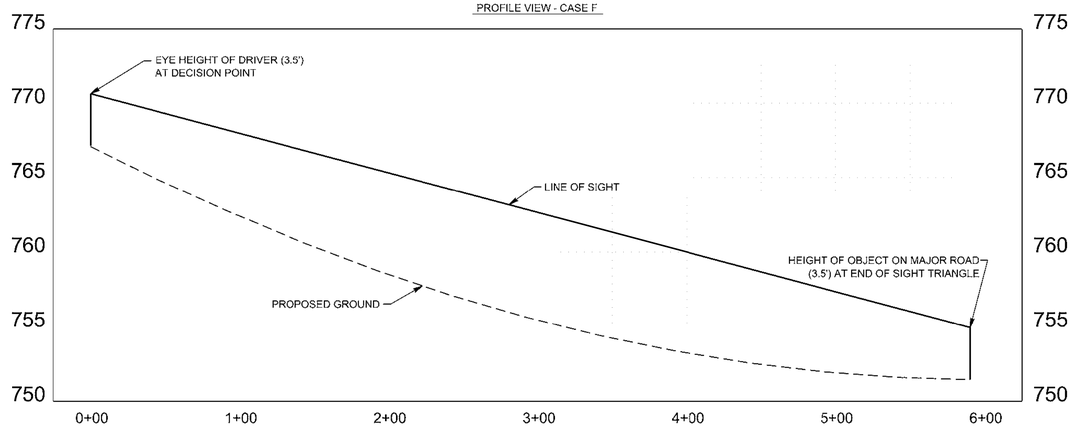



VERTICAL PROFILE INFORMATION IS BASED ON STATE LIDAR DATA

PROFILE VIEW - CASE B2




PROFILE VIEW - CASE F




1/23/2026 12:52:29 PM
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RaganSmith
a PAPE-DAWSON company

**SAGEFIELD**
FOR
SIMON
THOMPSON'S STATION, TENESSEE

| | PLAN: | PROFILE: |
|---|---|---|
| Scale: | 1"-50' | HORIZ: 1"-50'<br>VERT: 1"-5' |
| Date: | | 01/23/2026 |
| Approved By: | | BSB |

Revisions:

- - - -
- - - -
- - - -
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- - - -
- - - -

Drawing Title:

INTERSECTION SIGHT DISTANCE ACCESS A

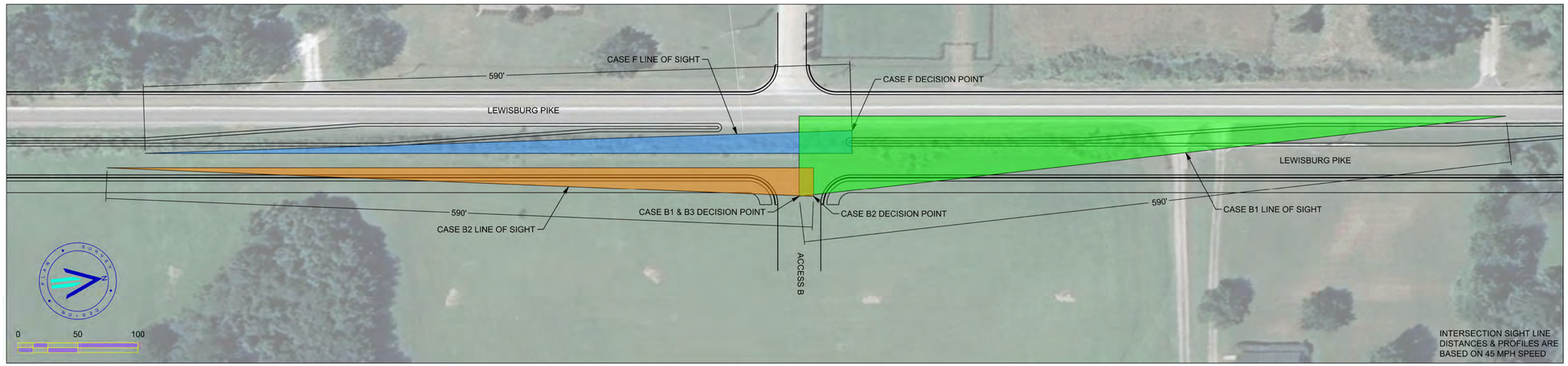
Drawing No.

1

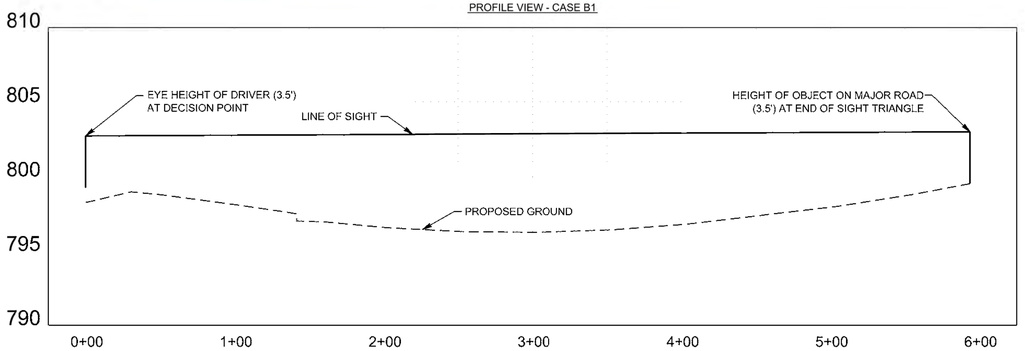
Project No.

25-0311

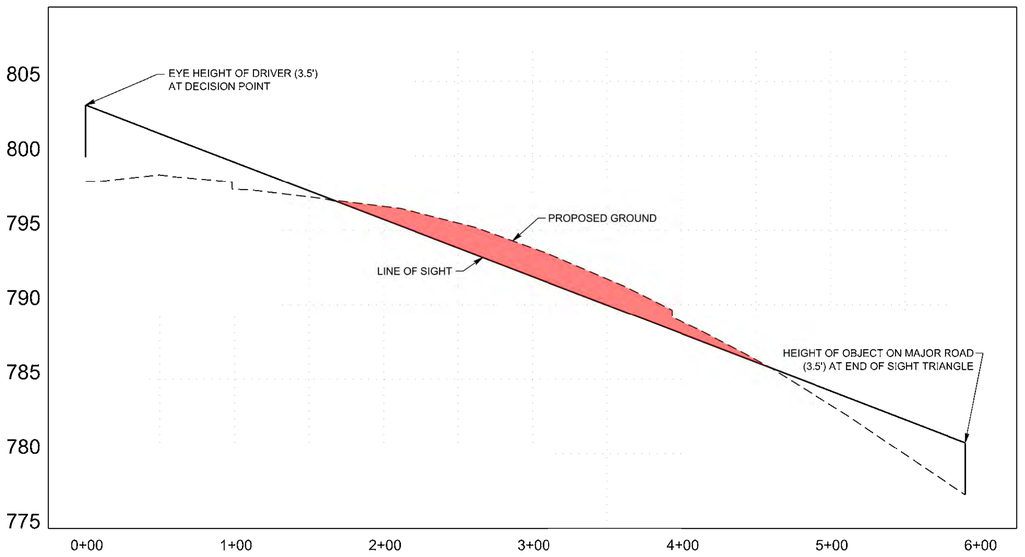
PLAN VIEW



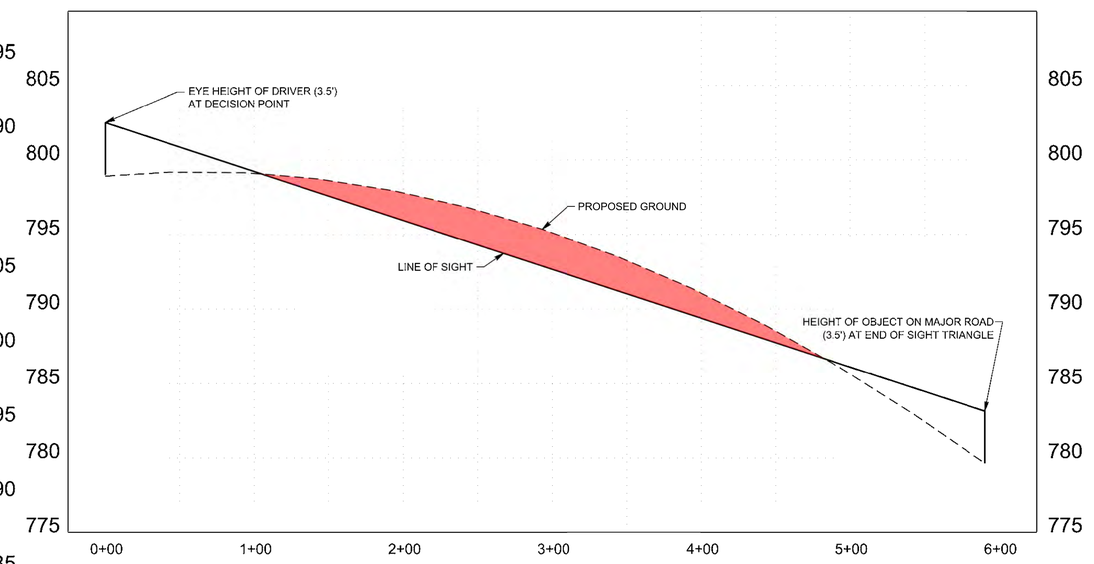

PROFILE VIEW - CASE B1




PROFILE VIEW - CASE B2




PROFILE VIEW - CASE F




VERTICAL PROFILE INFORMATION IS BASED ON STATE LIDAR DATA

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a PAPE-DAWSON company

**SAGEFIELD**
FOR
SIMON
THOMPSON'S STATION, TENESSEE

| | PLAN: | PROFILE: |
|---|---|---|
| Scale: | 1"=50' | HORIZ: 1"=50'<br>VERT: 1"=5' |
| Date: | | 01/23/2026 |
| Approved By: | | BSB |

Revisions:

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- - -

Drawing Title:

INTERSECTION SIGHT DISTANCE ACCESS B

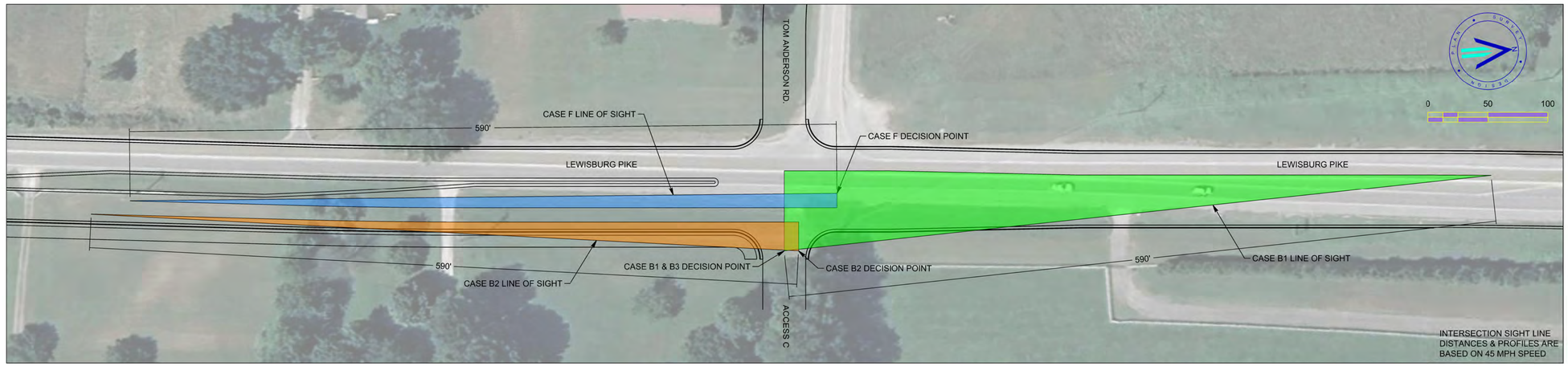
Drawing No.

2

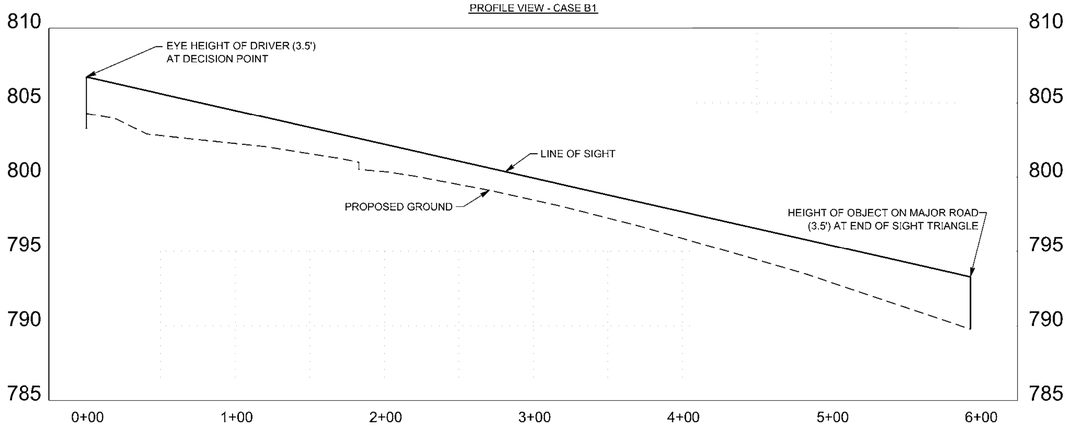
Project No.

25-0311

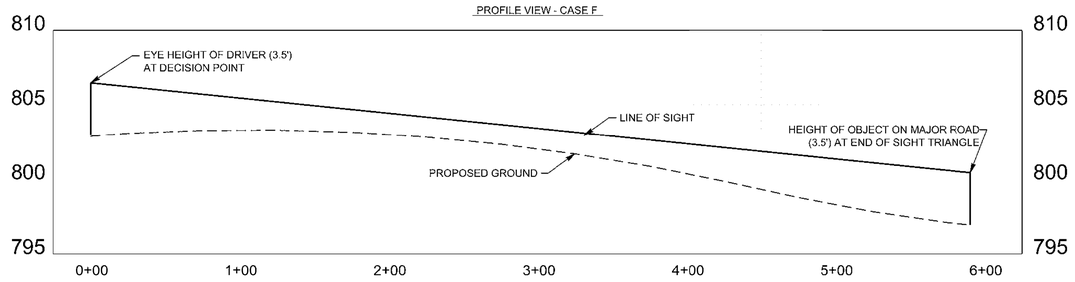
PLAN VIEW



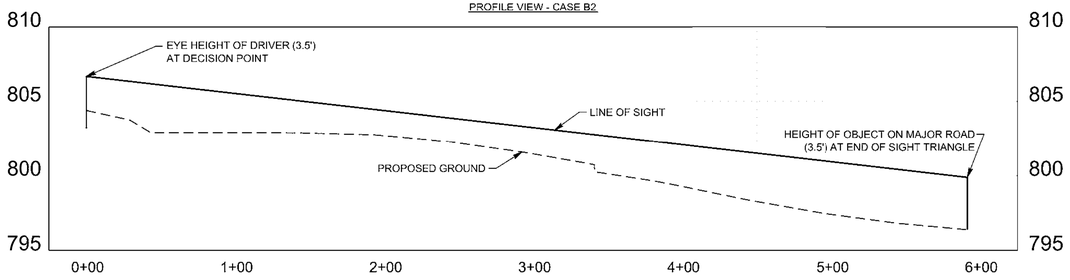

PROFILE VIEW - CASE B1




PROFILE VIEW - CASE F




PROFILE VIEW - CASE B2




VERTICAL PROFILE INFORMATION IS BASED ON STATE LIDAR DATA

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**SAGEFIELD**
FOR
SIMON
THOMPSON'S STATION, TENESSEE

| | PLAN: | PROFILE: |
|---|---|---|
| Scale: | 1"=50' | HORIZ: 1"=50'<br>VERT: 1"=5' |
| Date: | | 01/23/2026 |
| Approved By: | | BSB |

Revisions:

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Drawing Title:

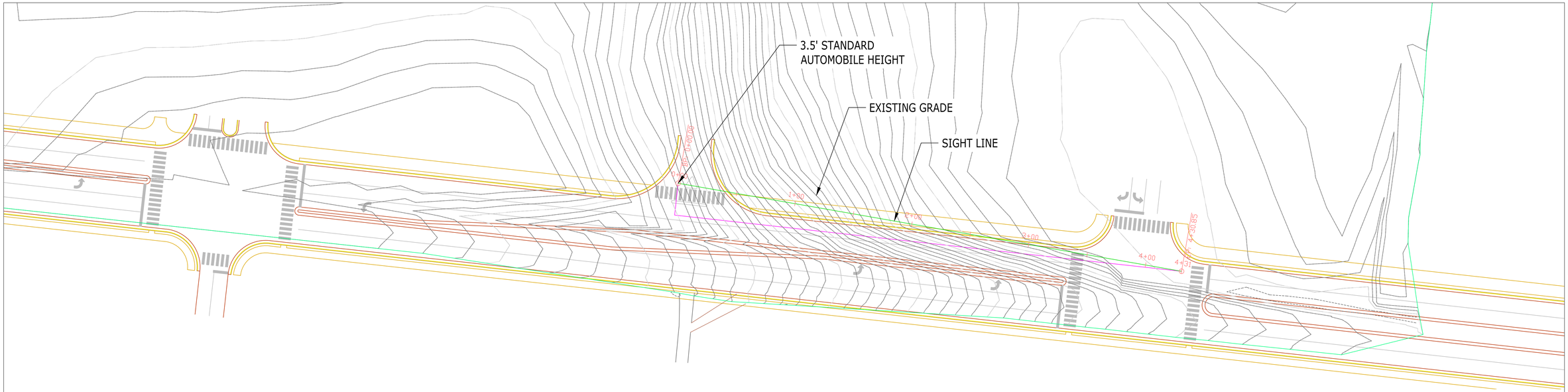
INTERSECTION SIGHT DISTANCE ACCESS C

Drawing No.

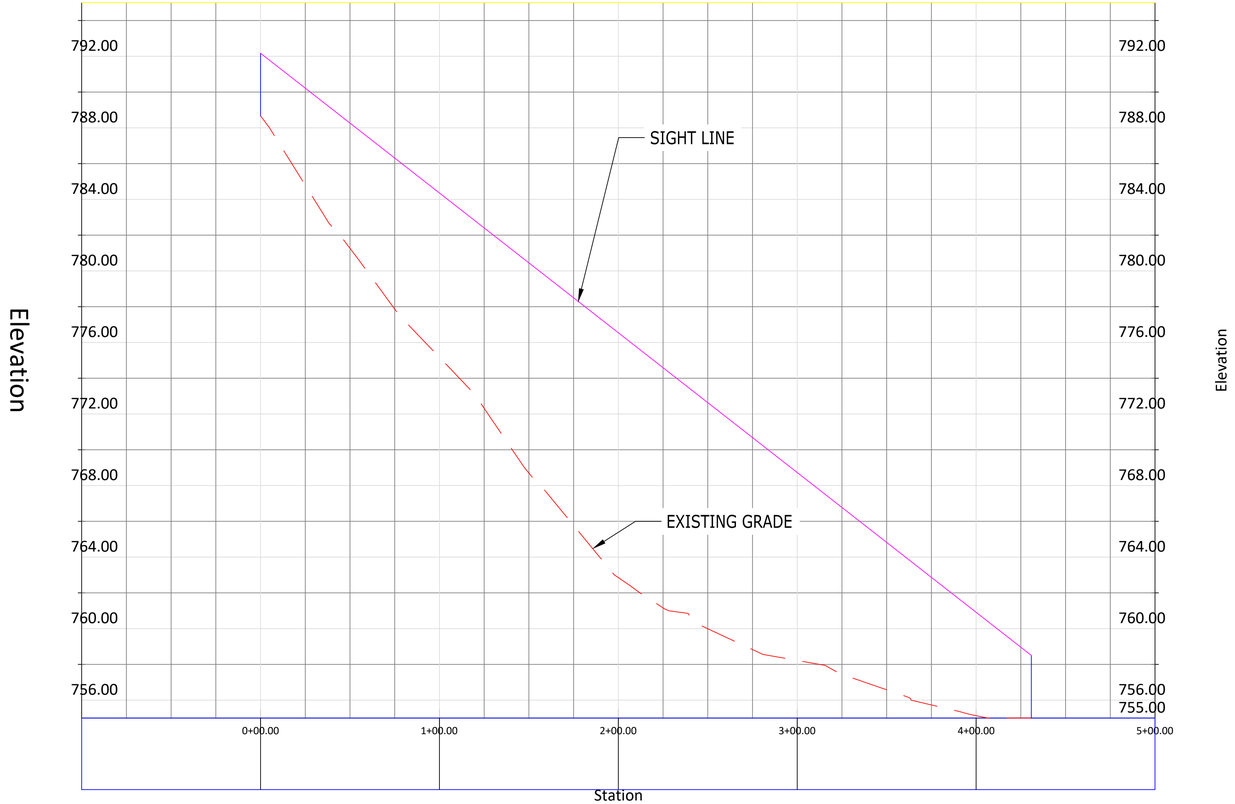
3

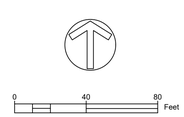
Project No.

25-0311




## Right Turn Sight Distance PROFILE




## Right Turn Sight Distance Plan View - Proposed Access Location

BURCH
TRANSPORTATION
1114 17th Ave S, Suite 103
Nashville, TN 37212 | (615) 258-8551
www.burchtransportation.com

JENNIFER LARIE BROWNLEE CRAIG
REGISTERED ENGINEER
AGRICULTURE
POWERED
No. 121584
STATE OF TENNESSEE

| NO. | REVISIONS | BY | DATE |
|---|---|---|---|

SAGEFIELD
THOMPSON'S STATION, TENNESSEE

| | |
|---|---|
| JOB NO: | 25-0704 |
| DATE: | 5/28/2026 |
| DRAWN: | JLBC |
| DESIGNED: | JLBC |
| REVIEWED: | KMF |
| APPROVED: | |

INTERSECTION SIGHT DISTANCE

# APPENDIX K

# ALL ABOARD PLAN EXCERPTS FOR LEWISBURG PIKE

## CHARACTER AREA CONTEXT MAP

The Character Area Context Map is linked directly to the Comprehensive Plan Future Land Use Map. It informs the Major Thoroughfare Plan through the future design and character of arterial, collector, and local streets in the Town, as illustrated in the typical section diagrams.

PROPOSED PLAN

LEGEND

- FIVE-YEAR RE-EVALUATION AREA
- URBAN GROWTH BOUNDARY
- TOWN

Town character areas are places with a mix of activities. Buildings are closer together and to the street. Open spaces, streets and landscaped areas are more formally organized.

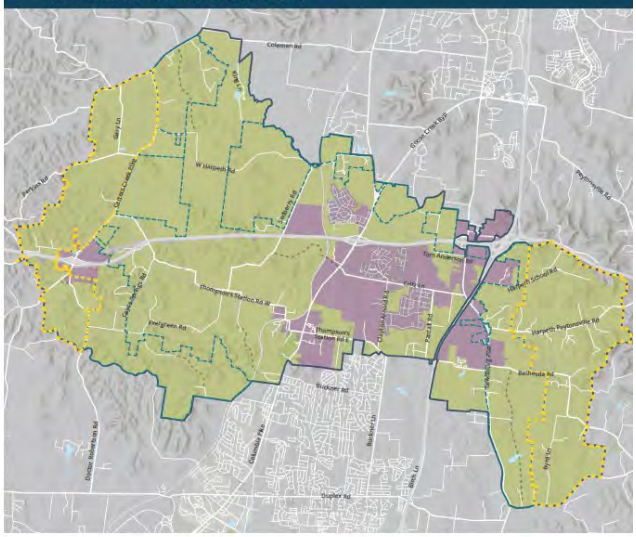


- COUNTRY

Country character areas are more rural and pastoral in nature. Buildings are set back further from the street with lots of natural open spaces.



CHARACTER AREA CONTEXT MAP



19 ALL ABOARD Kimley»Horn Thoroughfare Plan 20

# PROJECT RECOMMENDATIONS

**Based on transportation needs in terms of congestion relief, safety, and connectivity, the 33 recommended projects were prioritized into high, mid, and low priority, as listed in Table 2 below.**

*Table 2. Project Recommendations*

| PROJECT NAME | PROJECT DESCRIPTION | ESTIMATED COST* | FUNDING | PRIORITY | MAP† KEY |
|---|---|---|---|---|---|
| Columbia Pike | Town Arterial - widen to 4 Lanes | $25,100,000 | State/ Federal | High | T |
| Columbia Pike North | Town Arterial - widen to 4 Lanes | $15,800,000 | State/ Federal | High | X |
| Critz Lane | Town 2 Lane Collector | $18,000,000 | Local | High | AB |
| Fry Road | Reconstruct Bridge | $500,000 | State | High | C |
| Lewisburg Pike | Country Arterial - widen to 4 lanes | $39,600,000 | State/ Federal | High | AD |
| Thompson Station Road East | Reconstruct as Town 2 Lane Collector - improve geometric deficiencies | $18,600,000 | Local | High | V |

## TRANSPORTATION IMPROVEMENTS PLAN

PROPOSED PLAN

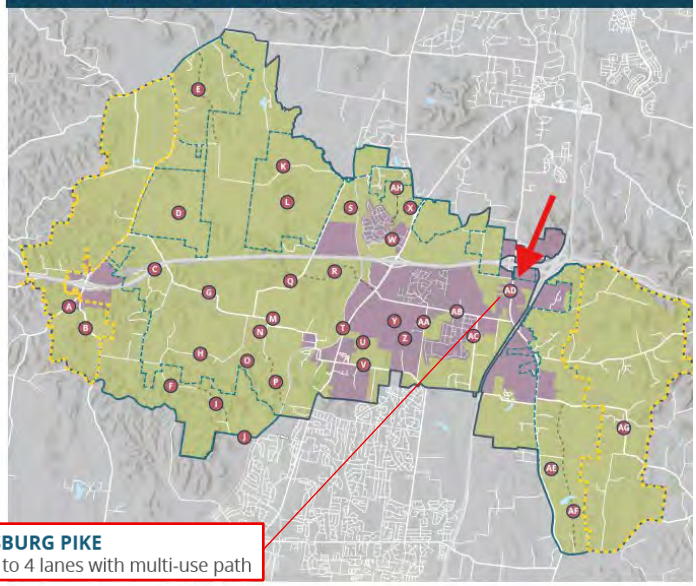
### LEGEND

- FOUR-LANE ARTERIAL ROAD
- TWO-LANE ARTERIAL ROAD
- TWO-LANE COLLECTOR ROAD
- LOCAL ROAD
- NEW ROAD
- BRIDGE REPLACEMENT
- URBAN GROWTH BOUNDARY
- FIVE-YEAR RE-EVALUATION AREA

### PROPOSED TRANSPORTATION IMPROVEMENTS

- A **POPES CHAPEL ROAD EXTENSION** 2-lane collector road extended to Carters Creek Pike
- B **POPES CHAPEL ROAD** Reconstruct 2-lane collector road
- C **FRY ROAD** Reconstruct bridge
- D **WEST HARPETH CONNECTOR** 2-lane collector road connecting West Harpeth Road and Thompson's Station Road
- E **CARL ROAD EXTENSION** New 2-lane collector road
- F **LAVENDER ROAD** Reconstruct 2-lane collector road
- G **THOMPSON'S STATION ROAD WEST** Reconstruct /realign 2-lane collector road
- H **EVERGREEN ROAD** 2-lane collector road
- I **WILKES LANE EXTENSION** New 2-lane collector road
- J **WILKES LANE** Reconstruct /realign 2-lane collector road
- K **WEST HARPETH ROAD** Reconstruct 2-lane country collector
- L **MCLEMORE ROAD EXTENSION** 2-lane collector road, second phase
- M **DEAN ROAD EXTENSION** Extend Dean Road to realigned Thompson's Station Road West
- N **DEAN ROAD** Reconstruct 2-lane collector road connected to Evergreen
- O **THOMPSON'S RIDGE ROAD EXTENSION** 2-lane local road connecting Thompson's Ridge Road to Evergreen Road
- P **THOMPSON'S RIDGE ROAD EXTENSION** 2-lane collector extended to Dean Road
- Q **SEDBERRY ROAD RECONSTRUCTION** Reconstruct 2-lane collector road to improve horizontal alignment and realign with Greens Mill Road
- R **CRITZ LANE EXTENSION** 2-lane collector road
- S **MCELMORE ROAD EXTENSION** 2-lane collector road, first phase
- T **COLUMBIA PIKE** Widen to 4 lanes with sidewalk and multi-use path
- U **VILLAGE DRIVE EXTENSION** 2-lane collector road
- V **THOMPSON'S STATION ROAD EAST** Reconstruct as a 2-lane collector road and improve geometric deficiencies
- W **EXTEND BRANFORD PLACE** Extension of Branford Place to Declaration Way
- X **COLUMBIA PIKE NORTH** Widen to 4 lanes with sidewalk and multi-use path
- Y **COUNTRY HAVEN DRIVE EXTENSION** 2-lane collector road
- Z **ROBBINS NEST ROAD EXTENSION WEST** 2-lane collector road
- AA **CLAYTON ARNOLD ROAD** Reconstruct as 2-lane collector, improve geometric deficiencies, and improve intersection at Thompson's Station Road
- AB **CRITZ LANE** Construct 2-lane collector road per plans
- AC **PANTALL ROAD** 2-lane collector road including traffic calming measures. Maintain tree canopy.
- AD **LEWISBURG PIKE** Widen to 4 lanes with multi-use path
- AE **SOUTHEAST LOCAL ROADWAY EXTENSION** 2-lane arterial road
- AF **BETHESDA CONNECTOR** 2-lane collector road
- AG **BETHESDA ROAD** Reconstruct/realign 2-lane collector road
- AH **TOLLGATE COLLECTOR** New 2 lane local road

### TRANSPORTATION IMPROVEMENTS PLAN MAP



**AD LEWISBURG PIKE**
Widen to 4 lanes with multi-use path

*Figure 11. 4 Lane Country Arterial*

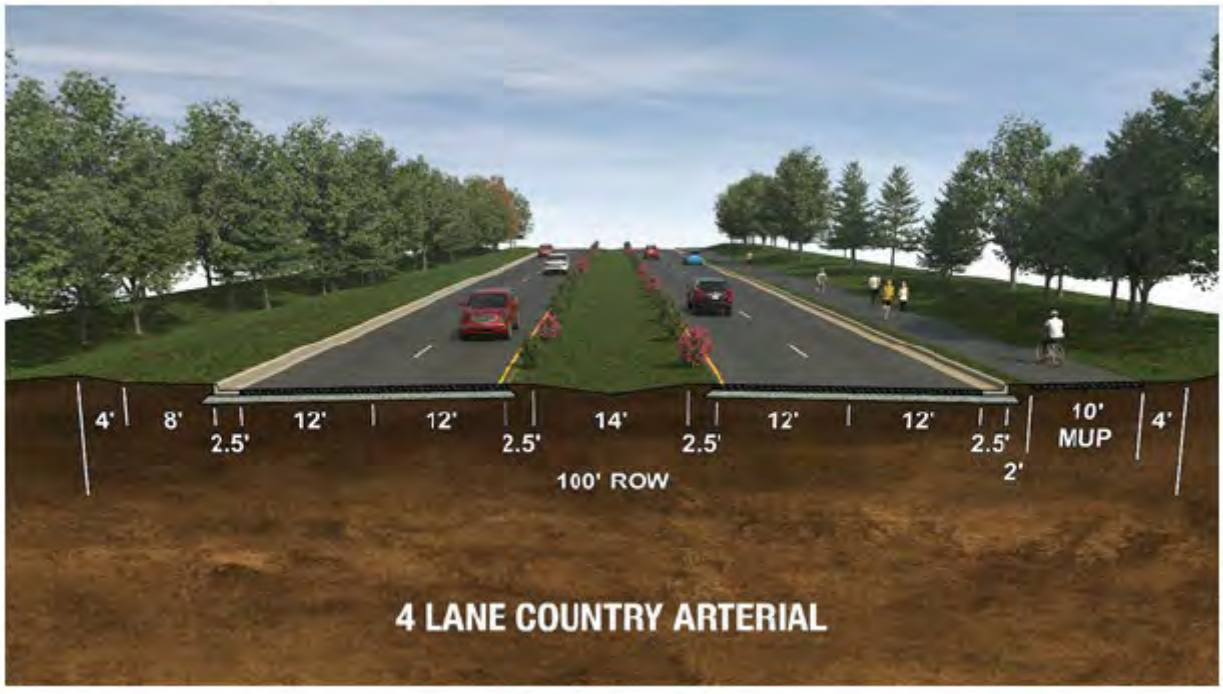


*Figure 12. 4 Lane Town Arterial*




## INTERSECTION IMPROVEMENTS PLAN

In addition to the projects listed in the Transportation Improvements Plan, the following intersections have been identified as needing improvement as a result of specific crash-related and safety issues as well as geometric deficiencies including lack of sight distance, skewed angle intersections, etc. Figure 3 in the Existing Conditions section shows that each of these intersections experienced crashes between 2018 and 2020, some more severe than others. All of the crash types at each of these intersection locations included property damage, with the more severe crash types resulting in possible injuries along US 431/Lewisburg Pike and at Carter's Creek Pike and Bear Creek Road. Intersection-specific studies may result in new signalization, modifications to existing signals, addition of turn lanes, modifications to existing turn lanes, and/or reconstruction/realignment of intersections.

## PROPOSED INTERSECTION IMPROVEMENTS

1. POPE'S CHAPEL ROAD AT CARTER'S CREEK PIKE
2. SUGAR RIDGE ROAD AT POPE'S CHAPEL AND BARKER ROAD
3. CARTER'S CREEK PIKE AT BEAR CREEK ROAD
4. CAYCE SPRINGS ROAD AT THOMPSON'S STATION ROAD
5. SEDBERRY ROAD AT WEST HARPETH ROAD
6. CLAYTON ARNOLD ROAD AT THOMPSON'S STATION ROAD
7. PANTALL ROAD AT THOMPSON'S STATION ROAD
8. HARPETH PEYTONSVILLE ROAD AT US 431
9. BETHESDA ROAD AT US 431
10. THOMPSON'S STATION ROAD AT LEWISBURG PIKE
11. BYRD LANE AT BETHESDA ROAD

# APPENDIX L

# EXISTING CONDITIONS VS. PROPOSED INFRASTRUCTURE IMPROVEMENTS COMPARISON

# Lewisburg Pike and I-840 Westbound Ramp

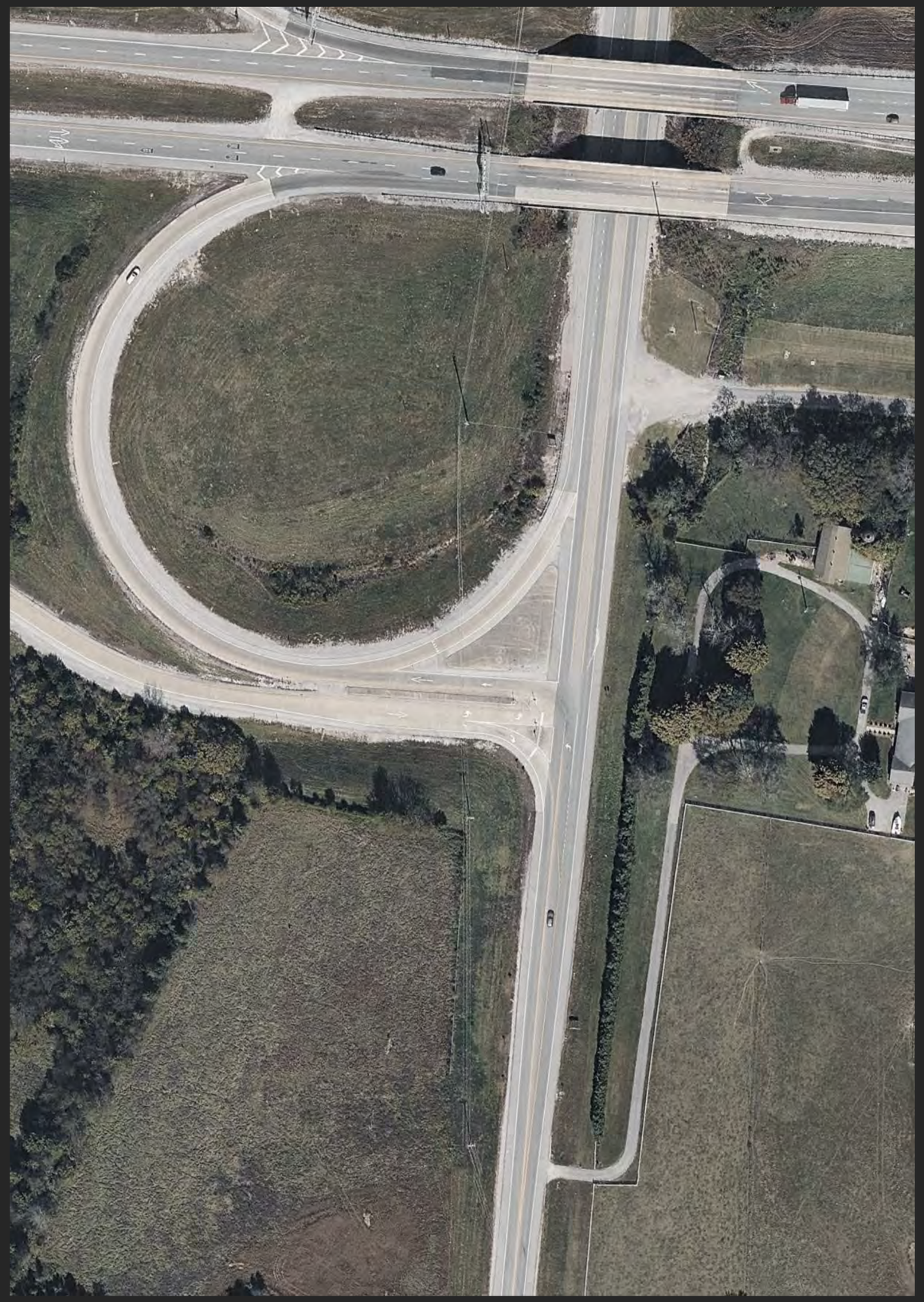




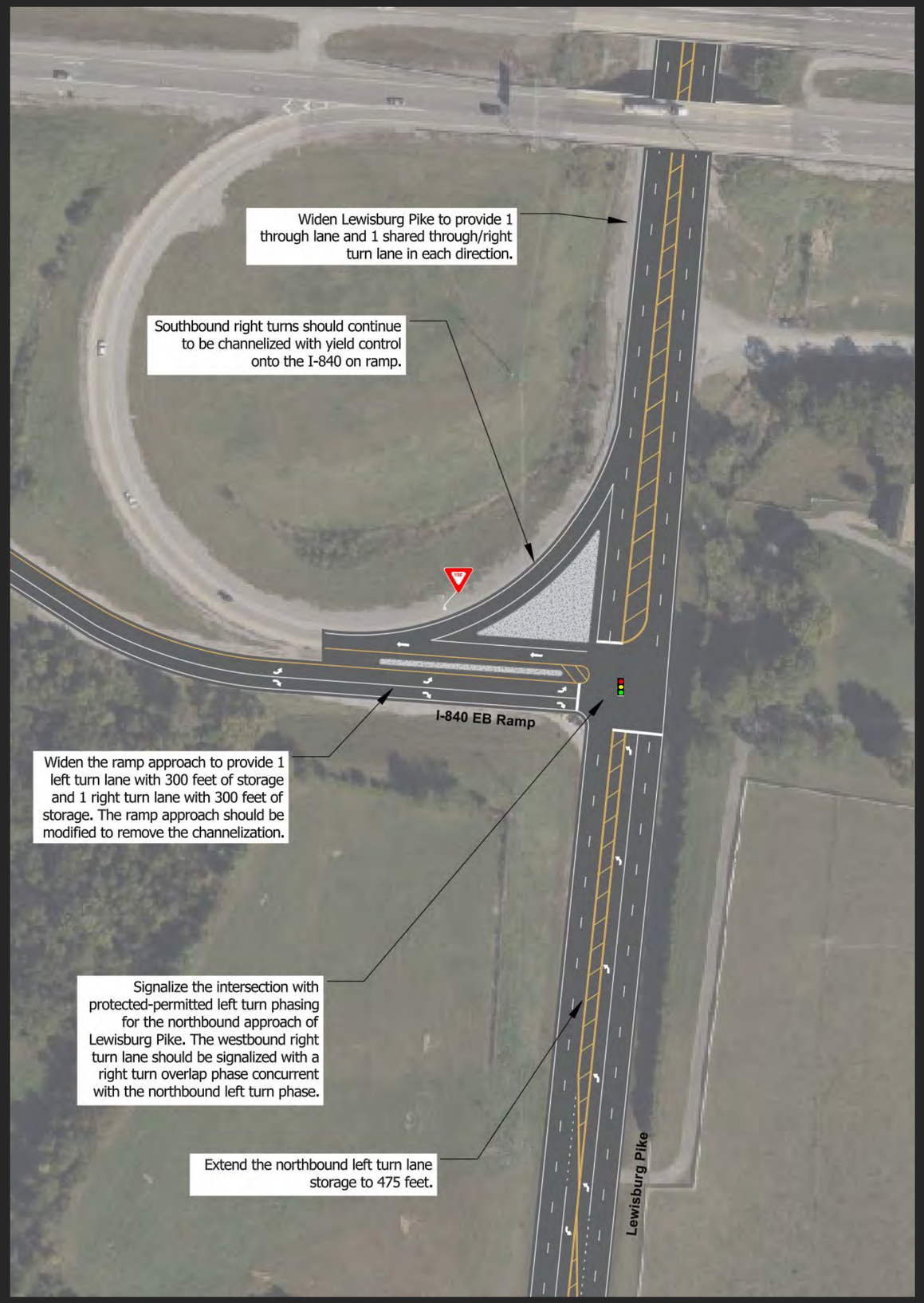

**Existing**

**Improved**

# Lewisburg Pike and I-840 Eastbound Ramp



Existing

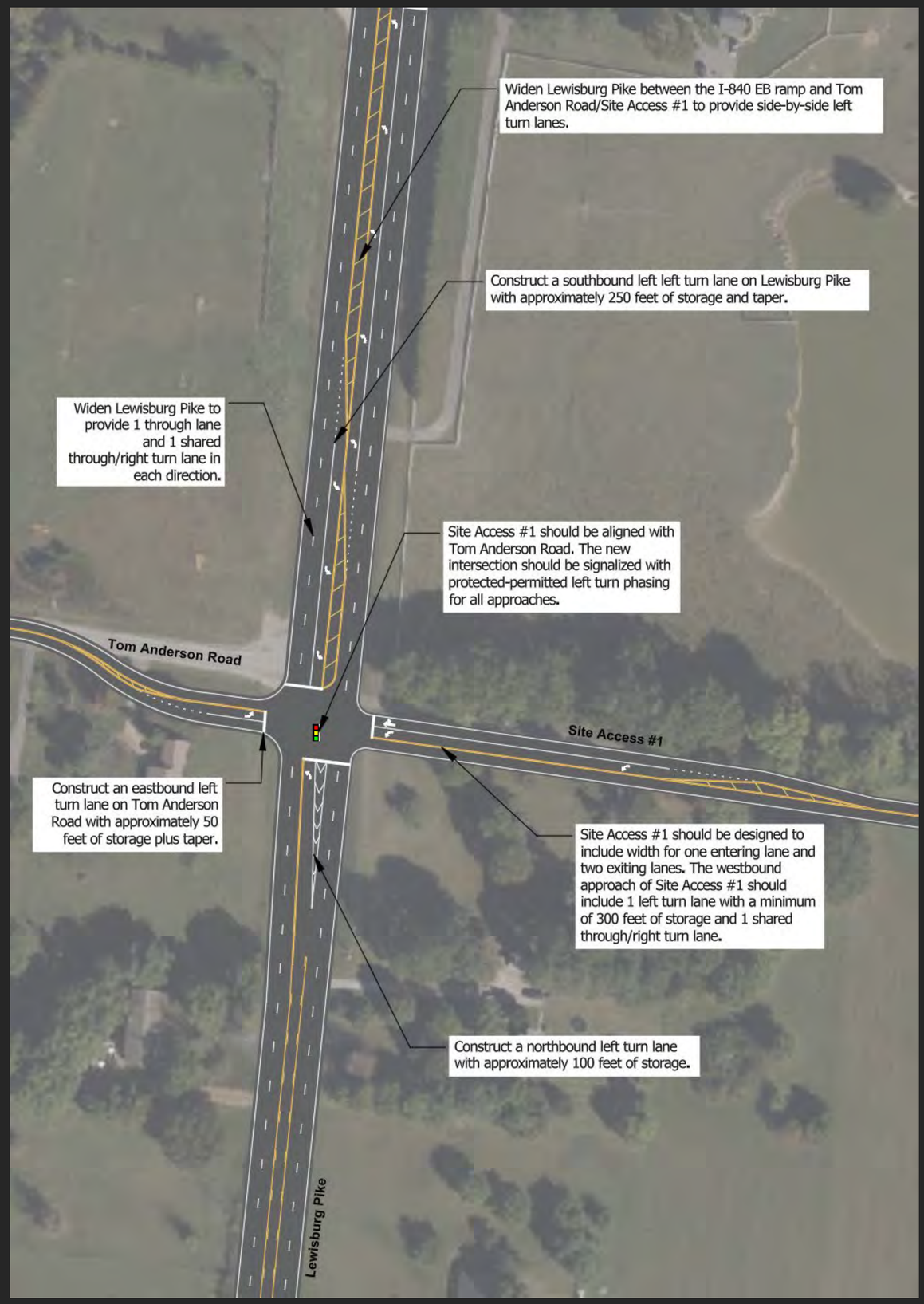



Improved

# Lewisburg Pike and Tom Anderson Road/Site Access #1



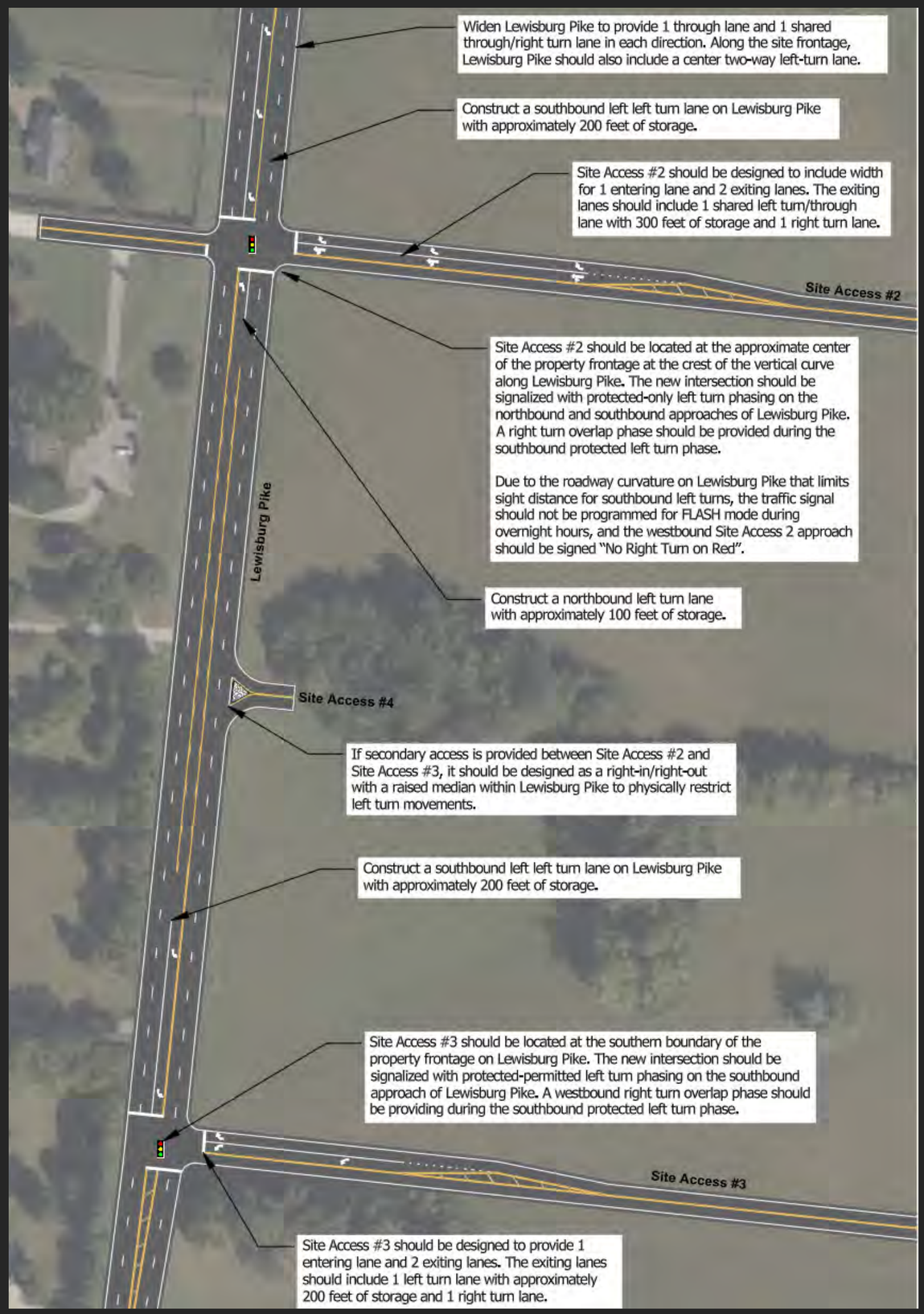
Existing




Improved

# Lewisburg Pike and Site Accesses #2 and #3






**Existing**

**Improved**

# Lewisburg Pike and Critz Lane



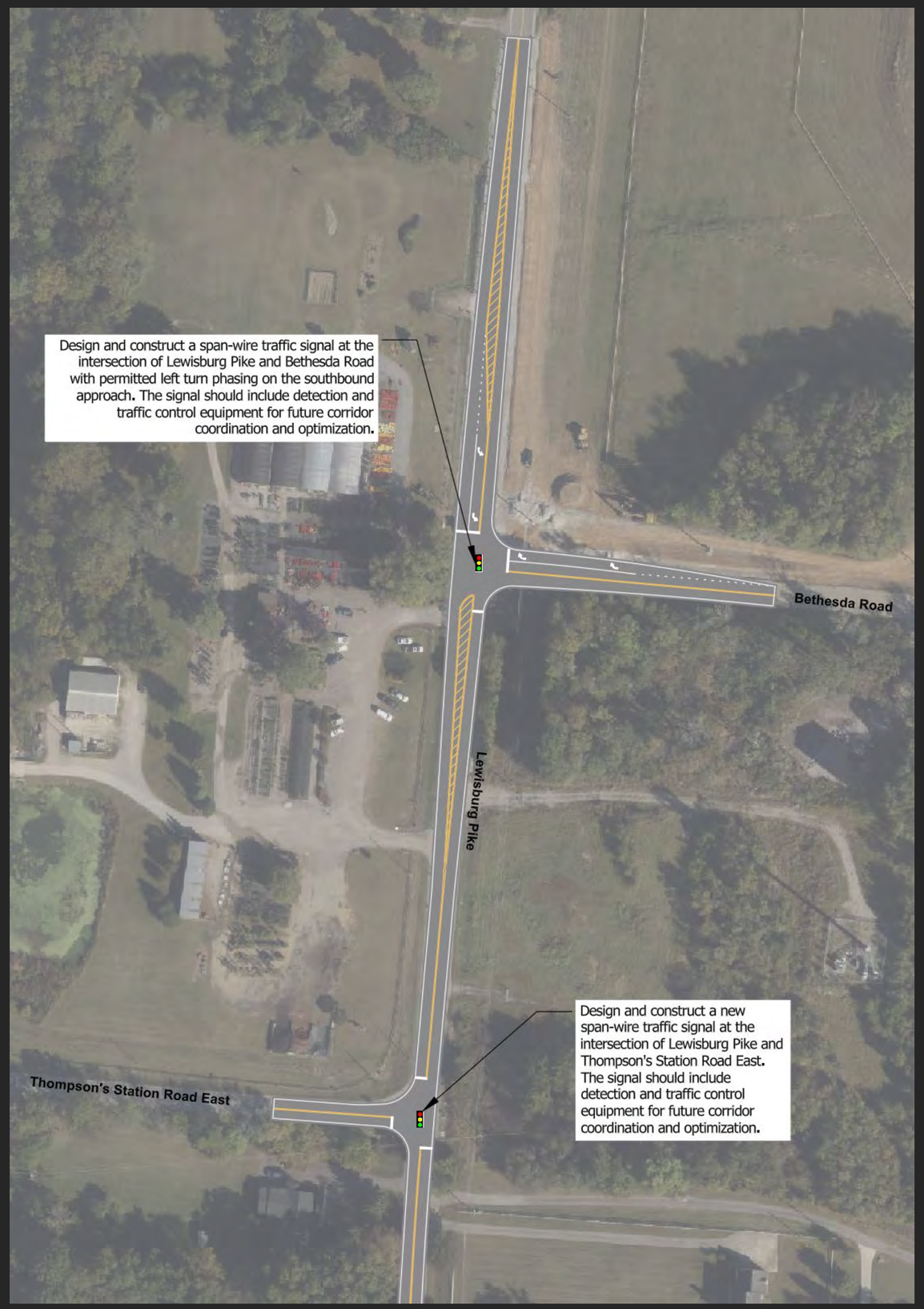



**Existing**

**Improved**

# Lewisburg Pike and Bethesda Road / Lewisburg Pike and Thompson’s Station Road East






Existing

Improved

# APPENDIX M

# TIS REQUIRED CONTENT CHECKLIST

| Page | Required Component |
|---|---|
| **Mitigation Executive Summary** | |
| 1, 39 | Whether or not preexisting substandard conditions are present; |
| 41 | If applicable, list the specific mitigatory offsets that will be incorporated into the project; |
| 1, 39 | Whether or not substantial impacts are present; and |
| 41 | If applicable, list the specific mitigation measures that will be incorporated into the project. |
| **Project Description** | |
| 1 | Purpose and objectives of the project and study; |
| 8 | Site location, including description and study area mapping; |
| 9 | Current site conditions and proposed use (number of lanes, lane widths including road shoulders, roadway classifications, speed limit, ditching or curb and gutter, sidewalks, zoning, proposed development size and type of development, availability of essential utilities, directional signage, existing multimodal infrastructure, etc.); |
| 11 | Locations of existing and proposed access point(s), distances between each access point and nearby driveways, etc.; and |
| 7 | Phasing and proposed timing of each development phase. |
| **Signalized Intersection Examination** | |
| 11 | Examination of all signalized intersections within one (1) mile of the site, measured linearly from the nearest property line on any point of an applicable site, as well as all intersections along an arterial within the Town limits if the project borders the same arterial. |
| N/A | If the site has one (1) or more access points to a collector, the applicant shall also examine the nearest signalized intersection of the applicable collector and arterial (core intersection), as well as the core intersection's two (2) adjacent signalized intersections along the arterial, regardless of distance between the signalized intersections – three (3) signalized intersections along the nearest arterial in total, with one (1) signalized intersection located on either side of the core intersection. |
| 32 | List the LOS for the overall intersection for signalized intersections as well as all individual movements of a signalized intersection and the LOS for all movements for unsignalized intersections. LOS calculations should be based on the latest edition of the Highway Capacity Manual. |
| **VMT Analysis** | |
| 48 | VMT analysis for any project that includes a Neighborhood Mixed Use, Town Center, the Columbia Pike Corridor, or the Lewisburg Pike Corridor place type in the study area. The VMT analysis should assess baseline conditions, as well as cumulative conditions, between the development and the proximate core intersection(s). VMT calculations are to be based on the travel demand model utilizing an Origin Destination methodology to determine the project generated VMT. Generally, the project-generated VMT per capita of the project will be evaluated against a baseline VMT per capita for the purpose of evaluating the project against a baseline threshold. The baseline threshold that should be used for VMT comparisons will be the most recent publishing of TDOT's HPMS DVMT Rural and Urban by County annual report. The VMT per capita should be calculated in the transportation study by taking the Williamson County VMT for the applicable road classes and dividing by the County population. Alternatively, the applicant's transportation engineer may choose to develop their own baseline VMT per capita if desired. Once the baseline VMT per capita is established, if the project VMT per capita exceeds the baseline VMT per capita, mitigation measures that reduce the project VMT per capita to be under the baseline threshold will be expected. |

| | |
|---|---|
| **Baseline Traffic Counts** | |
| 17 | All traffic counts must be taken on a Tuesday, Wednesday, or Thursday that does not fall within the week of a federal holiday, unless specified otherwise during the scoping meeting as a result of a unique land use; |
| 17 | All traffic counts must be taken during the days that school is in session and under normal operations, unless exempted by Town Staff. |
| 17 | Traffic counts must be collected during the: AM peak hours: 6:00am to 9:00am CT; Midday peak hours: 12:00pm to 1:00pm CT; and PM peak hours: 4:00pm to 7:00pm CT. |
| 24 | Project-generated traffic shall be determined using the data and methodology defined in the latest edition of the ITE Trip Generation Manual. |
| **Traffic Forecasts** | |
| 20 | Traffic forecasts for projects planned and under construction within one (1) mile of the site, measured linearly from the nearest property line to property line on any point of an applicable site. |
| **Horizon Date** | |
| 20 | Projections shall be based on special counts factored by an increase of four percent (4%) per year (or other annual growth rate as warranted by current data and agreed upon in the SAM) to reach the required projection year. |
| **Cumulative Background Impacts** | |
| 20 | Cumulative Projects List: Town Staff shall provide the applicant a list of all recently approved projects and projects under construction within the study area of the proposed project, and assist the applicant in obtaining an identical list from any other municipal jurisdictions within the study area; |
| 20 | The cumulative background trip generation shall be the existing baseline trips and trips generated by all projects on the Cumulative Projects List. |
| **Passenger Car Equivalency Calculations** | |
| N/A | In counting project-generated traffic trips and cumulative project traffic trips, buses, construction-type trucks, three (3) or more axle trucks, and/or any other vehicles that have greater per-vehicle traffic impacts than the per vehicle impacts of passenger cars shall not be counted equal to passenger car trips; and the TIS shall employ passenger equivalency calculations of not less than two (2) to one (1) and adjustments to the trip calculations and impact assessments to account for the greater per-vehicle impacts of buses, construction-type trucks, three (3) or more axle trucks, and/or any other vehicles that have greater per-vehicle traffic impacts than the per-vehicle impacts of passenger cars.<br><br>*Comment: The Passenger Car Equivalency (PCE) analysis was not identified as applicable during the scoping meeting, as the proposed development's project-generated trips are expected to be predominantly comprised of passenger cars. Furthermore, delivery and service truck activity — which represents the marginal share of heavy vehicle trips associated with this land use — occurs during early morning and late-night hours outside of the AM, Midday, and PM peak count windows required by the ordinance, and therefore does not materially influence the peak-hour trip calculations or intersection impact assessments contained herein.* |
| **Transportation Impact Mitigatory Offsets, if required** | |
| 41 | Chart that clearly describes: Each proposed mitigatory offset activity or component; cost associated with performing each proposed mitigatory offset; and timeline for completing each proposed mitigatory offset. |
| **Transportation Impact Mitigation Measures, if required** | |

| | |
|---|---|
| 41 | Chart that clearly describes: each substantial impact; each proposed mitigation measure; cost associated with performing each proposed mitigation measure; and timeline for completing each proposed mitigation measure. |
| **Conclusions and Recommendations** | |
| 50 | All recommended roadway improvements based upon the criteria outlined herein, the LDO, and industry standards, including, but not limited to: roadway widening, turn lanes or deceleration lanes, new roadway connections and extensions, bicycle or pedestrian improvements, as well as other appropriate and industry standard improvements. Specify turn lane storage lengths, taper and transition lengths, and lane widths. |
| 50 | Any modifications to existing traffic control devices or additions of new traffic control devices. |
| 50 | A list of site access evaluations and recommendations. |
| 50 | Timing for the completion of the improvements. Timing should be based on logical construction phasing for buildout schedule and when the improvements are needed. |