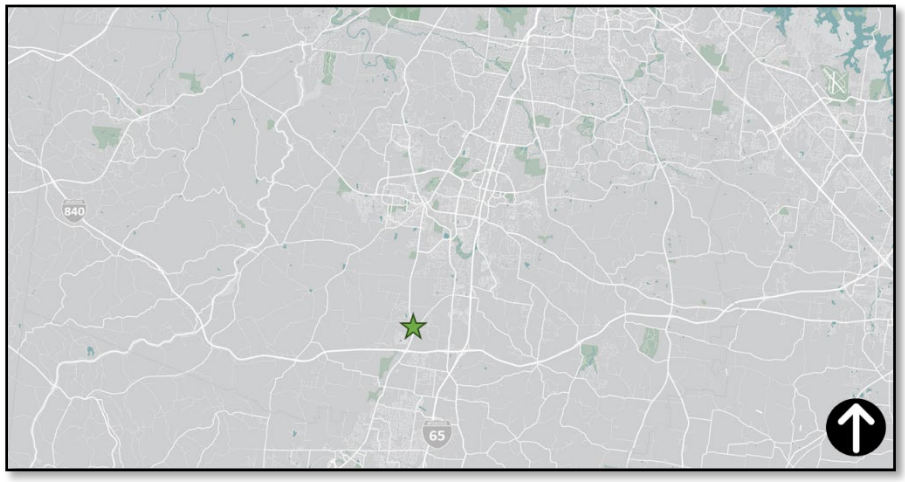
SOUTHVIEW CHURCH

Transportation Assessment

5/28/2026



Prepared For:
Bauer Askew
Architecture, PLLC

Vicinity Map
(Not to Scale)

4392 Columbia Pike
Thompson's Station, Tennessee

BURCH
TRANSPORTATION

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SOUTHVIEW CHURCH TRANSPORTATION ASSESSMENT

PREPARED FOR:

BAUER ASKEW ARCHITECTURE, PLLC



5/28/26

PREPARED BY:

BURCH TRANSPORTATION, LLC

BURCH TRANSPORTATION

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1. Executive Summary

The new Thompson's Station campus for the Southview Church is proposed to be located on a 13-acre parcel at 4392 Columbia Pike currently located in unincorporated Williamson County, TN. The proposed development project is seeking annexation into the Town of Thompson's Station. Initial construction of the proposed church is expected to be completed in 2028 and will include approximately 35,000 sf, which will consist of a 500-seat worship center complemented by additional classroom space and office space for use by the church staff. Vehicular access is planned to be provided, at a minimum, from McLemore Road by a new private driveway to be constructed with the development and aligned with Heritage Pointe Place. In addition, a secondary access point will be pursued on Columbia Pike.

In order to provide data for this study, turning movement counts were conducted at the unsignalized intersections of Columbia Pike (US 31/SR 6) and W. Harpeth Road, Columbia Pike (US 31/SR 6) and McLemore Road, McLemore Road and Goose Creek Bypass (SR 248), and Columbia Pike (US 31/SR 6) and Goose Creek Bypass (SR 248) as well as the signalized intersections Columbia Pike (US 31/SR 6) and Tollgate Boulevard, Columbia Pike (US 31/SR 6) and I-840 Westbound Ramps, Columbia Pike (US 31/SR 6) and I-840 Eastbound Ramps, and Columbia Pike (US 31/SR 6) and Critz Lane. The count data utilized for the TA was collected on Sunday, April 19, 2026.

The analyses presented in this report indicate that the proposed development will generate a manageable amount of new vehicular traffic to the study area. At full build-out, the project is expected to generate approximately 300 midday peak hour trips on a Sunday. Capacity analyses indicate that the study intersections and site access will operate acceptably following completion of the proposed church.

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

McLemore Road and Site Access #1

- Site Access #1 should be designed to include width for one entering lane and one exiting lane and should be aligned with Heritage pointe Place as presented in the current concept plan.
- Site Access #1 should be designed and constructed to allow for sufficient intersection sight distance, clear of any obstructions such as vegetation, landscaping, hardscaping, signs, driveway approach grades, and fencing within the departure sight triangle.
- Stop control should be provided for Site Access #1 complete with Stop sign (R1-1) and a stop line pavement marking installed on the northbound approach.

Columbia Pike and Site Access #2

- Site Access #2 should be designed to include width for one entering lane and two exiting lanes – one for left turns and one for right turns.
- Site Access #2 should be designed and constructed to allow for sufficient intersection sight distance, clear of any obstructions such as vegetation, landscaping, hardscaping, signs, driveway approach grades, and fencing within the departure sight triangle.
- Stop control should be provided for Site Access #2 complete with Stop sign (R1-1) and a stop line pavement marking installed on the westbound approach.
- Site Access #2 should be designed to include a concrete median that channelizes the allowed right turn in but prohibits the left turn in from Columbia Pike.

- A northbound right turn lane should be provided on Columbia Pike at Site Access #2. The right turn lane should include a minimum of 160 feet of storage and 180 feet of bay taper. Recommended turn lane storage and taper lengths are based on assumptions documented in this TA. However, should these assumptions not hold true based on geometric or design constraints, the turn lanes should be designed according to AASHTO and TDOT standards.

Columbia Pike and McLemore Road

- A southbound left turn lane should be provided on Columbia Pike at McLemore Road. The left turn lane should include a minimum of 250 feet of storage, 90 feet of bay taper, and 225 feet of approach taper. Recommended turn lane storage, bay taper, and approach taper lengths are based on assumptions documented in this TA and the assumption that Columbia Pike is widened about the centerline to accommodate this left turn lane. However, should these assumptions not hold true based on geometric or design constraints, the turn lanes should be designed according to AASHTO and TDOT standards.
- The design and construction of this left turn lane will need to be coordinated with other improvements on Columbia Pike planned to the north at the W. Harpeth Road intersection.

Goose Creek Bypass and McLemore Road

- A northbound left turn lane should be provided on Goose Creek Bypass at McLemore Road. The left turn lane should include a minimum of 175 feet of storage, 90 feet of bay taper, and 225 feet of approach taper. Recommended turn lane storage, bay taper, and approach taper lengths are based on assumptions documented in this TA and the assumption that Goose Creek Bypass is widened about the centerline to accommodate this left turn lane. However, should these assumptions not hold true based on geometric or design constraints, the turn lanes should be designed according to AASHTO and TDOT standards.

Sunday Operations

- The Sunday midday peak hour is expected to occur after the first worship service dismisses and before the second service begins. During this time, use of a traffic control officer may be needed at McLemore Road and/or Site Access #2 on Columbia Pike to facilitate efficient traffic operations and prevent off-site queueing on Columbia Pike.
- If desired, the use of flashing lights or a patrol car should complement the use of a traffic control officer during Sunday peak periods. The future gore area on Columbia Pike to be constructed with the recommended southbound left turn lane could provide space for these operations and vehicle storage.

Based on the analyses presented in this report, no further improvements are recommended in association with the proposed Southview Church campus in Thompson's Station at this time. An additional Transportation Impact Study (TIS) will be required with future site plan submittal following a successful annexation request at which time additional improvements may be identified.

2. Introduction

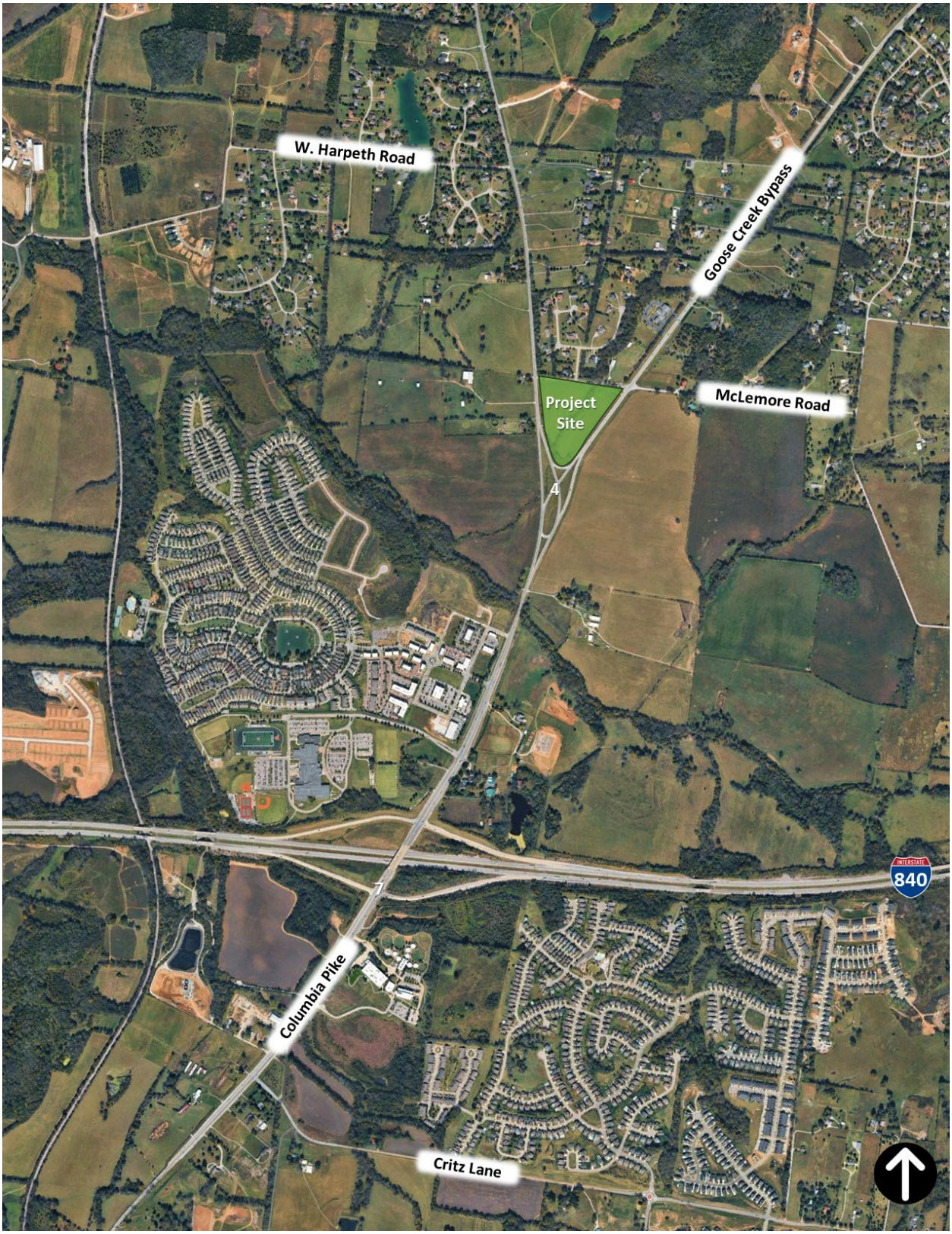
The new Thompson's Station campus for the Southview Church is proposed to be located on a 13-acre parcel at 4392 Columbia Pike currently located in unincorporated Williamson County, TN. The proposed development project is seeking annexation into the Town of Thompson's Station as it is currently located within the Town's adopted Urban Growth Boundary (UGB). The project site is bounded by Columbia Pike, Goose Creek Bypass, and McLemore Road and is adjacent to the Heritage Pointe residential subdivision. Approximately 35,000 sf of church facilities inclusive of a 500-seat worship center are proposed for the 13-acre project site with two Sunday morning services anticipated. The development will be accessed at a minimum by a new driveway connection to McLemore Road, which will form a fourth leg to the existing unsignalized intersection at Heritage Pointe Place. Based on the location of its current members, it is desirable for the church to also have access on Columbia Pike.

The project site location is presented in Figure 1. The current concept plan is included in Appendix A for reference. For the purpose of this Transportation Assessment (TA), the first phase of the church's expansion is expected to be complete in two years, which is a 2028 horizon. The intention of this TA is to identify the amount of traffic expected to be generated by the proposed development during its primary peak hour and evaluate the primary impacts on surrounding roadways and intersections. The TA identifies initial improvements that are preliminarily deemed appropriate and necessary to accommodate the project's vehicular traffic.

At the outset of preparing this TA, Burch Transportation, LLC (Burch) coordinated the study scope with the Town of Thompson's Station and TDOT. The approved Scoping Action Memo (SAM) as well as scoping meeting notes are provided in Appendix B. As noted in the SAM, this TA report serves as supporting documentation for the annexation request, but a full TIS report will be required by the Town for any subsequent site plan submittals for the proposed church.

Per the applicant, "
The phrase 'expansion' was meant to describe the church's moving into Thompson's Station from other geographies, not a phased development program. The current development program, consisting of a 500-seat worship center, is the expected build out of the site at this time."

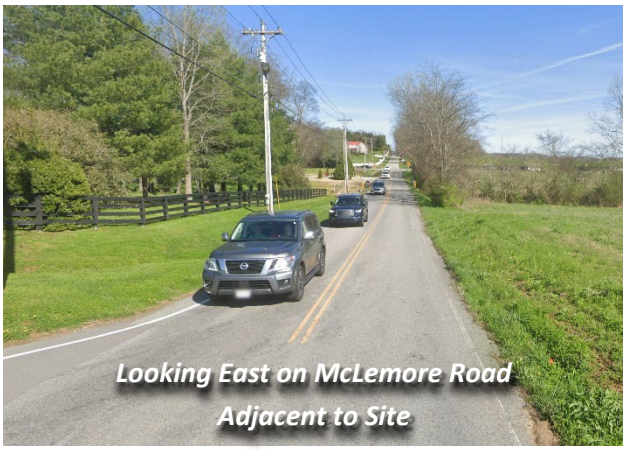
Figure 1: Project Site Location



3. Existing Conditions

The project site is served by McLemore Road, Columbia Pike, and Goose Creek Bypass. The following provides a description of the roadways and intersections within the study area and the existing traffic data.

3.1 Roadway Descriptions


Looking East on McLemore Road Adjacent to Site

McLemore Road is categorized as a local roadway according to TDOT's functional classification system. McLemore Road is a two-way street that generally travels in an east-west direction. This relatively short roadway primarily provides a connection between Columbia Pike and Goose Creek Bypass though it continues farther east to ultimately connect to Lewisburg Pike. The land uses along McLemore Road are mostly low-density residential near the project site with larger agricultural parcels farther east. McLemore Road includes one travel lane in each direction. There are no curbs, gutters, bikeways, or sidewalks near the project site. There is no posted speed limit on McLemore Road in the vicinity of the project site; however, east of Goose Creek Bypass, the posted speed limit is 30 mph. It should be noted that McLemore Road is currently owned and maintained by Williamson County.


Looking South on Columbia Pike Near the Project Site

Columbia Pike (US 31/SR 6) is categorized as an arterial roadway according to both TDOT's functional classification system and the Town's Major Thoroughfare Plan. Columbia Pike provides a connection between Spring Hill to the south and Franklin to the north. The land uses along Columbia Pike in the vicinity of the project site are primarily agricultural. Columbia Pike is a two-way street that generally travels in a north-south direction. North of the project site, Columbia Pike includes two 12-foot travel lanes in each direction and an 8-foot paved outside shoulder. South of the project site Columbia Pike widens to a 5-lane cross section. There are no curbs, gutters, bikeways, or sidewalks on Columbia Pike near the project site. The posted speed limit on Columbia Pike in the vicinity of the project site is 45 mph.

Goose Creek Bypass (SR 248) is classified as a minor arterial according to TDOT's functional classification system. Goose Creek Bypass provides access to I-65 and Peytonsville Road to the northeast and to Columbia Pike to the southwest. In this study, Goose Creek Bypass is referred to as a north-south facility. Near the project site, Goose Creek Bypass is a 2-lane facility with a single travel lane in each direction and 8-foot paved shoulders on both sides. The posted speed limit is 40 mph, and there are no pedestrian or bicycle facilities on this section of Goose Creek Bypass.



3.2 Intersection Descriptions

The following eight (8) intersections were studied in this analysis:

- Columbia Pike and W. Harpeth Road (unsignalized)
- Columbia Pike and McLemore Road (unsignalized)
- McLemore Road and Goose Creek Bypass (unsignalized)
- Columbia Pike and Goose Creek Bypass (unsignalized)
- Columbia Pike and Tollgate Boulevard (signalized)
- Columbia Pike and I-840 West Ramps (signalized)
- Columbia Pike and I-840 East Ramps (signalized)
- Columbia Pike and Critz Lane (signalized)

It should be noted that the Columbia Pike and Declaration Way and the Columbia Pike and Elliston Way intersections were both omitted from the study area based on coordination with the Town of Thompson's Station during scoping since minimal Sunday peak hour traffic is expected at these intersections. In accordance with the Town's TIS Guidelines, these intersections will be included in any future studies following annexation.

The intersection of **Columbia Pike and W. Harpeth Road** is an unsignalized intersection with three approaches. The northbound and southbound approaches of Columbia Pike include a single lane for all movements. The eastbound approach of W. Harpeth Road is stop-controlled and includes a single shared lane for both left and right turns. There are no pedestrian facilities at this intersection.



The intersection of **Columbia Pike and McLemore Road** is an unsignalized intersection with three approaches. The northbound and southbound approaches of Columbia Pike include a single lane for all movements. The westbound approach of McLemore Road is stop-controlled and includes a single shared lane for both left and right turns. There are no pedestrian facilities at this intersection.



The intersection of **Goose Creek Bypass and McLemore Road** is an unsignalized intersection with four approaches. The northbound and southbound approaches of Columbia Pike include a single lane for all movements. Both the eastbound and westbound approaches of W. Harpeth Road are stop-controlled and include a single shared lane for all movements though there is a yield-controlled, channelized area for right turns. There are no pedestrian facilities at this intersection.



The intersection of **Goose Creek Bypass and Columbia Pike** is an unsignalized, at-grade intersection with multiple approaches. Both arterials are oriented north-south and merge in a series of single-direction ramps. The northbound and southbound movements along Columbia Pike are uncontrolled and consist of a single lane for all movements. The southbound approach of Goose Creek Bypass splits into two stop-controlled approaches for vehicles to eventually merge with the uncontrolled northbound and southbound through movements on Columbia Pike. There are no pedestrian or bicycle facilities at this intersection.





The intersection of **Columbia Pike and Tollgate Boulevard** is a signalized intersection with three approaches. The eastbound approach of Tollgate Boulevard includes an exclusive left turn lane and an exclusive right turn lane with approximately 200 feet of storage. The eastbound approach has a right turn overlap phase. The northbound approach of Columbia Pike includes an exclusive left turn lane with approximately 150 feet of storage and two through lanes. Of note, the outside northbound lane on Columbia Pike merges into a single lane approximately 300 feet north of the intersection. The northbound approach includes protected-permissive left turn phasing. The southbound approach of Columbia Pike includes two through lanes and an exclusive right turn lane with approximately 275 feet of storage. The southbound approach has a right turn overlap phase. No crosswalks or pedestrian infrastructure are provided at the intersection.



The intersection of **Columbia Pike and I-840 WB Ramps** is a signalized intersection with three approaches. The westbound approach of I-840 WB Ramp includes two exclusive left turn lanes with approximately 200 feet of storage and an exclusive, channelized right turn lane with approximately 250 feet of storage and yield control. The northbound approach of Columbia Pike includes an exclusive left turn lane with approximately 225 feet of storage and two through lanes. The northbound approach includes protected-permissive left turn phasing. The southbound approach of Columbia Pike includes two through lanes, and an exclusive channelized right turn lane with approximately 545 feet of storage and yield control. No crosswalks or pedestrian infrastructure are provided at the intersection.



The intersection of **Columbia Pike and I-840 EB Ramps** is a signalized intersection with three approaches. The eastbound approach of I-840 EB Ramp includes two exclusive left turn lanes with approximately 315 feet of storage and an exclusive, channelized right turn lane with approximately 340 feet of storage and yield control. The southbound approach of Columbia Pike includes an exclusive left turn lane with approximately 150 feet of storage and two through lanes. The southbound approach includes protected-permissive left turn phasing. The northbound approach of Columbia Pike

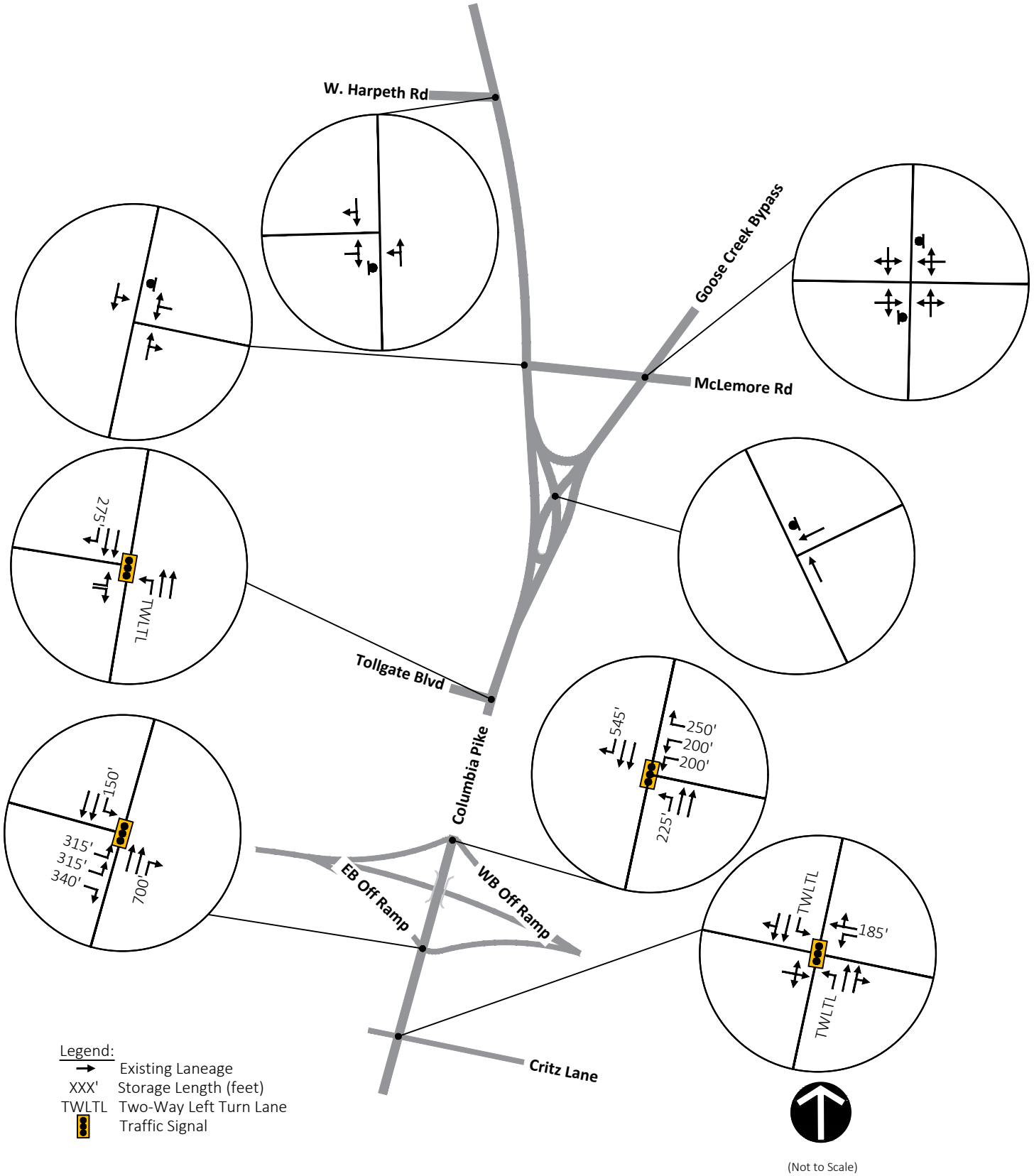
includes two through lanes, and an exclusive, channelized right turn lane with approximately 700 feet of storage and yield control. No crosswalks or pedestrian infrastructure are provided at the intersection.



The intersection of **Columbia Pike and Critz Lane** is a signalized intersection with four approaches. The westbound approach of Critz Lane includes an exclusive left turn lane with approximately 185 feet of storage and an exclusive right turn lane. Right turn overlap phasing is provided for the westbound approach. The eastbound approach is a private driveway for an existing single-family residence. The eastbound and westbound approaches are split phased. The northbound and southbound approaches of Columbia Pike include an exclusive left turn lane, an exclusive through lane, and a shared through/right turn lane. The southbound left turn lane includes approximately 250 feet of storage and protected-permissive left turn phasing. No crosswalks or pedestrian infrastructure are provided at the intersection.

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 Columbia Pike and Goose Creek Bypass near 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 Columbia Pike north of the project site was approximately 13,839 vehicles per day (vpd) in 2025. The AADT on Columbia Pike south of I-840 was approximately 18,293 vpd. The AADT on Goose Creek Bypass north of the project site was approximately 6,676 vpd. The TDOT count station data is included in Appendix C.

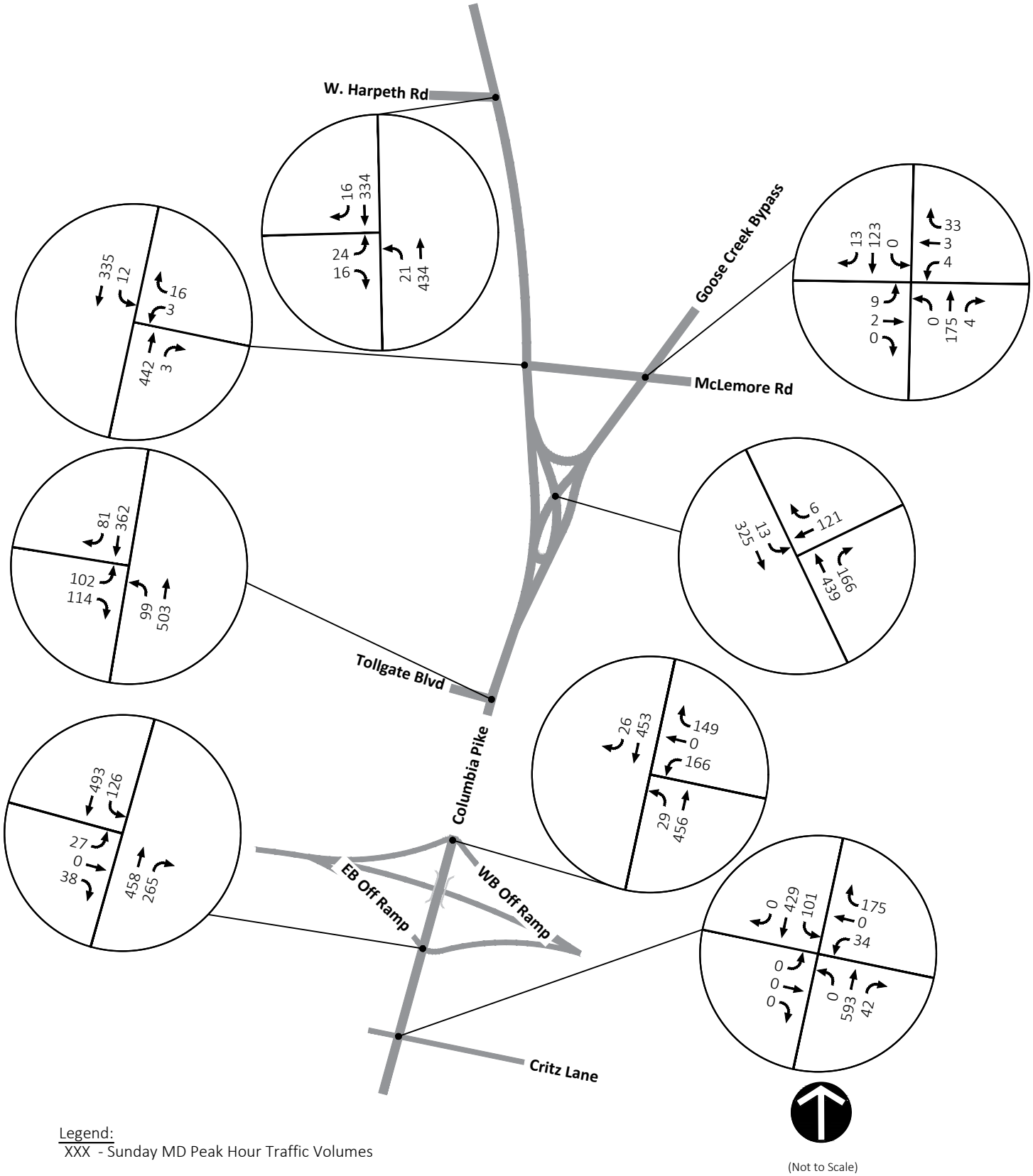
Turning movement counts were also collected for the eight study intersections on Sunday, April 19, 2026, from 8:00 am – 2:00 pm. The traffic volumes were balanced between the study intersections only where appropriate based on the locations of driveways and minor street intersections in between.

The 2026 Existing Conditions Peak Hour Traffic Volumes are presented in Figure 4. The peak hour data shown reflects a Sunday mid-day peak from 10:00-11:00 AM as this is the anticipated peak hours for the proposed church campus when an early and late service overlap. The turning movement count data that was used to establish baseline conditions is included in Appendix D.

Figure 3: Daily Traffic Volumes



Figure 4: 2026 Existing Peak Hour Traffic Volumes



Legend:
XXX - Sunday MD Peak Hour Traffic Volumes

(Not to Scale)

4. Projected Conditions

A trip generation process was used to estimate the amount of traffic that is expected to be generated by the proposed church. According to information provided by Southview Church and the architect, Bauer Askew Architecture, the new church campus will initially include approximately 35,000 square feet of indoor space, which will consist of a 500-seat worship center complemented by additional classroom space and office space for use by the church staff. Two services are anticipated on Sunday mornings.

Trip generation estimates for the site were developed using locally collected data for a church with similar characteristics. The local data accounts for the worship center capacity as well as assumptions for attendance at various worship services, vehicle occupancy, and mode of transportation. More specifically, the following was assumed when estimating trip generation for the site:

- Attendance at each Sunday service would reflect approximately 75% occupancy of the 500-seat worship center.
- Vehicle occupancy on Sundays is assumed to be approximately 2.5 people/vehicle based on the local data.

Based on these assumptions, Table 1 below presents the new vehicular traffic expected to be generated by the proposed church development during a Sunday midday peak hour with a new 500-seat worship center. As shown, the proposed development is expected to generate approximately 300 vph during the Sunday midday peak hour in 2028. Conservatively, the mid-day peak hour trip generation assumes that the departure of early service attendees overlaps with the arrival of late service attendees. Trip generation calculations are included in Appendix E.

Table 1: Trip Generation

Land Use	Size	Sunday Mid-Day Peak Hour		
		Total	Enter	Exit
Church	500 seats	300	150	150
Total		**300**	**150**	**150**

A directional distribution was developed based on the existing traffic counts, street network, and current distribution of the existing Southview Church's membership. Table 2 presents the roadways, directions, and percent distribution that traffic is expected to be coming from when entering the site. As shown in Table 2, approximately 45% of the site-generated traffic is expected to be oriented to the north, approximately 35% oriented to the south, approximately 5% oriented to the west, and approximately 15% oriented to the east.

Table 2: Directional Distribution

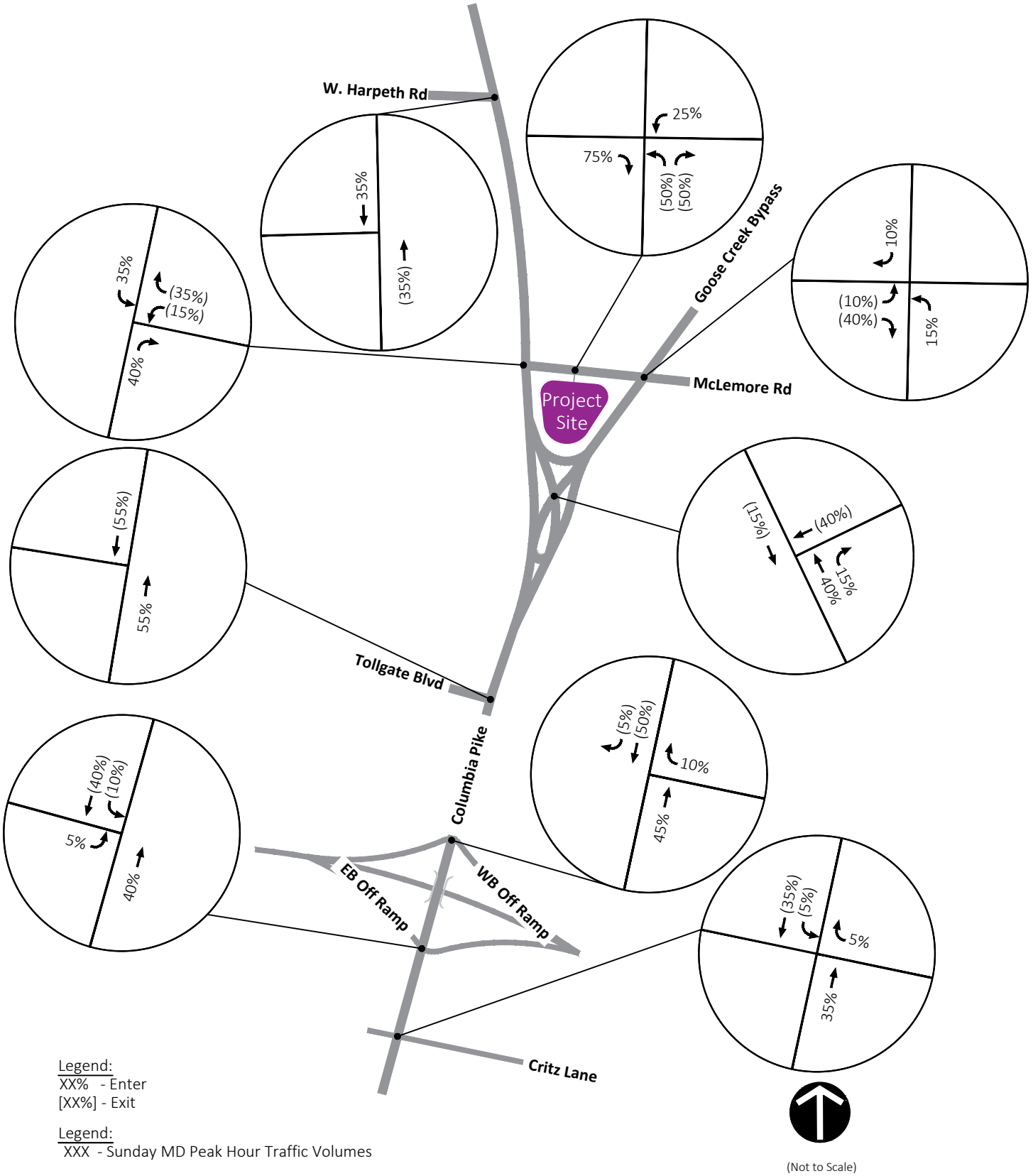
Roadway	Entering Direction (From – To the Site)	Distribution %
Columbia Pike	North	35%
Columbia Pike	South	35%
Goose Creek Bypass	North	10%
I-840	East	10%
I-840	West	5%
Critz Lane	East	5%
	Total	**100%**

The current development plan includes one site access on McLemore Road directly aligned with Heritage Pointe Place. Referred to as Site Access #1, this driveway is assumed to be full access, stop-controlled, and include a single lane for entering and exiting movements. In addition, the development is seeking access on Columbia Pike. Based on guidance on access spacing within TDOT's Highway System Access Manual, it is assumed that this driveway, referred to as Site Access #2, will be a restricted access. However, to facilitate the efficient exit of vehicles from the site parking in-between morning services, Site Access #2 is assumed to allow left and right turns out of the site as well as right turns into the site but prohibit left turns into the site from Columbia Pike. Because the allowance of Site Access #2 is unknown at this phase of the development, two scenarios were evaluated as part of this TA and can be described as follows:

- **Scenario #1** – Full access to the site is provided only on McLemore Road
- **Scenario #2** – Full access to the site is provided on McLemore Road, and restricted access as described above is provided on Columbia Pike.

For both scenarios, a directional distribution was developed for the turning movements at each of the study intersections and the site accesses. The directional distributions for the project site at the study intersections are presented in Figure 5a for Scenario #1 and Figure 5b for Scenario #2. Using these directional distributions, the traffic generated by the site was assigned to the street network according to applicable access restrictions in Scenario #1 and Scenario #2 and are presented in Figure 6a and Figure 6b, respectively. The site traffic was added to the existing traffic volumes to obtain the 2028 Future Projected Peak Hour Traffic Volumes, which are presented in Figure 7a for Scenario #1 and Figure 7b for Scenario #2. These volumes represent the total peak hour traffic expected at the study intersections following completion of the proposed development under both access scenarios. The traffic calculation worksheets showing the traffic assignment and volume calculations are included in Appendix F.

Figure 5a: Directional Distribution of Primary Site Traffic - Access Scenario #1



Legend:
XX% - Enter
[XX%] - Exit

Legend:
XXX - Sunday MD Peak Hour Traffic Volumes

(Not to Scale)

Figure 5b: Directional Distribution of Primary Site Traffic - Access Scenario #2

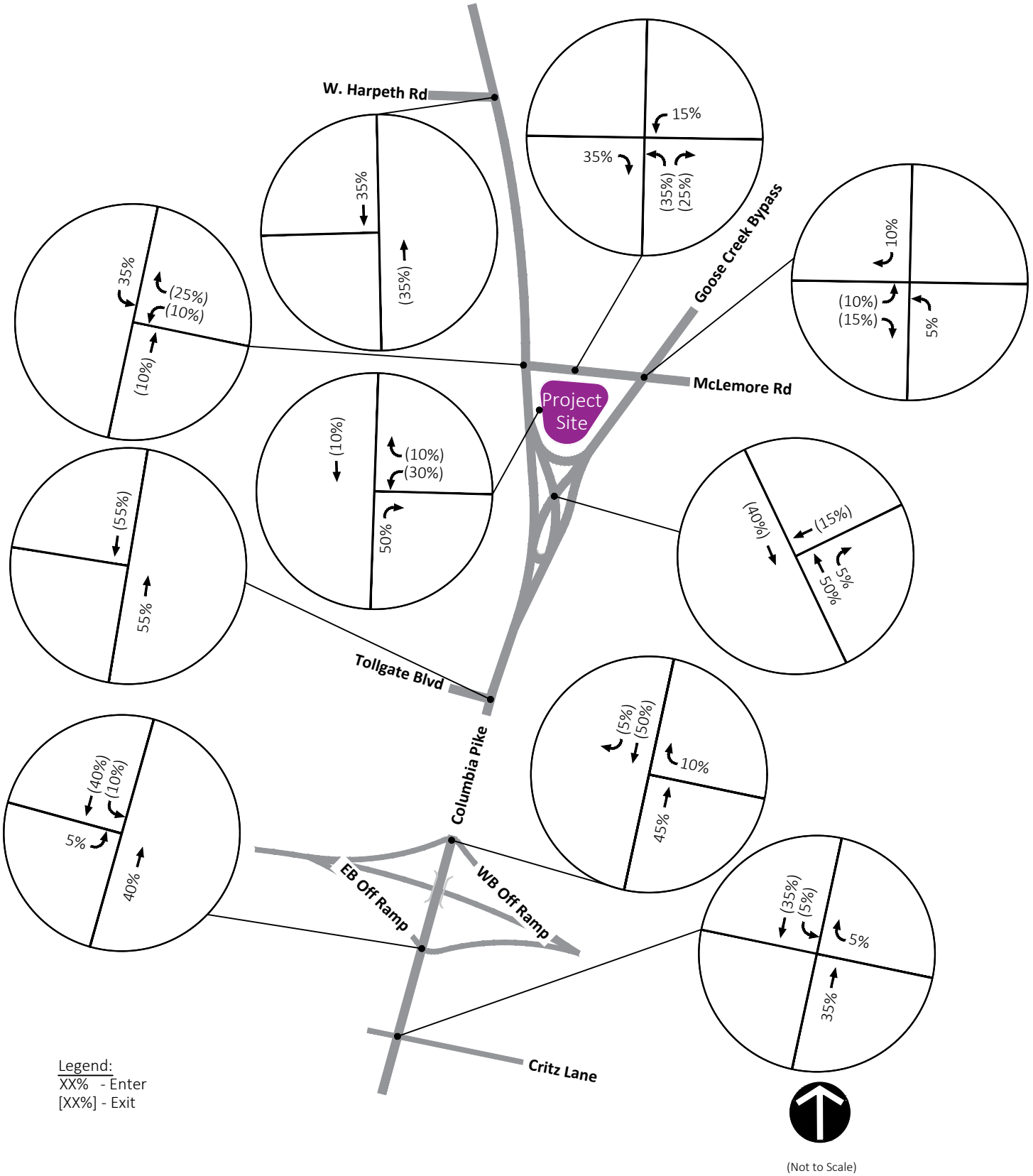
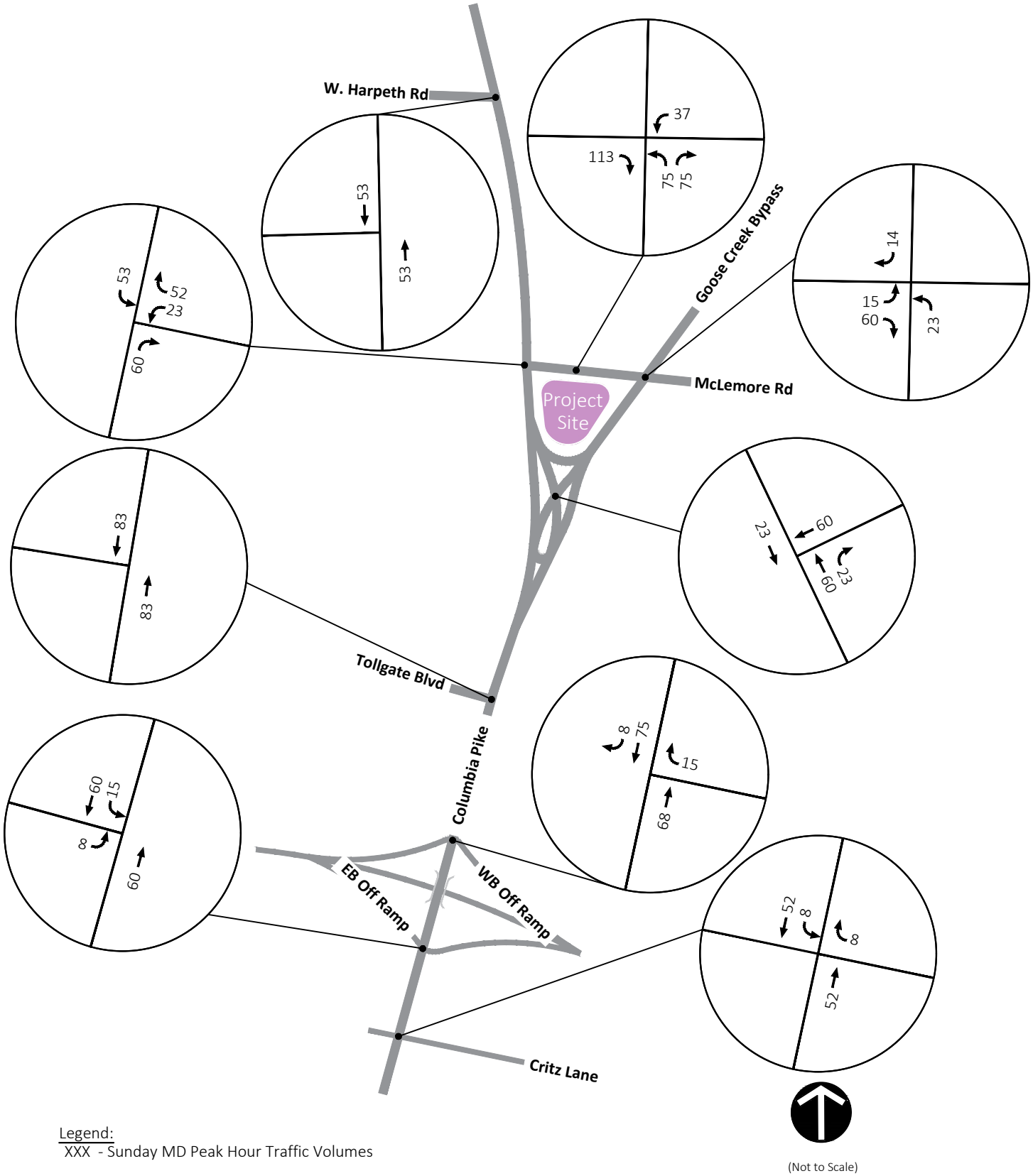


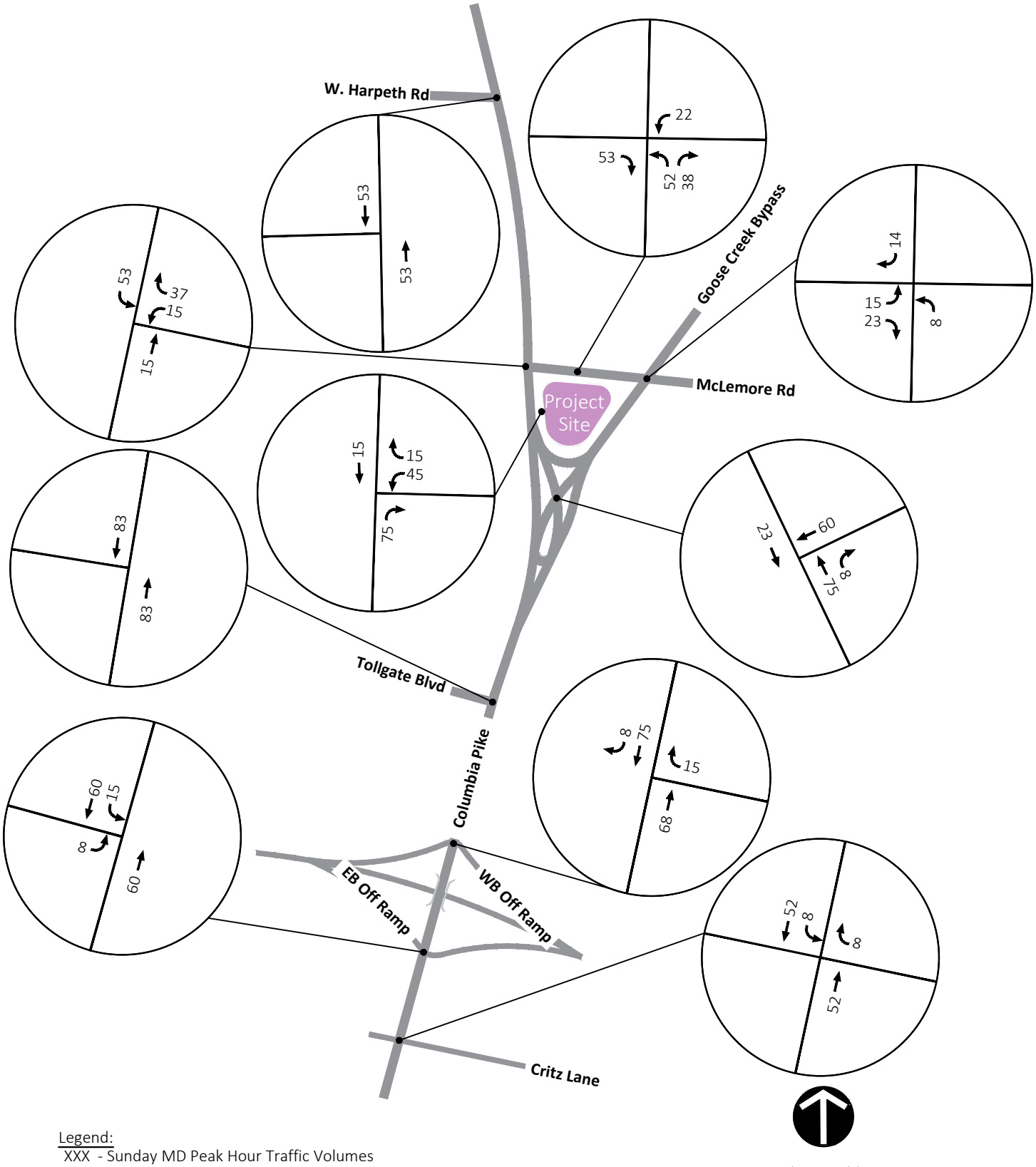
Figure 6a: Assignment of Primary Site Traffic - Access Scenario #1



Legend:
XXX - Sunday MD Peak Hour Traffic Volumes

(Not to Scale)

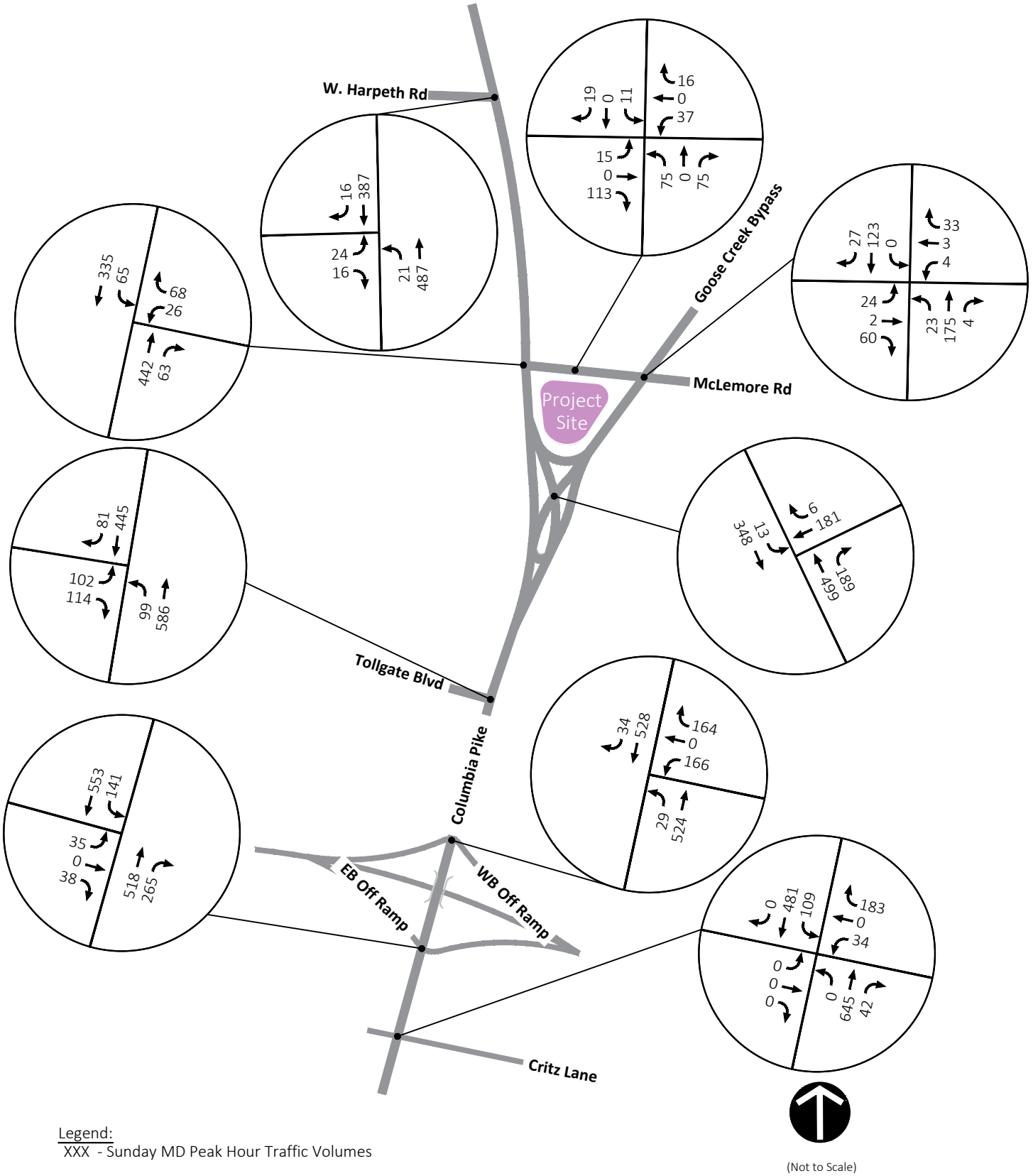
Figure 6b: Assignment of Primary Site Traffic - Access Scenario #2



Legend:
XXX - Sunday MD Peak Hour Traffic Volumes

(Not to Scale)

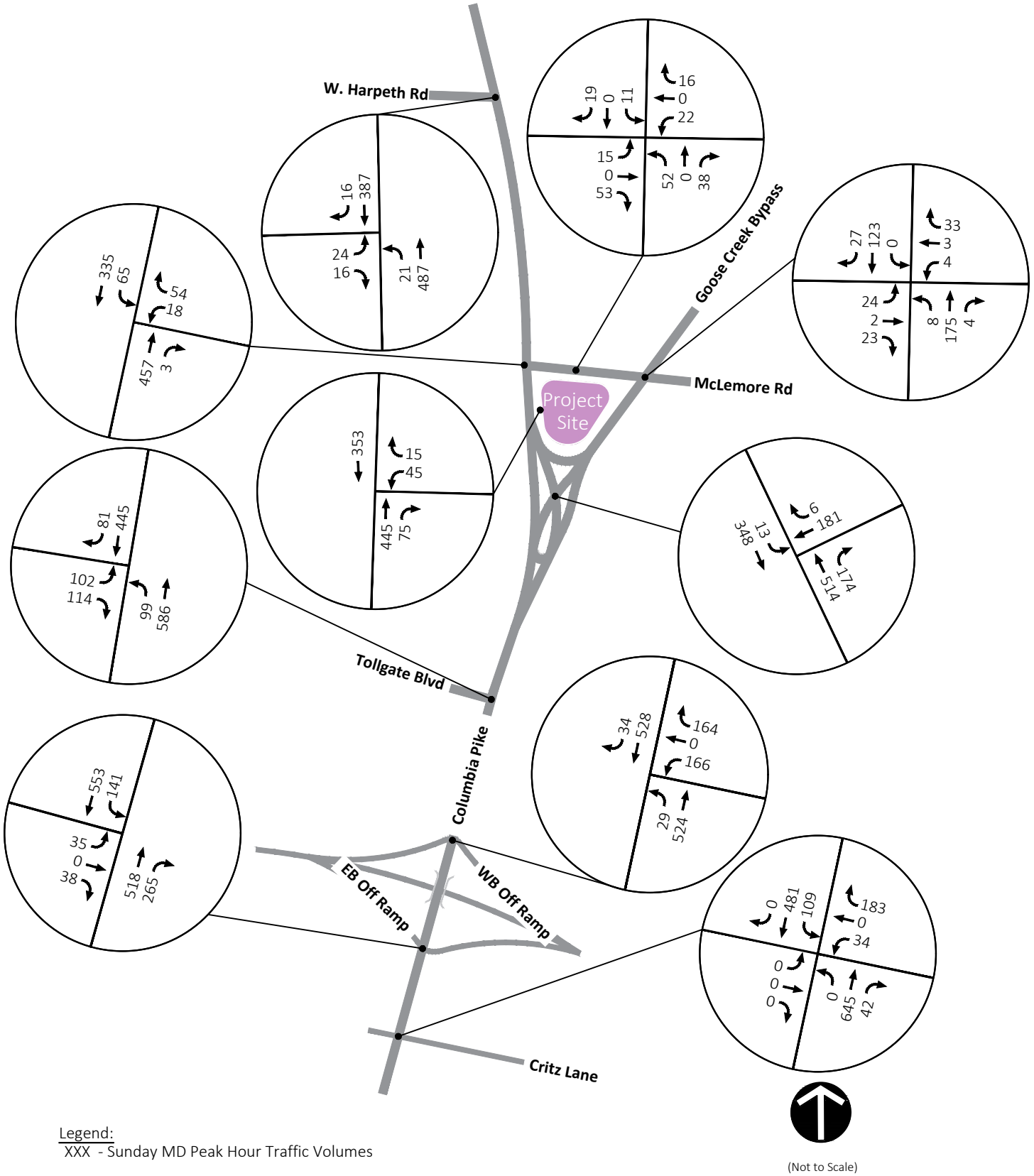
Figure 7a: 2028 Future Projected Peak Hour Traffic Volumes - Access Scenario #1



Legend:
XXX - Sunday MD Peak Hour Traffic Volumes

(Not to Scale)

Figure 7b: 2028 Future Projected Peak Hour Traffic Volumes - Access Scenario #2



5. Traffic Operational Analysis

To evaluate the study intersections under Existing and Future Projected conditions, capacity analyses were conducted for the study intersections using Synchro 12 software and HCM 7th Edition methodology. The signal timing data for the study intersections was obtained from the Town of Thompson's Station and utilized for the capacity analyses.

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.

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*		

5.1 Capacity Analysis

The Town of Thompson's Station identifies acceptable peak hour levels of service based on HCM capacity analysis. For overall intersections, LOS D or better is considered acceptable.

Table 5 presents the results of the Sunday midday peak hour analysis. As mentioned previously, this hour is meant to reflect the overlap between the first worship service dismissal and the arrival of second service attendees. As shown, all intersections operate acceptably under existing and projected conditions regardless of access scenario. The Town of Thompson's Station defines a "substantial impact" as degradation by one of more levels of service. There are two instances in which the proposed project causes a substantial impact according to this definition. The first instance is the westbound approach on McLemore Road at the unsignalized intersection of Columbia Pike, which degrades from a LOS B with 12 seconds of delay under existing conditions to a LOS C with 15 seconds of delay under projected conditions. The second instance is the northbound right turn movement on Columbia Pike at the signalized Critz Lane intersection, which degrades from a LOS A with 10 seconds of delay under existing conditions to a LOS B with 11 seconds of delay under projected conditions.

It should be noted that these levels of service and delays are still considered acceptable according to Town standards and furthermore are expected for a weekend peak hour. It is not reasonable to attempt to improve operations and reduce delay where these levels of service have degraded from LOS A to B and LOS C to B. As discussed with the Town staff, submittal of a full TIS with any future site planning will require analysis of a weekday PM peak hour during which projected levels of service, delays, and queues are expected to be worse, but traffic generated by the church will also be less impactful. In addition, the projected peak hour analysis does not account for the following background developments' traffic nor their associated off-site improvements:

- **W. Harpeth Ranch** – Located at 1546 W. Harpeth Road, this approved development includes approximately 150 single-family homes. Relevant infrastructure improvements include the addition of a northbound left turn lane and southbound right turn lane on Columbia Pike at W. Harpeth Road as well as a right turn lane on the eastbound approach on W. Harpeth Road according to the 2024 TIS. However, a traffic signal will also be installed at this location per discussions with Town staff.
- **Garrett Farms** – Located at 4339 Columbia Pike, approximately 575 feet north of McLemore Road intersection, this approved development includes approximately 95 single-family homes. Relevant infrastructure improvements include the addition of a northbound left turn lane on Columbia Pike according to the 2023 TIS; while the access is not a study intersection, the addition of a northbound left turn lane on Columbia Pike will impact the design of any recommended turn lanes on southbound Columbia Pike at McLemore Road.
- **Tollgate Section 3** – Located in the Tollgate Village near Branford Place, this approved development phase includes approximately 154 multi-family units and 8,000 sf of office. There are no significant infrastructure improvements in the study area associated with this development.
- **Thomas Downs** - Located at 1550 W. Harpeth Road, this approved development phase includes 16 single-family homes. There are no significant infrastructure improvements in the study area associated with this development according to the 2026 TIS.
- **Station Hill** - Located at Sedburry Road, this approved development includes 285 single-family homes. Relevant infrastructure improvements include the addition of a northbound left turn lane and southbound right turn lane on Columbia Pike at W. Harpeth Road as well as a right turn lane on the eastbound approach on W. Harpeth Road according to the 2018 TIS.

Based on the analysis of Sunday peak hour conditions, both access scenarios can accommodate the projected peak hour traffic volumes without meaningful changes to traffic operations. Therefore, Scenario #2 is recommended to help improve circulation to, from, and within the project site. Based on the turn lane warrant analysis presented in Section 5.2, the improved projected conditions are included in Table 5.

Table 5: Intersection Capacity Analysis – Sunday MD Peak Hour

Intersection	Approach / Lane Group	LOS (Delay in sec/veh) [95TH Percentile Queue in veh/ln]			
		2026 Existing	2028 Projected Unimproved #1	2028 Projected Unimproved #2	2028 Projected Improved
Columbia Pike and W. Harpeth Road	NB Left Turn	A (8.1) [0.1]	A (8.3) [0.1]	*No Change*	*No Improvements Anticipated*
	EB Approach	C (15.4) [0.4]	C (17.2) [0.4]		
Columbia Pike and McLemore Road	WB Approach	B (12.3) [0.1]	C (16.7) [1.0]	C (15.2) [0.7]	C (15.1) [0.7]
	SB Left Turn	A (8.4) [0.0]	A (8.8) [0.2]	A (8.6) [0.2]	A (8.6) [0.2]
Goose Creek Bypass and McLemore Road	NB Left Turn	--	A (7.6) [0.1]	A (7.6) [0.0]	A (7.6) [0.0]
	EB Approach	B (11.2) [0.1]	A (10.5) [0.4]	B (10.7) [0.3]	B (10.7) [0.3]
	WB Approach	A (9.1) [0.1]	B (9.2) [0.2]	A (9.1) [0.1]	A (9.1) [0.1]
	SB Left Turn	A (0.0) [0.0]	A (0.0) [0.0]	A (0.0) [0.0]	A (0.0) [0.0]
Goose Creek Bypass and Columbia Pike	SB Left Turn	B (13.7) [0.1]	B (14.8) [0.1]	B (14.8) [0.1]	*No Improvements Anticipated*
	SB Right Turn	B (11.2) [0.0]	B (11.7) [0.0]	B (11.9) [0.0]	
Columbia Pike and Tollgate Boulevard	EB Left Turn	D (54.0) [5.9]	D (54.0) [5.9]	*No Change*	*No Improvements Anticipated*
	EB Right Turn	D (49.9) [0.3]	D (49.9) [0.3]		
	NB Left Turn	A (3.2) [0.9]	A (3.3) [0.9]		
	NB Through	A (2.7) [2.0]	A (2.8) [2.4]		
	SB Through	A (4.8) [2.1]	A (5.0) [2.6]		
	SB Right Turn	A (1.9) [0.9]	A (1.9) [0.9]		
	Overall Intersection	**B (11.7)**	**B (10.9)**		
Columbia Pike and I-840 WB Ramps	WB Left Turn	E (60.4) [5.4]	E (60.4) [5.4]	*No Change*	*No Improvements Anticipated*
	NB Left Turn	A (3.4) [0.3]	A (3.4) [0.3]		
	NB Through	A (2.7) [1.7]	A (2.8) [2.0]		
	SB Through	A (5.4) [2.9]	A (5.6) [3.5]		
	Overall Intersection	**B (12.5)**	**B (11.7)**		
Columbia Pike and I-840 EB Ramps	EB Left Turn	D (43.4) [0.6]	D (42.8) [0.7]	*No Change*	*No Improvements Anticipated*
	NB Through	A (5.6) [2.5]	A (6.0) [2.9]		
	SB Left Turn	A (3.1) [0.6]	A (3.4) [0.8]		
	SB Through	A (1.8) [0.6]	A (2.0) [0.8]		
	Overall Intersection	**A (4.5)**	**A (4.9)**		
Columbia Pike and Critz Lane	WB Left Turn	C (34.8) [1.3]	C (34.4) [1.3]	*No Change*	*No Improvements Anticipated*
	WB Right Turn	D (35.8) [6.9]	D (35.9) [7.3]		
	NB Through	B (10.0) [5.4]	B (10.6) [6.1]		
	NB Right Turn	A (10.0) [5.6]	B (10.6) [6.3]		
	SB Left Turn	A (5.5) [0.9]	A (5.8) [1.0]		
	SB Through/Right Turn	A (0.2) [0.1]	A (0.2) [0.1]		
	Overall Intersection	**B (10.5)**	**B (10.5)**		
McLemore Road and Heritage Pointe Place/Site Access #1	NB Approach	--	B (10.2) [0.7]	A (9.4) [0.4]	*No Improvements Anticipated*
	EB Left Turn	A (7.3) [0.0]	A (7.3) [0.0]	A (7.3) [0.0]	
	WB Left Turn	--	A (7.5) [0.1]	A (7.3) [0.0]	
	SB Approach	A (8.6) [0.1]	A (9.0) [0.1]	A (8.8) [0.1]	
Columbia Pike and Site Access #2	WB Left Turn	--	--	C (17.9) [0.7]	C (18.1) [0.5]
	WB Right Turn				B (11.4) [0.1]
Notes: HCM 7th Edition Results reported above.					

5.2 Turn Lane Analysis

The existing and proposed intersections that provide access to the site were evaluated for the need for left turn and right turn deceleration lanes based on methodology presented in TDOT's Highway System Access Manual which sources from *NCHRP Report 745, Left-Turn Accommodations at Unsignalized Intersections* and *NCHRP Report 457: Evaluating Intersection Improvements*. The turn lane analysis was based on the 2028 Future Projected peak hour traffic volumes previously presented and a 45-mph posted speed limit on Columbia Pike and a 40-mph posted speed limit on Goose Creek Bypass. The turn lane analysis determined that the following turn lanes are warranted:

- A left turn deceleration lane on southbound Columbia Pike at McLemore Road (Scenario #1 and Scenario #2)
- A left turn deceleration lane on northbound Goose Creek Bypass at McLemore Road (Scenario #1 and Scenario #2)
- A right turn deceleration lane on northbound Columbia Pike at McLemore Road (Scenario #1 only)
- A right turn deceleration lane on northbound Columbia Pike at Site Access #2 (Scenario #2 only)

Because background traffic has not been accounted for in this TA, storage lengths based on projected queue lengths cannot be determined at this stage in the development process. However, all turn lanes should be designed to include a minimum of 100 feet of storage noting that additional storage length may be necessary to meet AASHTO and TDOT requirements for deceleration lengths.

Details of the turn lane analysis are included in Appendix H.

5.3 Intersection Sight Distance

The site accesses on Columbia Pike and McLemore Road will need to be designed and constructed such that sufficient intersection sight distance will be available for vehicles exiting the project site. The posted speed limit on Columbia Pike is 45 mph adjacent to the project site. 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. For a posted speed limit of 30 mph as is assumed on McLemore Road, the minimum stopping sight distance is 200 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 left from a stop onto a two-lane roadway is 500 feet and for a driver turning right from a stop is 430 feet. Therefore, it is desirable to provide a minimum of 500 feet looking to the south and a minimum of 430 feet looking to the north on Columbia Pike at the proposed Site Access #2 location. For a 30-mph speed as is assumed on McLemore Road, the design value for a driver turning left from a stop onto a two-lane roadway is 335 feet and for a driver turning right from a stop is 290 feet. Therefore, it is desirable to provide a minimum of 335 feet looking to the east and a minimum of 290 feet looking to the west on McLemore Road at the proposed Site Access #1 location. Based on a review of google street view at the proposed site access locations, it is anticipated that sufficient intersection sight distance will be available to accommodate all left and right turns from the project site. However, this should be verified with vertical profiles if possible prior to any site plan submittals that include the proposed accesses.

6. Conclusions and Recommendations

The new Thompson's Station campus for the Southview Church is proposed to be located on a 13-acre parcel at 4392 Columbia Pike currently located in unincorporated Williamson County, TN. The proposed development project is seeking annexation into the Town of Thompson's Station. Initial construction of the proposed church is expected to be completed in 2028 and will include approximately 35,000 sf, which will consist of a 500-seat worship center complemented by additional classroom space and office space for use by the church staff. Vehicular access is planned to be provided, at a minimum, from McLemore Road by a new private driveway to be constructed with the development and aligned with Heritage Pointe Place. In addition, a secondary access point will be pursued on Columbia Pike.

The analyses presented in this report indicate that the proposed development will generate a manageable amount of new vehicular traffic to the study area. At full build-out, the project is expected to generate approximately 300 midday peak hour trips on a Sunday. Capacity analyses indicate that the study intersections and site access will operate acceptably following completion of the proposed church.

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:

McLemore Road and Site Access #1

- Site Access #1 should be designed to include width for one entering lane and one exiting lane and should be aligned with Heritage pointe Place as presented in the current concept plan.
- Site Access #1 should be designed and constructed to allow for sufficient intersection sight distance, clear of any obstructions such as vegetation, landscaping, hardscaping, signs, driveway approach grades, and fencing within the departure sight triangle.
- Stop control should be provided for Site Access #1 complete with Stop sign (R1-1) and a stop line pavement marking installed on the northbound approach.

Columbia Pike and Site Access #2

- Site Access #2 should be designed to include width for one entering lane and two exiting lanes – one for left turns and one for right turns.
- Site Access #2 should be designed and constructed to allow for sufficient intersection sight distance, clear of any obstructions such as vegetation, landscaping, hardscaping, signs, driveway approach grades, and fencing within the departure sight triangle.
- Stop control should be provided for Site Access #2 complete with Stop sign (R1-1) and a stop line pavement marking installed on the westbound approach.
- Site Access #2 should be designed to include a concrete median that channelizes the allowed right turn in but prohibits the left turn in from Columbia Pike.
- A northbound right turn lane should be provided on Columbia Pike at Site Access #2. The right turn lane should include a minimum of 160 feet of storage and 180 feet of bay taper. Recommended turn lane storage and taper lengths are based on assumptions documented in this TA. However, should these assumptions not hold true based on geometric or design constraints, the turn lanes should be designed according to AASHTO and TDOT standards.

Columbia Pike and McLemore Road

- A southbound left turn lane should be provided on Columbia Pike at McLemore Road. The left turn lane should include a minimum of 250 feet of storage, 90 feet of bay taper, and 225 feet of approach taper. Recommended turn lane storage, bay taper, and approach taper lengths are based on assumptions documented in this TA and the assumption that Columbia Pike is widened about the centerline to accommodate this left turn lane. However, should these assumptions not hold true based on geometric or design constraints, the turn lanes should be designed according to AASHTO and TDOT standards.
- The design and construction of this left turn lane will need to be coordinated with other improvements on Columbia Pike planned to the north at the W. Harpeth Road intersection.

Goose Creek Bypass and McLemore Road

- A northbound left turn lane should be provided on Goose Creek Bypass at McLemore Road. The left turn lane should include a minimum of 175 feet of storage, 90 feet of bay taper, and 225 feet of approach taper. Recommended turn lane storage, bay taper, and approach taper lengths are based on assumptions documented in this TA and the assumption that Goose Creek Bypass is widened about the centerline to accommodate this left turn lane. However, should these assumptions not hold true based on geometric or design constraints, the turn lanes should be designed according to AASHTO and TDOT standards.

Sunday Operations

- The Sunday midday peak hour is expected to occur after the first worship service dismisses and before the second service begins. During this time, use of a traffic control officer may be needed at McLemore Road and/or Site Access #2 on Columbia Pike to facilitate efficient traffic operations and prevent off-site queueing on Columbia Pike.
- If desired, the use of flashing lights or a patrol car should complement the use of a traffic control officer during Sunday peak periods. The future gore area on Columbia Pike to be constructed with the recommended southbound left turn lane could provide space for these operations and vehicle storage.

These improvements are depicted conceptually in Figure 8. Based on the analyses presented in this report, no further improvements are recommended in association with the proposed Southview Church campus in Thompson's Station. An additional Transportation Impact Study (TIS) will be required with future site plan submittal following a successful annexation request at which time additional improvements may be identified.

Figure 10: Recommended Improvements in the Study Area



APPENDIX A
CURRENT CONCEPT PLAN



SOUTHVIEW CHURCH

BAUER | ASKEW architecture

SOUTHVIEW CHURCH
CONCEPT MASTER PLAN
05 NOVEMBER 2023

APPENDIX B
APPROVED 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:	Southview Church
Address:	4360 Columbia Pike
Description:	New church with 500 seats, anticipated to have 2 Sunday services
Existing Land Use:	Vacant agricultural within Town's UGB; zoned MGA-1 in County
Proposed Land Use:	T2 – Rural Countryside
Reason for Request:	Annexation
SAM Submission Type (initial, Revision #1, Revision #2, etc.)	Revision #1

Contact Information	
Developer/Owner	Engineer
Name: Mark Rampulla	Name: Kayla Ferguson, PE, AICP
Company: Southview Church	Company: Burch Transportation, LLC
Address: 5000 Northfield Lane, Bldg. 500 Spring Hill, TN 37174	Address: 1114 17th Avenue S, Ste. 103 Nashville, TN 37212
Email: mark@southview.cc	Email: kaylaferguson@burchtransportation.com
Phone: 615.302.4500	Phone: 931.265.7454

Scoping Meeting Details	
Date and Time:	Wednesday, April 15, 2026 @ 10:00 am
Location:	Virtual Teams Meeting
Attendees:	Town: Susan Steffenhagen and Will Owen TDOT: Stanley Sumner and Fatima Farhangi Development Team: JC Elder (Bauer Askew Architecture) and Kayla Ferguson (Burch Transportation)

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

Study Area Description	
Boundaries:	Columbia Pike between W. Harpeth Road and Critz Lane
Intersections:	See attached map for 8 study intersections; exclusion of Declaration Way and Elliston Way to be documented narratively in the TA
Approved Developments in Study Area:	W. Harpeth Ranch, Garrett Farms, Tollgate Section 3, Thomas Downs, and Station Hill; all to be documented narratively only based on TA requirements
Planned Transportation Projects in Study Area:	N/A since not accounting for other developments but will be documented narratively in the TA

Transportation Study Details	
Multi-Jurisdictional Coordination:	TDOT
Horizon Year:	2028
Phasing Years:	Phase 1 (2028)
Methodologies:	HCM 7th Ed analysis using Synchro v12
Traffic Count Requirements:	Sunday mid-day peak period

Please describe all assumptions below:

- Scenarios to be analyzed include 2026 existing and 2028 projected (i.e., no background analysis conducted since not required with TA)
- Impacts of Columbia Pike widening and signalization of Columbia Pike and W. Harpeth Road intersection to be discussed narratively as needed with operational LOS and delay tables
- No phasing analysis
- No trip generation adjustments

Please summarize any specific project characteristics impacting the study below:

The proposed church is anticipated to have two (2) Sunday services on site each week. For the purposes of the analysis, trip generation will be calculated based on the expected number of seats (~500) in the facility, an assumed attendance of 75% during each service, and vehicle occupancy of 2.5 persons/vehicle. One Sunday mid-day peak hour will be analyzed to reflect the most conservative scenario in which the early service dismissal overlaps with the arrival of late service arrivals.

Full access to the site will be provided, at a minimum, on McLemore Road, which will require multi-jurisdictional coordination with Williamson County. Additional analysis scenarios will be

included to evaluate feasible access on Goose Creek Bypass and Columbia Pike. Information on ongoing TDOT projects (e.g., Columbia pike bridge project) that may impact future access on the state routes and/or recommended mitigation will be included as needed.

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: Kayla Ferguson, PE, AICP
Burch Transportation, LLC (TIS Preparer)



Date: 5/7/2026

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

Name: Kayla Ferguson, PE, AICP
Burch Transportation, LLC (TIS Preparer)



Date: 5/7/2026

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:	TBD

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

SAM Preparer	
Name:	Kayla Ferguson, PE, AICP
Company:	Burch Transportation, LLC
Job Title:	Senior Engineer and Planner
Email:	kaylaferguson@burchtransportation.com
Phone:	931.265.7454
Date of Memo Completion:	5/7/2026

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

SAM Reviewers	
Names:	Susan Steffenhagen, Will Owen
Job Titles:	Community Development Planner, Town Engineer
Date(s) of Memo Review:	5/13/2026, 5/15/2026

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:

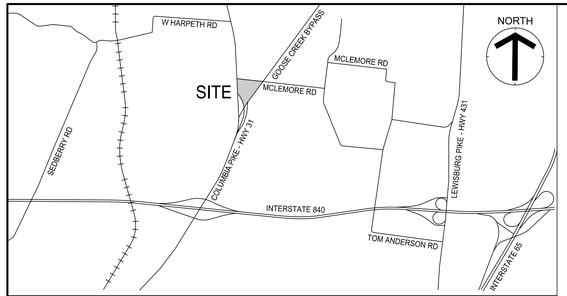
Name: Susan Steffenhagen, Will Owen

Date: May 18, 2026

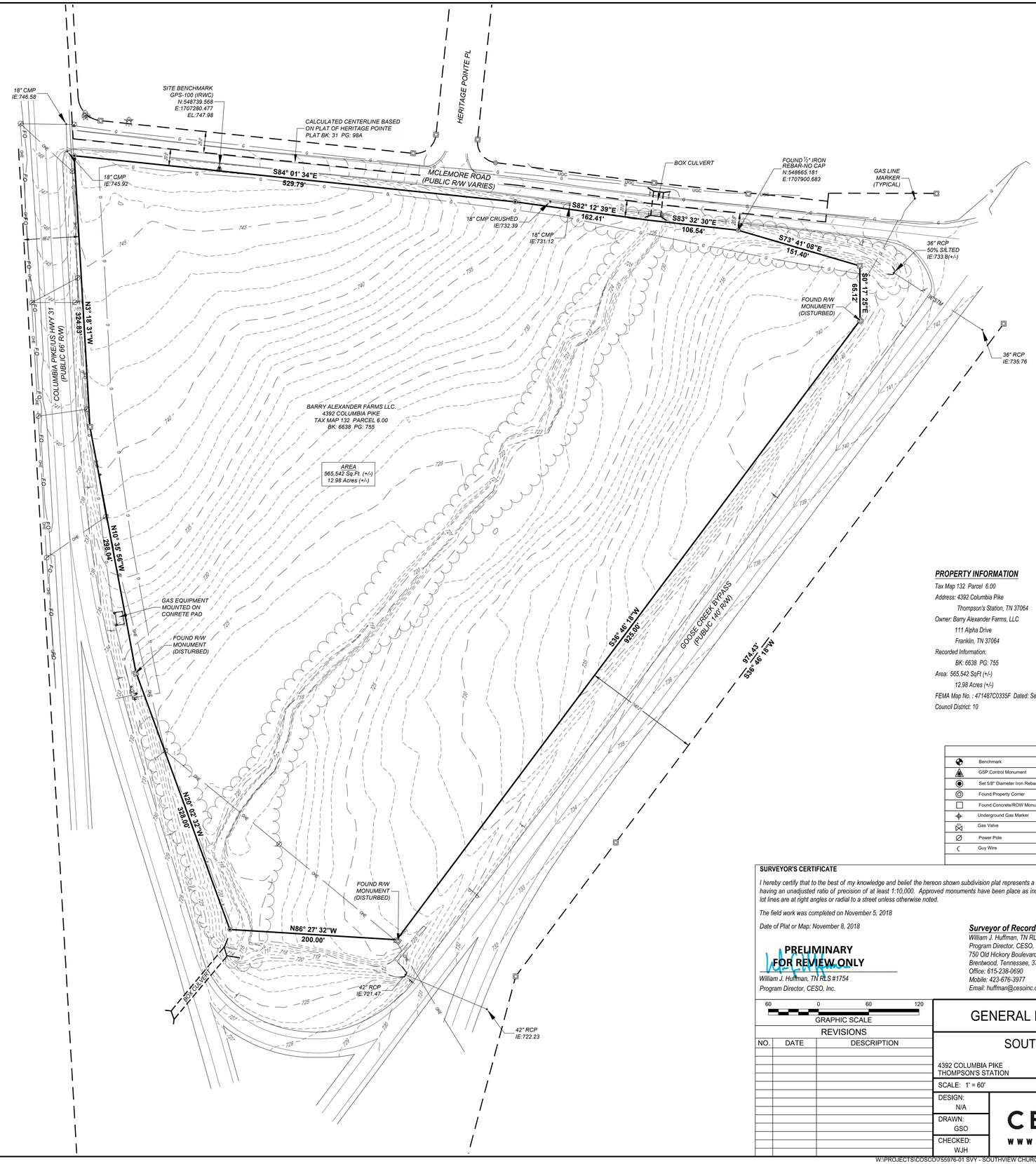


Proposed Study Intersections

1. Columbia Pike & W. Harpeth Road (unsignalized)
2. Columbia Pike & McLemore Road (unsignalized)
3. McLemore Road and Goose Creek Bypass (unsignalized)
4. Columbia Pike & Goose Creek Bypass (unsignalized)
5. Columbia Pike & Tollgate Boulevard (signalized)
6. Columbia Pike & I-840 West Ramps (signalized)
7. Columbia Pike & I-840 East Ramps (signalized)
8. Columbia Pike & Critz Lane (signalized)



VICINITY MAP - NOT TO SCALE



SURVEYOR NOTES

1. *The location of the property boundaries depicted heron, based on the appropriate boundary law principles governed by the facts and evidence gathered during the course of this survey. Per accuracy and precision required by the State of Tennessee, in the opinion of this surveyor the monuments shown represents corners of the property. Corners have been found or set as indicated hereon. As a professional opinion, this survey carries no guarantees or warranties, expressed or implied.*
2. *Any improvements depicted may be demolished. The depiction of any improvements on this plat does not create any easement, setback, building pad, or other matter and is for informational purposes only as of the date and time of the recording of this plat.*
3. *Survey not final without Seal and Signature of Surveyor.*
4. *All set property corners are marked with 5/8" diameter rebar with a CESO cap.*
5. *This survey may not be reproduced, altered, or copied without written permission of CESO, Inc.*
6. *This property has direct access to a dedicated public right-of-way by access easements.*
7. *As shown on survey, there are no gaps or gores between tracts.*

UTILITY DISCLAIMER

CESO/Land surveyor does not guarantee accuracy of marked underground utility locations on surface and location of all underground utilities not visible including underground services lines shall not be relied upon without verification from proper utility authority having jurisdiction. CESO has not physically located the underground utilities, above grade and underground utilities shown were taken from visible appurtenances at the site, public records and /or maps prepared by others. CESO makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. CESO further does not warrant that the underground utilities are in the exact location indicated. Therefore reliance upon size and location of utilities shown shall be done so with this circumstance considered. Detailed verification of existence, location and depth must be made prior to any decisions relative thereto are made. Availability and cost of service should be confirmed with the appropriate utility accompany. In Tennessee, it is a requirement, per "The Underground Utility Damage Prevention Act", that anyone who engages in excavation must notify all known underground utility owners, no less than three (3) or more than (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. TENNESSEE ONE CALL 811.

PROPERTY INFORMATION

Tax Map 132 Parcel 6.00
Address: 4392 Columbia Pike
Thompson's Station, TN 37064
Owner: Barry Alexander Farms, LLC
111 Alpha Drive
Franklin, TN 37064
Recorded Information:
BK: 6638 PG: 755
Area: 565,542 SqFt (+/-)
12.98 Acres (+/-)
FEMA Map No. : 471487C0335F Dated: September 29, 2006 Zone "X""
Council District: 10

LEGEND			
	Benchmark		Property Line
	GSP Control Monument		Adjacent Property Line
	Set 5/8" Diameter Iron Rebar with CESO Cap		Easement Line
	Found Property Corner	STM	Storm Line
	Found Concrete/ROW Monument	SAN	Sewer Line
	Underground Gas Marker	G	Gas Line
	Gas Valve	UGC	Underground Cable
	Power Pole	FO	Underground Fiber
	Guy Wire	OHE	Overhead Electric Line
			Treeline

SURVEYOR'S CERTIFICATE

I hereby certify that to the best of my knowledge and belief the hereon shown subdivision plat represents a Class "1" survey having an unadjusted ratio of precision of at least 1:10,000. Approved monuments have been place as indicated. All side lot lines are at right angles or radial to a street unless otherwise noted.

The field work was completed on November 5, 2018

Date of Plat or Map: November 8, 2018

PRELIMINARY FOR REVIEW ONLY

William J. Huffman, TN RLS #1754
Program Director, CESO, Inc.

Surveyor of Record
William J. Huffman, TN RLS 1754
Program Director, CESO, INC.
750 Old Hickory Boulevard, Suite 1-254
Brentwood, Tennessee, 37027
Office: 615-238-0690
Mobile: 423-676-3977
Email: huffman@cesoinc.com

WILLIAM J. HUFFMAN — REGISTERED LAND SURVEYOR — XVI — STATE OF TENNESSEE — AGRICULTURE — COMMERCE — NO. 1754

PRELIMINARY FOR REVIEW ONLY

60 0 60 120
GRAPHIC SCALE

REVISIONS

NO.	DATE	DESCRIPTION

GENERAL PROPERTY SURVEY

SOUTHVIEW CHURCH

4392 COLUMBIA PIKE
THOMPSON'S STATION

TAX MAP 132 PARCEL 006
WILLIAMSON COUNTY, TENNESSEE

SCALE: 1" = 60' | DATE: NOVEMBER 8, 2018

DESIGN: N/A
DRAWN: GSO
CHECKED: WJH

CESO
WWW.CESOINC.COM

JOB NO.: 755976-01
SHEET NO.: 1 OF 1

W:\PROJECTS\CESCO\755976-01 SVY - SOUTHVIEW CHURCH\04-SURVEY\DWG\755976_SURV.DWG - 11/8/2018 2:03 PM

APPENDIX C
TDOT COUNT DATA & HISTORICAL ANALYSIS

TDOT Count Station Data Historical Growth Analysis (AADT)

Station No.	Station 67		Station 95		Station 94	
Street	Columbia Pike		Goose Creek Bypass		Columbia Pike	
Location	North of Thompson's Station Road		North of Columbia Pike		North of Goose Creek Bypass	
Year	Volume	Annual % Growth	Volume	Annual % Growth	Volume	Annual % Growth
2025	18,293	-14.9%	6,676	-0.4%	13,839	13.8%
2024	21,508	-2.0%	6,705	6.8%	12,161	-10.6%
2023	21,953	6.1%	6,278	1.4%	13,610	-0.9%
2022	20,694	2.5%	6,193	13.0%	13,734	4.9%
2021	20,189	38.2%	5,481	4.5%	13,091	12.4%
2020	14,612	-22.6%	5,246	-13.7%	11,644	-18.1%
2019	18,879	-15.7%	6,076	6.4%	14,209	-3.3%
2018	22,396	10.0%	5,710	-12.7%	14,690	16.2%
2017	20,369	2.8%	6,541	28.8%	12,637	1.5%
2016	19,816	1.0%	5,077	1.0%	12,450	-4.4%
2015	19,620	-6.6%	5,027	-10.3%	13,018	-2.0%
2014	21,013	--	5,604	--	13,281	--
Including 2020 & 2021 Data						
10-year Annual Avg Growth	0.5%		3.5%		1.2%	
5-year Annual Avg Growth	6.0%		5.0%		3.9%	
3-year Annual Avg Growth	-3.6%		2.6%		0.7%	
Pre-Pandemic Data						
5-year Annual Avg Growth	-1.7%		2.6%		1.6%	
3-year Annual Avg Growth	-1.0%		7.5%		4.8%	

APPENDIX D
TURNING MOVEMENT COUNTS

Start Date: 4/19/2026	W Harpeth Rd Eastbound			Driveway Westbound			TN-6 Columbia Pike (South) Northbound			TN-6 Columbia 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	4	0	3	0	0	0	0	61	0	0	26	1	95
08:15 AM - 08:30 AM	6	0	8	0	0	0	0	60	0	0	27	1	102
08:30 AM - 08:45 AM	6	0	5	0	0	0	1	105	0	0	32	0	149
08:45 AM - 09:00 AM	11	0	5	0	0	0	1	139	0	0	21	1	178
09:00 AM - 09:15 AM	4	0	4	0	0	0	3	125	0	0	36	3	175
09:15 AM - 09:30 AM	5	0	7	0	0	0	3	111	0	1	67	5	199
09:30 AM - 09:45 AM	7	0	5	0	0	0	5	90	0	0	54	0	161
09:45 AM - 10:00 AM	5	0	1	1	0	0	4	75	1	0	58	4	149
10:00 AM - 10:15 AM	5	0	4	0	0	0	6	90	1	0	61	3	170
10:15 AM - 10:30 AM	10	0	3	1	0	1	6	100	0	0	52	3	176
10:30 AM - 10:45 AM	5	0	9	0	0	0	3	122	0	0	97	5	241
10:45 AM - 11:00 AM	4	0	0	0	0	0	8	122	0	1	124	5	264
11:00 AM - 11:15 AM	5	0	2	1	0	0	2	87	0	0	99	3	199
11:15 AM - 11:30 AM	3	0	5	0	0	0	7	84	0	0	103	6	208
11:30 AM - 11:45 AM	7	0	4	0	0	0	7	86	0	0	75	3	182
11:45 AM - 12:00 PM	2	0	4	0	0	0	5	82	0	0	87	7	187
12:00 PM - 12:15 PM	7	0	3	0	0	0	5	76	0	0	78	6	175
12:15 PM - 12:30 PM	6	0	8	0	0	0	7	89	0	0	113	7	230
12:30 PM - 12:45 PM	5	0	6	0	0	1	10	109	0	0	140	7	278
12:45 PM - 01:00 PM	4	0	9	0	0	0	7	106	0	0	142	8	276
01:00 PM - 01:15 PM	5	0	5	0	0	0	10	100	0	0	120	7	247
01:15 PM - 01:30 PM	4	0	6	0	0	0	13	84	0	0	95	3	205
01:30 PM - 01:45 PM	3	0	6	0	0	0	10	102	0	0	87	6	214
01:45 PM - 02:00 PM	0	0	8	0	0	0	13	100	0	0	100	5	226
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Start Date: 4/19/2026	Driveway Eastbound			McLemore Rd Westbound			TN-6 Columbia Pike (South) Northbound			TN-6 Columbia 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	60	0	3	26	0	89
08:15 AM - 08:30 AM	0	0	0	0	0	1	0	66	0	5	31	0	103
08:30 AM - 08:45 AM	0	0	0	0	0	2	0	102	0	3	33	0	140
08:45 AM - 09:00 AM	0	0	0	0	0	2	0	138	0	6	22	0	168
09:00 AM - 09:15 AM	0	0	0	0	0	1	0	125	1	1	39	0	167
09:15 AM - 09:30 AM	0	0	0	1	0	0	0	111	0	6	63	0	181
09:30 AM - 09:45 AM	0	0	0	0	0	1	0	97	0	2	61	0	161
09:45 AM - 10:00 AM	0	0	0	0	0	3	0	76	0	0	58	0	137
10:00 AM - 10:15 AM	0	0	0	0	0	3	0	92	1	4	61	0	161
10:15 AM - 10:30 AM	0	0	0	1	0	2	0	110	0	3	56	0	172
10:30 AM - 10:45 AM	0	0	0	1	0	4	0	116	1	4	97	0	223
10:45 AM - 11:00 AM	0	0	0	1	0	9	0	123	1	1	121	0	256
11:00 AM - 11:15 AM	0	0	1	0	0	1	0	90	2	2	103	0	199
11:15 AM - 11:30 AM	0	0	0	1	0	4	0	85	2	3	104	0	199
11:30 AM - 11:45 AM	0	0	0	1	0	6	0	87	0	3	81	0	178
11:45 AM - 12:00 PM	0	0	0	0	0	4	0	89	1	1	86	0	181
12:00 PM - 12:15 PM	0	0	0	0	0	3	0	71	0	0	86	0	160
12:15 PM - 12:30 PM	0	0	0	0	0	9	0	86	1	7	105	0	208
12:30 PM - 12:45 PM	0	0	0	1	0	5	0	117	0	4	149	0	276
12:45 PM - 01:00 PM	0	0	0	0	0	11	0	108	1	6	148	0	274
01:00 PM - 01:15 PM	0	0	0	0	0	6	1	98	0	1	125	0	231
01:15 PM - 01:30 PM	0	0	0	0	0	10	0	93	1	1	97	0	202
01:30 PM - 01:45 PM	0	0	1	0	0	5	0	102	1	5	92	0	206
01:45 PM - 02:00 PM	0	0	0	1	0	6	0	103	0	3	107	0	220
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Start Date: 4/19/2026	McLemore Rd (West) Eastbound			McLemore Rd (East) Westbound			N-248 Goose Creek Bypass (South Northbound			N-248 Goose Creek Bypass (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	5	1	1	0	0	1	0	22	0	0	13	0	43
08:15 AM - 08:30 AM	5	0	0	0	0	0	0	25	2	1	18	1	52
08:30 AM - 08:45 AM	3	0	1	0	0	0	2	61	0	1	11	1	80
08:45 AM - 09:00 AM	8	0	0	1	1	0	0	45	0	0	12	1	68
09:00 AM - 09:15 AM	2	1	0	3	0	3	0	34	0	1	25	1	70
09:15 AM - 09:30 AM	6	0	0	1	0	1	0	55	0	0	21	0	84
09:30 AM - 09:45 AM	2	0	0	0	0	0	0	43	1	1	31	2	80
09:45 AM - 10:00 AM	0	0	1	1	0	1	2	32	0	0	22	2	61
10:00 AM - 10:15 AM	3	1	0	0	0	1	0	34	0	0	25	3	67
10:15 AM - 10:30 AM	3	0	0	1	0	0	0	43	2	0	40	4	93
10:30 AM - 10:45 AM	3	0	0	2	1	2	0	52	0	0	30	1	91
10:45 AM - 11:00 AM	0	1	0	1	2	0	0	46	2	0	29	7	88
11:00 AM - 11:15 AM	3	0	1	0	0	0	0	58	0	0	34	1	97
11:15 AM - 11:30 AM	3	0	0	1	2	0	0	53	1	0	42	2	104
11:30 AM - 11:45 AM	3	0	0	0	0	0	1	50	1	0	39	6	100
11:45 AM - 12:00 PM	3	0	0	1	0	0	0	44	0	0	38	5	91
12:00 PM - 12:15 PM	2	0	0	0	1	1	0	38	2	1	40	2	87
12:15 PM - 12:30 PM	7	1	0	2	0	0	3	46	1	0	37	5	102
12:30 PM - 12:45 PM	2	2	0	3	0	0	0	56	2	1	45	6	117
12:45 PM - 01:00 PM	7	0	1	1	0	0	2	68	1	3	43	9	135
01:00 PM - 01:15 PM	1	0	0	3	0	0	1	56	1	0	45	6	113
01:15 PM - 01:30 PM	1	0	0	2	0	1	0	43	0	0	53	12	112
01:30 PM - 01:45 PM	5	1	0	1	1	0	1	48	1	1	35	3	97
01:45 PM - 02:00 PM	3	0	0	0	1	1	0	39	2	0	52	9	107
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Start Date: 4/19/2026	TN-6 Columbia Pike (West) Eastbound			TN-248 Goose Creek Bypass Westbound			TN-6 Columbia Pike (South) Northbound			TN-6 Columbia 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	14	0	0	59	0	0	0	0	73
08:15 AM - 08:30 AM	0	0	0	0	18	0	0	65	0	0	0	0	83
08:30 AM - 08:45 AM	0	0	0	0	13	0	1	106	0	0	0	0	120
08:45 AM - 09:00 AM	0	0	0	0	14	0	0	136	0	0	0	0	150
09:00 AM - 09:15 AM	0	0	0	0	26	0	0	124	0	0	0	0	150
09:15 AM - 09:30 AM	0	0	0	0	20	0	0	110	0	0	0	0	130
09:30 AM - 09:45 AM	0	0	0	0	27	0	0	98	0	0	0	0	125
09:45 AM - 10:00 AM	0	0	0	0	26	0	0	76	0	0	0	0	102
10:00 AM - 10:15 AM	0	0	0	0	24	0	0	91	0	0	0	0	115
10:15 AM - 10:30 AM	0	0	0	0	37	0	0	109	0	0	0	0	146
10:30 AM - 10:45 AM	0	0	0	0	32	0	0	123	0	0	0	0	155
10:45 AM - 11:00 AM	0	0	0	0	29	0	0	116	0	0	0	0	145
11:00 AM - 11:15 AM	0	0	0	0	35	0	0	94	0	0	0	0	129
11:15 AM - 11:30 AM	0	0	0	0	42	0	0	88	0	0	0	0	130
11:30 AM - 11:45 AM	0	0	0	0	37	0	0	84	0	0	0	0	121
11:45 AM - 12:00 PM	0	0	0	0	31	0	0	89	0	0	0	0	120
12:00 PM - 12:15 PM	0	0	0	0	46	0	0	73	0	0	0	0	119
12:15 PM - 12:30 PM	0	0	0	0	38	0	0	87	0	0	0	0	125
12:30 PM - 12:45 PM	0	0	0	0	45	0	1	117	0	0	0	0	163
12:45 PM - 01:00 PM	0	0	0	0	41	0	0	107	0	0	0	0	148
01:00 PM - 01:15 PM	0	0	0	0	48	0	0	97	0	0	0	0	145
01:15 PM - 01:30 PM	0	0	0	0	50	0	0	86	0	0	0	0	136
01:30 PM - 01:45 PM	0	0	0	0	33	0	0	101	0	0	0	0	134
01:45 PM - 02:00 PM	0	0	0	0	50	1	0	95	0	0	0	0	146
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Start Date: 4/19/2026	Tollgate Blvd Eastbound			Westbound			TN-6 Columbia Pike (South) Northbound			TN-6 Columbia 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	19	0	15	0	0	0	7	60	0	0	38	4	143
08:15 AM - 08:30 AM	17	0	15	0	0	0	11	74	0	0	41	7	165
08:30 AM - 08:45 AM	27	0	28	0	0	0	10	147	0	0	44	3	259
08:45 AM - 09:00 AM	28	0	25	0	0	0	12	147	0	0	27	5	244
09:00 AM - 09:15 AM	25	0	21	0	0	0	15	138	0	0	53	7	259
09:15 AM - 09:30 AM	42	0	28	0	0	0	17	115	0	0	70	12	284
09:30 AM - 09:45 AM	35	0	33	0	0	0	32	103	0	0	78	8	289
09:45 AM - 10:00 AM	24	0	23	0	0	0	20	91	0	0	76	10	244
10:00 AM - 10:15 AM	18	0	28	0	0	0	24	107	0	0	72	10	259
10:15 AM - 10:30 AM	32	0	31	0	0	0	26	117	0	0	64	26	296
10:30 AM - 10:45 AM	30	0	30	0	0	0	17	141	0	0	109	23	350
10:45 AM - 11:00 AM	22	0	25	0	0	0	32	138	0	0	118	22	357
11:00 AM - 11:15 AM	26	0	41	0	0	0	28	124	0	0	110	29	358
11:15 AM - 11:30 AM	29	0	23	0	0	0	46	110	0	0	108	33	349
11:30 AM - 11:45 AM	29	0	36	0	0	0	40	115	0	0	95	26	341
11:45 AM - 12:00 PM	23	0	30	0	0	0	33	98	0	0	97	18	299
12:00 PM - 12:15 PM	27	0	44	0	0	0	38	88	0	0	99	34	330
12:15 PM - 12:30 PM	29	0	32	0	0	0	54	110	0	0	102	37	364
12:30 PM - 12:45 PM	38	0	38	0	0	0	46	137	0	0	149	36	444
12:45 PM - 01:00 PM	33	0	43	0	0	0	43	147	0	0	153	40	459
01:00 PM - 01:15 PM	29	0	36	0	0	0	49	116	0	0	136	32	398
01:15 PM - 01:30 PM	29	0	51	0	0	0	41	102	0	0	112	41	376
01:30 PM - 01:45 PM	28	0	40	0	0	0	34	119	0	0	98	21	340
01:45 PM - 02:00 PM	24	0	41	0	0	0	41	113	0	0	121	34	374
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Start Date: 4/19/2026	I-840 W/Bound On-Ramp Eastbound			I-840 W/Bound Off-Ramp Westbound			TN-6 Columbia Pike (South) Northbound			TN-6 Columbia 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	38	0	18	4	54	0	0	49	4	167
08:15 AM - 08:30 AM	0	0	0	25	0	19	5	62	0	0	47	4	162
08:30 AM - 08:45 AM	0	0	0	27	0	16	6	145	0	0	73	2	269
08:45 AM - 09:00 AM	0	0	0	35	0	26	5	132	0	0	50	5	253
09:00 AM - 09:15 AM	0	0	0	19	0	37	5	118	0	0	64	7	250
09:15 AM - 09:30 AM	0	0	0	41	1	42	8	93	0	0	90	6	281
09:30 AM - 09:45 AM	0	0	0	55	0	31	6	99	0	0	109	4	304
09:45 AM - 10:00 AM	0	0	0	46	0	27	9	82	0	0	91	8	263
10:00 AM - 10:15 AM	0	0	0	35	0	34	5	99	0	0	97	5	275
10:15 AM - 10:30 AM	0	0	0	40	0	31	11	118	0	0	86	7	293
10:30 AM - 10:45 AM	0	0	0	45	0	43	5	110	0	0	127	10	340
10:45 AM - 11:00 AM	0	0	0	46	0	41	8	129	0	0	144	4	372
11:00 AM - 11:15 AM	0	0	0	25	0	23	14	126	0	0	141	9	338
11:15 AM - 11:30 AM	0	0	0	42	0	44	10	107	0	0	125	11	339
11:30 AM - 11:45 AM	0	0	0	58	2	28	7	129	0	0	120	9	353
11:45 AM - 12:00 PM	0	0	0	45	0	42	12	85	0	0	120	13	317
12:00 PM - 12:15 PM	0	0	0	40	1	35	9	84	0	0	136	7	312
12:15 PM - 12:30 PM	0	0	0	51	0	34	16	130	0	0	129	9	369
12:30 PM - 12:45 PM	0	0	0	35	0	42	9	158	0	0	171	13	428
12:45 PM - 01:00 PM	0	0	0	55	1	39	14	139	0	0	195	10	453
01:00 PM - 01:15 PM	0	0	0	36	0	49	14	119	0	0	151	22	391
01:15 PM - 01:30 PM	0	0	0	43	0	49	16	102	0	0	149	14	373
01:30 PM - 01:45 PM	0	0	0	44	0	45	11	112	0	0	128	10	350
01:45 PM - 02:00 PM	0	0	0	50	0	37	18	122	0	0	156	8	391
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Start Date: 4/19/2026	I-86 E/Bound Off-Ramp Eastbound			I-86 E/Bound On-Ramp Westbound			TN-6 Columbia Pike (South) Northbound			TN-6 Columbia 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	3	0	8	0	0	0	0	52	42	11	74	0	190
08:15 AM - 08:30 AM	2	0	8	0	0	0	0	67	43	10	61	0	191
08:30 AM - 08:45 AM	16	0	8	0	0	0	0	134	51	25	80	0	314
08:45 AM - 09:00 AM	11	0	8	0	0	0	0	127	52	21	66	0	285
09:00 AM - 09:15 AM	7	0	6	0	0	0	0	116	66	17	60	0	272
09:15 AM - 09:30 AM	4	0	11	0	0	0	0	99	69	28	106	0	317
09:30 AM - 09:45 AM	9	1	15	0	0	0	0	97	51	29	131	0	333
09:45 AM - 10:00 AM	1	1	19	0	0	0	0	89	60	16	122	0	308
10:00 AM - 10:15 AM	8	0	11	0	0	0	0	98	53	29	98	0	297
10:15 AM - 10:30 AM	10	0	6	0	0	0	0	115	67	21	103	0	322
10:30 AM - 10:45 AM	3	0	5	0	0	0	0	115	77	36	139	0	375
10:45 AM - 11:00 AM	6	0	16	0	0	0	0	132	68	40	148	0	410
11:00 AM - 11:15 AM	10	0	17	0	0	0	0	135	76	31	127	0	396
11:15 AM - 11:30 AM	4	0	11	0	0	0	0	115	68	32	135	0	365
11:30 AM - 11:45 AM	16	0	13	0	0	0	0	115	69	35	141	0	389
11:45 AM - 12:00 PM	7	0	11	0	0	0	0	92	82	40	125	0	357
12:00 PM - 12:15 PM	11	1	9	0	0	0	0	89	70	24	146	0	350
12:15 PM - 12:30 PM	6	0	16	0	0	0	0	137	71	40	144	0	414
12:30 PM - 12:45 PM	9	0	10	0	0	0	0	150	99	41	158	0	467
12:45 PM - 01:00 PM	8	0	8	0	0	0	0	147	72	72	188	0	495
01:00 PM - 01:15 PM	11	0	13	0	0	0	0	121	79	39	151	0	414
01:15 PM - 01:30 PM	7	0	8	0	0	0	0	115	71	44	154	0	399
01:30 PM - 01:45 PM	6	0	4	0	0	0	0	115	75	33	140	0	373
01:45 PM - 02:00 PM	6	0	9	0	0	0	0	131	81	41	174	0	442
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Start Date: 4/19/2026	Driveway Eastbound			Critz Ln Westbound			TN-6 Columbia Pike (South) Northbound			TN-6 Columbia 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	14	0	24	0	76	6	9	72	0	201
08:15 AM - 08:30 AM	0	0	0	10	0	35	0	81	6	11	58	0	201
08:30 AM - 08:45 AM	0	0	0	3	0	48	0	136	11	12	71	0	281
08:45 AM - 09:00 AM	0	0	0	7	0	52	0	122	4	7	71	0	263
09:00 AM - 09:15 AM	0	0	0	11	0	56	0	127	5	8	59	0	266
09:15 AM - 09:30 AM	0	0	0	16	0	43	0	126	5	11	100	0	301
09:30 AM - 09:45 AM	0	0	0	25	0	41	0	109	4	9	141	0	329
09:45 AM - 10:00 AM	0	0	0	10	0	44	0	107	10	15	126	0	312
10:00 AM - 10:15 AM	0	0	0	9	0	31	0	112	9	15	93	0	269
10:15 AM - 10:30 AM	0	0	0	11	0	45	0	146	10	12	100	0	324
10:30 AM - 10:45 AM	0	0	0	11	0	41	0	165	10	31	111	0	369
10:45 AM - 11:00 AM	0	0	0	10	0	31	0	170	13	43	125	0	392
11:00 AM - 11:15 AM	0	0	0	13	0	31	0	170	13	31	107	0	365
11:15 AM - 11:30 AM	0	0	0	11	0	32	0	143	14	28	123	0	351
11:30 AM - 11:45 AM	0	0	0	12	0	44	0	149	23	33	110	0	371
11:45 AM - 12:00 PM	0	0	0	8	0	35	0	133	16	36	113	0	341
12:00 PM - 12:15 PM	0	0	0	9	0	30	0	117	15	40	121	0	332
12:15 PM - 12:30 PM	0	0	0	7	0	35	0	187	16	39	119	0	403
12:30 PM - 12:45 PM	0	0	0	11	0	49	0	206	12	54	111	0	443
12:45 PM - 01:00 PM	0	0	0	8	0	41	0	187	25	53	147	0	461
01:00 PM - 01:15 PM	0	0	0	8	0	50	0	143	18	29	128	0	376
01:15 PM - 01:30 PM	0	0	0	11	0	33	0	151	25	28	131	0	379
01:30 PM - 01:45 PM	0	0	0	18	0	34	0	160	10	33	114	0	369
01:45 PM - 02:00 PM	0	0	0	13	0	44	0	165	21	47	130	0	420
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

APPENDIX E
TRIP GENERATION CALCULATIONS

Southview Church - Thompson's Station, TN
Trip Generation Calculations

Sunday Service Assumptions		Sunday MD Peak Hour	
		Enter	Exit
Church Capacity (seats)	500	150	150
Assumed Attendance at Each Service	75%		
	375		
Assumed Vehicle Occupancy	2.5		
Traffic Volume (vehicles)	150		

APPENDIX F
TRAFFIC CALCULATION WORKSHEETS

Traffic Volume Calculations
#1 Columbia Avenue and W. Harpeth Road

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Eastbound W. Harpeth Road			Northbound Columbia Avenue			Southbound Columbia Avenue		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	24		16	21	434			334	16
Balancing Adjustment									
2026 Existing Traffic Volumes	**24**	**0**	**16**	**21**	**434**	**0**	**0**	**334**	**16**
New Site Traffic									
Directional Distribution									
Enter								35%	
Exit					35%				
Traffic Assignment									
Enter 150	0	0	0	0	0	0	0	53	0
Exit 150	0	0	0	0	53	0	0	0	0
Total Assignment	0	0	0	0	53	0	0	53	0
2028 Total Projected Traffic Volumes	**24**	**0**	**16**	**21**	**487**	**0**	**0**	**387**	**16**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#2 Columbia Avenue and McLemore Road - Access Scenario #1

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Westbound McLemore Road			Northbound Columbia Avenue			Southbound Columbia Avenue		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	3		16		441	3	12	335	
Balancing Adjustment					1				
2026 Existing Traffic Volumes	**3**	**0**	**16**	**0**	**442**	**3**	**12**	**335**	**0**
New Site Traffic									
Directional Distribution									
Enter						40%	35%		
Exit	15%		35%						
Traffic Assignment									
Enter 150	0	0	0	0	0	60	53	0	0
Exit 150	23	0	52	0	0	0	0	0	0
Total Assignment	23	0	52	0	0	60	53	0	0
2028 Total Projected Traffic Volumes	**26**	**0**	**68**	**0**	**442**	**63**	**65**	**335**	**0**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#2 Columbia Avenue and McLemore Road - Access Scenario #2

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Westbound McLemore Road			Northbound Columbia Avenue			Southbound Columbia Avenue		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	3		16		441	3	12	335	
Balancing Adjustment					1				
2026 Existing Traffic Volumes	**3**	**0**	**16**	**0**	**442**	**3**	**12**	**335**	**0**
New Site Traffic									
Directional Distribution									
Enter							35%		
Exit	10%		25%		10%				
Traffic Assignment									
Enter 150	0	0	0	0	0	0	53	0	0
Exit 150	15	0	38	0	15	0	0	0	0
Total Assignment	15	0	38	0	15	0	53	0	0
2028 Total Projected Traffic Volumes	**18**	**0**	**54**	**0**	**457**	**3**	**65**	**335**	**0**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#3 Goose Creek Bypass and McLemore Road - Access Scenario #1

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Eastbound McLemore Road			Westbound McLemore Road			Northbound Goose Creek Bypass			Southbound Goose Creek Bypass		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	9	2	0	4	3	33	0	175	4	0	123	13
Balancing Adjustment												
2026 Existing Traffic Volumes	**9**	**2**	**0**	**4**	**3**	**33**	**0**	**175**	**4**	**0**	**123**	**13**
New Site Traffic												
Directional Distribution												
Enter							15%					10%
Exit	10%		40%									
Traffic Assignment												
Enter 150	0	0	0	0	0	0	23	0	0	0	0	14
Exit 150	15	0	60	0	0	0	0	0	0	0	0	0
Total Assignment	15	0	60	0	0	0	23	0	0	0	0	14
2028 Total Projected Traffic Volumes	**24**	**2**	**60**	**4**	**3**	**33**	**23**	**175**	**4**	**0**	**123**	**27**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#3 Goose Creek Bypass and McLemore Road - Access Scenario #2

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Eastbound McLemore Road			Westbound McLemore Road			Northbound Goose Creek Bypass			Southbound Goose Creek Bypass		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	9	2	0	4	3	33	0	175	4	0	123	13
Balancing Adjustment												
2026 Existing Traffic Volumes	**9**	**2**	**0**	**4**	**3**	**33**	**0**	**175**	**4**	**0**	**123**	**13**
New Site Traffic												
Directional Distribution												
Enter							5%					10%
Exit	10%		15%									
Traffic Assignment												
Enter 150	0	0	0	0	0	0	8	0	0	0	0	14
Exit 150	15	0	23	0	0	0	0	0	0	0	0	0
Total Assignment	15	0	23	0	0	0	8	0	0	0	0	14
2028 Total Projected Traffic Volumes	**24**	**2**	**23**	**4**	**3**	**33**	**8**	**175**	**4**	**0**	**123**	**27**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#4 Goose Creek Bypass and Columbia Pike - Access Scenario #1

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Southeastbound Columbia Pike		Southwestbound Goose Creek Bypass		Northbound Columbia Pike	
	Left	Thru	Thru	Right	Left	Right
Raw Counts	13	325	121	6	439	166
Balancing Adjustment						
2026 Existing Traffic Volumes	**13**	**325**	**121**	**6**	**439**	**166**
New Site Traffic						
Directional Distribution						
Enter					40%	15%
Exit		15%	40%			
Traffic Assignment						
Enter 150	0	0	0	0	60	23
Exit 150	0	23	60	0	0	0
Total Assignment	0	23	60	0	60	23
2028 Total Projected Traffic Volumes	**13**	**348**	**181**	**6**	**499**	**189**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#4 Goose Creek Bypass and Columbia Pike - Access Scenario #2

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Southeastbound Columbia Pike		Southwestbound Goose Creek Bypass		Northbound Columbia Pike	
	Left	Thru	Thru	Right	Left	Right
Raw Counts	13	325	121	6	439	166
Balancing Adjustment						
2026 Existing Traffic Volumes	**13**	**325**	**121**	**6**	**439**	**166**
New Site Traffic						
Directional Distribution						
Enter					50%	5%
Exit		15%	40%			
Traffic Assignment						
Enter 150	0	0	0	0	75	8
Exit 150	0	23	60	0	0	0
Total Assignment	0	23	60	0	75	8
2028 Total Projected Traffic Volumes	**13**	**348**	**181**	**6**	**514**	**174**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#5 Columbia Avenue and Tollgate Boulevard

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Eastbound Tollgate Boulevard			Northbound Columbia Avenue			Southbound Columbia Avenue		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	102		114	99	503			362	81
Balancing Adjustment									
2026 Existing Traffic Volumes	**102**	**0**	**114**	**99**	**503**	**0**	**0**	**362**	**81**
New Site Traffic									
Directional Distribution									
Enter					55%				
Exit								55%	
Traffic Assignment									
Enter 150	0	0	0	0	83	0	0	0	0
Exit 150	0	0	0	0	0	0	0	83	0
Total Assignment	0	0	0	0	83	0	0	83	0
2028 Total Projected Traffic Volumes	**102**	**0**	**114**	**99**	**586**	**0**	**0**	**445**	**81**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#6 Columbia Avenue and I-840 WB Ramps

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Westbound I-840 Ramp			Northbound Columbia Avenue			Southbound Columbia Avenue		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	166		149	29	456			453	26
Balancing Adjustment									
2026 Existing Traffic Volumes	**166**	**0**	**149**	**29**	**456**	**0**	**0**	**453**	**26**
New Site Traffic									
Directional Distribution									
Enter			10%		45%				
Exit								50%	5%
Traffic Assignment									
Enter 150	0	0	15	0	68	0	0	0	0
Exit 150	0	0	0	0	0	0	0	75	8
Total Assignment	0	0	15	0	68	0	0	75	8
2028 Total Projected Traffic Volumes	**166**	**0**	**164**	**29**	**524**	**0**	**0**	**528**	**34**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#7 Columbia Avenue and I-840 EB Ramps

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Eastbound I-840 Ramps			Northbound Columbia Avenue			Southbound Columbia Avenue		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	27		38		460	265	126	488	
Balancing Adjustment					-2			5	
2026 Existing Traffic Volumes	**27**	**0**	**38**	**0**	**458**	**265**	**126**	**493**	**0**
New Site Traffic									
Directional Distribution									
Enter	5%				40%				
Exit							10%	40%	
Traffic Assignment									
Enter 150	8	0	0	0	60	0	0	0	0
Exit 150	0	0	0	0	0	0	15	60	0
Total Assignment	8	0	0	0	60	0	15	60	0
2028 Total Projected Traffic Volumes	**35**	**0**	**38**	**0**	**518**	**265**	**141**	**553**	**0**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#8 Columbia Avenue and Critz Lane

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Eastbound New Road			Westbound Critz Lane			Northbound Columbia Avenue			Southbound Columbia Avenue		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts				34		175		593	42	101	429	
Balancing Adjustment												
2026 Existing Traffic Volumes	**0**	**0**	**0**	**34**	**0**	**175**	**0**	**593**	**42**	**101**	**429**	**0**
New Site Traffic												
Directional Distribution												
Enter						5%		35%				
Exit										5%	35%	
Traffic Assignment												
Enter 150	0	0	0	0	0	8	0	52	0	0	0	0
Exit 150	0	0	0	0	0	0	0	0	0	8	52	0
Total Assignment	0	0	0	0	0	8	0	52	0	8	52	0
2028 Total Projected Traffic Volumes	**0**	**0**	**0**	**34**	**0**	**183**	**0**	**645**	**42**	**109**	**481**	**0**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#9 McLemore Road and Site Access #1 - Access Scenario #1

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Eastbound McLemore Road			Westbound McLemore Road			Northbound Site Access #1			Southbound Heritage Pointe Drive		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	15					16				11		19
Balancing Adjustment												
2026 Existing Traffic Volumes	**15**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**11**	**0**	**19**
New Site Traffic												
Directional Distribution												
Enter			75%	25%								
Exit							50%		50%			
Traffic Assignment												
Enter 150	0	0	113	37	0	0	0	0	0	0	0	0
Exit 150	0	0	0	0	0	0	75	0	75	0	0	0
Total Assignment	0	0	113	37	0	0	75	0	75	0	0	0
2028 Total Projected Traffic Volumes	**15**	**0**	**113**	**37**	**0**	**16**	**75**	**0**	**75**	**11**	**0**	**19**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#9 McLemore Road and Site Access #1 - Access Scenario #2

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Eastbound McLemore Road			Westbound McLemore Road			Northbound Site Access #1			Southbound Heritage Pointe Drive		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts	15					16				11		19
Balancing Adjustment												
2026 Existing Traffic Volumes	**15**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**11**	**0**	**19**
New Site Traffic												
Directional Distribution												
Enter			35%	15%								
Exit							35%		25%			
Traffic Assignment												
Enter 150	0	0	53	22	0	0	0	0	0	0	0	0
Exit 150	0	0	0	0	0	0	52	0	38	0	0	0
Total Assignment	0	0	53	22	0	0	52	0	38	0	0	0
2028 Total Projected Traffic Volumes	**15**	**0**	**53**	**22**	**0**	**16**	**52**	**0**	**38**	**11**	**0**	**19**

**Adjusted for rounding errors.*

Traffic Volume Calculations
#10 Columbia Pike and Site Access #2 - Access Scenario #2

Sunday MD Peak Hour (10:00-11:00 AM)

Condition	Westbound Site Access #2			Northbound Columbia Pike			Southbound Columbia Pike		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Raw Counts					445			338	
Balancing Adjustment									
2026 Existing Traffic Volumes	**0**	**0**	**0**	**0**	**445**	**0**	**0**	**338**	**0**
New Site Traffic									
Directional Distribution									
Enter						50%			
Exit	30%		10%					10%	
Traffic Assignment									
Enter 150	0	0	0	0	0	75	0	0	0
Exit 150	45	0	15	0	0	0	0	15	0
Total Assignment	45	0	15	0	0	75	0	15	0
2028 Total Projected Traffic Volumes	**45**	**0**	**15**	**0**	**445**	**75**	**0**	**353**	**0**

**Adjusted for rounding errors.*

APPENDIX G
CAPACITY ANALYSIS WORKSHEETS

2026 EXISTING CONDITIONS

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	16	21	434	334	16
Future Vol, veh/h	24	16	21	434	334	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	17	23	472	363	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	889	372	380	0	-	0
Stage 1	372	-	-	-	-	-
Stage 2	517	-	-	-	-	-
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	314	674	1178	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	305	674	1178	-	-	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.36	0.37	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	83	-	391	-	-
HCM Lane V/C Ratio	0.019	-	0.111	-	-
HCM Ctrl Dly (s/v)	8.1	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	16	442	3	12	335
Future Vol, veh/h	3	16	442	3	12	335
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	17	480	3	13	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	872	482	0	0	484	0
Stage 1	482	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	321	584	-	-	1079	-
Stage 1	621	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	316	584	-	-	1079	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.28	0	0.29
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	515	62	-
HCM Lane V/C Ratio	-	-	0.04	0.012	-
HCM Ctrl Dly (s/v)	-	-	12.3	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

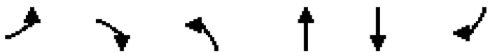
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	2	0	4	3	33	0	175	4	0	123	13
Future Vol, veh/h	9	2	0	4	3	33	0	175	4	0	123	13
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	10	2	0	4	3	36	0	190	4	0	134	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	333	335	141	327	340	192	148	0	0	195	0	0
Stage 1	141	141	-	192	192	-	-	-	-	-	-	-
Stage 2	192	195	-	135	148	-	-	-	-	-	-	-
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	621	585	907	626	581	849	1434	-	-	1379	-	-
Stage 1	862	780	-	809	741	-	-	-	-	-	-	-
Stage 2	810	740	-	869	775	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	591	585	907	624	581	849	1434	-	-	1379	-	-
Mov Cap-2 Maneuver	591	585	-	624	581	-	-	-	-	-	-	-
Stage 1	862	780	-	809	741	-	-	-	-	-	-	-
Stage 2	772	740	-	866	775	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.23	9.07	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	590	927	1379	-	-
HCM Lane V/C Ratio	-	-	-	0.02	0.047	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.2	9.1	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	114	99	503	362	81
Future Volume (veh/h)	102	114	99	503	362	81
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	111	124	108	547	393	88
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	173	207	759	2870	2595	1311
Arrive On Green	0.10	0.10	0.03	0.81	0.73	0.73
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	111	124	108	547	393	88
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.9	8.5	1.6	4.0	3.9	1.2
Cycle Q Clear(g_c), s	6.9	8.5	1.6	4.0	3.9	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	173	207	759	2870	2595	1311
V/C Ratio(X)	0.64	0.60	0.14	0.19	0.15	0.07
Avail Cap(c_a), veh/h	465	467	1087	2870	2595	1311
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	50.0	47.2	3.1	2.5	4.7	1.8
Incr Delay (d2), s/veh	4.0	2.8	0.1	0.1	0.1	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	5.9	0.3	0.9	2.0	2.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.0	49.9	3.2	2.7	4.8	1.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	235			655	481	
Approach Delay, s/veh	51.9			2.8	4.3	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		98.9		16.1	8.9	90.0
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		29.0		30.0	25.0	84.0
Max Q Clear Time (g_c+I1), s		6.0		10.5	3.6	5.9
Green Ext Time (p_c), s		3.8		0.7	0.2	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	166	0	149	29	456	0	0	453	26
Future Volume (veh/h)	0	0	0	166	0	149	29	456	0	0	453	26
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				187	0	0	35	530	0	0	482	0
Peak Hour Factor				0.89	0.92	0.90	0.82	0.86	0.92	0.92	0.94	0.85
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				271	0		744	2875	0	0	2575	
Arrive On Green				0.08	0.00	0.00	0.03	0.81	0.00	0.00	0.72	0.00
Sat Flow, veh/h				3456	0	1585	1781	3647	0	0	3647	1585
Grp Volume(v), veh/h				187	0	0	35	530	0	0	482	0
Grp Sat Flow(s),veh/h/ln				1728	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				6.3	0.0	0.0	0.5	4.0	0.0	0.0	5.2	0.0
Cycle Q Clear(g_c), s				6.3	0.0	0.0	0.5	4.0	0.0	0.0	5.2	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				271	0		744	2875	0	0	2575	
V/C Ratio(X)				0.69	0.00		0.05	0.18	0.00	0.00	0.19	
Avail Cap(c_a), veh/h				677	0		1039	2875	0	0	2575	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.98	0.98	0.00	0.00	0.99	0.00
Uniform Delay (d), s/veh				53.9	0.0	0.0	3.3	2.6	0.0	0.0	5.3	0.0
Incr Delay (d2), s/veh				6.5	0.0	0.0	0.1	0.1	0.0	0.0	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
%ile BackOfQ(95%),veh/ln				5.4	0.0	0.0	0.3	1.7	0.0	0.0	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				60.4	0.0	0.0	3.4	2.7	0.0	0.0	5.4	0.0
LnGrp LOS				E			A	A			A	
Approach Vol, veh/h					187			565			482	
Approach Delay, s/veh					60.4			2.7			5.4	
Approach LOS					E			A			A	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	104.1		10.1	94.0		15.9
Change Period (Y+Rc), s	7.0		6.0	7.0		6.5
Max Green Setting (Gmax), s	53.0		24.0	53.0		23.5
Max Q Clear Time (g_c+I1), s	6.0		2.5	7.2		8.3
Green Ext Time (p_c), s	7.3		0.1	6.5		1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR, 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)	27	0	38	0	0	0	0	458	265	126	493	0
Future Volume (veh/h)	27	0	38	0	0	0	0	458	265	126	493	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	28	0	0				0	503	0	137	536	0
Peak Hour Factor	0.95	0.92	0.72				0.92	0.91	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	120	0					0	2416		756	2921	0
Arrive On Green	0.03	0.00	0.00				0.00	0.68	0.00	0.06	0.82	0.00
Sat Flow, veh/h	3563	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	28	0	0				0	503	0	137	536	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	0.7	0.0	0.0				0.0	4.8	0.0	1.8	2.8	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0				0.0	4.8	0.0	1.8	2.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	120	0					0	2416		756	2921	0
V/C Ratio(X)	0.23	0.00					0.00	0.21		0.18	0.18	0.00
Avail Cap(c_a), veh/h	554	0					0	2416		899	2921	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	0.96	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	42.4	0.0	0.0				0.0	5.4	0.0	3.0	1.7	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0				0.0	0.2	0.0	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0				0.0	2.5	0.0	0.6	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	0.0	0.0				0.0	5.6	0.0	3.1	1.8	0.0
LnGrp LOS	D							A		A	A	
Approach Vol, veh/h		28						503			673	
Approach Delay, s/veh		43.4						5.6			2.1	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	12.8	68.2	9.0	81.0
Change Period (Y+Rc), s	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	13.8	43.0	14.0	63.0
Max Q Clear Time (g_c+I1), s	3.8	6.8	2.7	4.8
Green Ext Time (p_c), s	0.2	3.3	0.0	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	4.5
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR] 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)	0	0	0	34	0	175	0	593	42	101	429	0
Future Volume (veh/h)	0	0	0	34	0	175	0	593	42	101	429	0
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	0	0	0	37	0	190	0	645	46	110	466	0
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	0	2	0	237	249	310	80	1997	142	565	2588	0
Arrive On Green	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.59	0.59	0.12	1.00	0.00
Sat Flow, veh/h	0	1870	0	1781	1870	1585	927	3364	240	1781	3647	0
Grp Volume(v), veh/h	0	0	0	37	0	190	0	340	351	110	466	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	1870	1585	927	1777	1827	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	9.9	0.0	8.7	8.7	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.7	0.0	9.9	0.0	8.7	8.7	1.9	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	237	249	310	80	1055	1084	565	2588	0
V/C Ratio(X)	0.00	0.00	0.00	0.16	0.00	0.61	0.00	0.32	0.32	0.19	0.18	0.00
Avail Cap(c_a), veh/h	0	166	0	277	291	345	80	1055	1084	721	2588	0
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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.5	0.0	33.1	0.0	9.2	9.2	5.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	2.7	0.0	0.8	0.8	0.2	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	0.0	0.0	0.0	1.3	0.0	6.9	0.0	5.4	5.6	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	34.8	0.0	35.8	0.0	10.0	10.0	5.5	0.2	0.0
LnGrp LOS				C		D		B	A	A	A	
Approach Vol, veh/h		0			227			691			576	
Approach Delay, s/veh		0.0			35.6			10.0			1.2	
Approach LOS					D			B			A	

Timer - Assigned Phs	1	2	4	6	8
Phs Duration (G+Y+Rc), s	12.1	59.9	0.0	72.0	18.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s	13.5	29.5	8.0	49.5	14.0
Max Q Clear Time (g_c+I1), s	3.9	10.7	0.0	2.0	11.9
Green Ext Time (p_c), s	0.2	5.7	0.0	5.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	0	16	11	19
Future Vol, veh/h	15	0	0	16	11	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	0	17	12	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	41	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1600	-	-	-	970	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	990	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	960	1073
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.27	0	8.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1600	-	-	-	1029
HCM Lane V/C Ratio	0.01	-	-	-	0.032
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	439	0	0	0
Future Vol, veh/h	0	6	439	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	477	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	477	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	588	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	588	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Ctrl Dly, s/v	11.19	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	WBLn1
Capacity (veh/h)	-	588
HCM Lane V/C Ratio	-	0.011
HCM Ctrl Dly (s/v)	-	11.2
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	0	605	0	0
Future Vol, veh/h	13	0	0	605	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	0	658	0	0

Major/Minor	Minor2	Major1		
Conflicting Flow All	658	-	-	0
Stage 1	0	-	-	-
Stage 2	658	-	-	-
Critical Hdwy	6.42	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	-	-
Pot Cap-1 Maneuver	429	0	0	-
Stage 1	-	0	0	-
Stage 2	515	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	429	-	-	-
Mov Cap-2 Maneuver	429	-	-	-
Stage 1	-	-	-	-
Stage 2	515	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	13.67	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	429
HCM Lane V/C Ratio	-	0.033
HCM Ctrl Dly (s/v)	-	13.7
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	16	21	487	387	16
Future Vol, veh/h	24	16	21	487	387	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	17	23	529	421	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1004	429	438	0	-	0
Stage 1	429	-	-	-	-	-
Stage 2	575	-	-	-	-	-
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	268	626	1122	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	626	1122	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.15	0.34	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	74	-	340	-	-
HCM Lane V/C Ratio	0.02	-	0.128	-	-
HCM Ctrl Dly (s/v)	8.3	0	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	68	442	63	65	335
Future Vol, veh/h	26	68	442	63	65	335
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	28	74	480	68	71	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1020	515	0	0	549	0
Stage 1	515	-	-	-	-	-
Stage 2	505	-	-	-	-	-
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	262	560	-	-	1021	-
Stage 1	600	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	239	560	-	-	1021	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.72	0	1.43
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	409	293	-
HCM Lane V/C Ratio	-	-	0.25	0.069	-
HCM Ctrl Dly (s/v)	-	-	16.7	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-

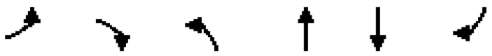
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	2	60	4	3	33	23	175	4	0	123	27
Future Vol, veh/h	24	2	60	4	3	33	23	175	4	0	123	27
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	26	2	65	4	3	36	25	190	4	0	134	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	390	393	148	377	405	192	163	0	0	195	0	0
Stage 1	148	148	-	242	242	-	-	-	-	-	-	-
Stage 2	242	245	-	135	163	-	-	-	-	-	-	-
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	569	543	898	580	535	849	1416	-	-	1379	-	-
Stage 1	854	774	-	761	705	-	-	-	-	-	-	-
Stage 2	762	704	-	869	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	531	532	898	525	524	849	1416	-	-	1379	-	-
Mov Cap-2 Maneuver	531	532	-	525	524	-	-	-	-	-	-	-
Stage 1	854	774	-	746	691	-	-	-	-	-	-	-
Stage 2	712	690	-	803	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.54	9.17	0.86	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	204	-	-	743	907	1379	-	-
HCM Lane V/C Ratio	0.018	-	-	0.126	0.048	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.5	9.2	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	114	99	586	445	81
Future Volume (veh/h)	102	114	99	586	445	81
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	111	124	108	637	484	88
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	173	207	701	2870	2595	1311
Arrive On Green	0.10	0.10	0.03	0.81	0.73	0.73
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	111	124	108	637	484	88
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.9	8.5	1.6	4.8	4.9	1.2
Cycle Q Clear(g_c), s	6.9	8.5	1.6	4.8	4.9	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	173	207	701	2870	2595	1311
V/C Ratio(X)	0.64	0.60	0.15	0.22	0.19	0.07
Avail Cap(c_a), veh/h	465	467	1028	2870	2595	1311
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	50.0	47.2	3.2	2.6	4.8	1.8
Incr Delay (d2), s/veh	4.0	2.8	0.1	0.2	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	5.9	0.3	0.9	2.4	2.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.0	49.9	3.3	2.8	5.0	1.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	235			745	572	
Approach Delay, s/veh	51.9			2.8	4.5	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		98.9		16.1	8.9	90.0
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		29.0		30.0	25.0	84.0
Max Q Clear Time (g_c+I1), s		6.8		10.5	3.6	6.9
Green Ext Time (p_c), s		4.5		0.7	0.2	3.5

Intersection Summary		
HCM 7th Control Delay, s/veh	10.9	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	166	0	164	29	524	0	0	528	34
Future Volume (veh/h)	0	0	0	166	0	164	29	524	0	0	528	34
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				187	0	0	35	609	0	0	562	0
Peak Hour Factor				0.89	0.92	0.90	0.82	0.86	0.92	0.92	0.94	0.85
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				271	0		692	2875	0	0	2575	
Arrive On Green				0.08	0.00	0.00	0.03	0.81	0.00	0.00	0.72	0.00
Sat Flow, veh/h				3456	0	1585	1781	3647	0	0	3647	1585
Grp Volume(v), veh/h				187	0	0	35	609	0	0	562	0
Grp Sat Flow(s),veh/h/ln				1728	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				6.3	0.0	0.0	0.5	4.7	0.0	0.0	6.2	0.0
Cycle Q Clear(g_c), s				6.3	0.0	0.0	0.5	4.7	0.0	0.0	6.2	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				271	0		692	2875	0	0	2575	
V/C Ratio(X)				0.69	0.00		0.05	0.21	0.00	0.00	0.22	
Avail Cap(c_a), veh/h				677	0		987	2875	0	0	2575	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.98	0.98	0.00	0.00	0.99	0.00
Uniform Delay (d), s/veh				53.9	0.0	0.0	3.4	2.6	0.0	0.0	5.4	0.0
Incr Delay (d2), s/veh				6.5	0.0	0.0	0.1	0.2	0.0	0.0	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
%ile BackOfQ(95%),veh/ln				5.4	0.0	0.0	0.3	2.0	0.0	0.0	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				60.4	0.0	0.0	3.4	2.8	0.0	0.0	5.6	0.0
LnGrp LOS				E			A	A			A	
Approach Vol, veh/h					187			644			562	
Approach Delay, s/veh					60.4			2.8			5.6	
Approach LOS					E			A			A	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	104.1		10.1	94.0		15.9
Change Period (Y+Rc), s	7.0		6.0	7.0		6.5
Max Green Setting (Gmax), s	53.0		24.0	53.0		23.5
Max Q Clear Time (g_c+I1), s	6.7		2.5	8.2		8.3
Green Ext Time (p_c), s	8.7		0.1	7.8		1.1

Intersection Summary		
HCM 7th Control Delay, s/veh	11.7	
HCM 7th LOS	B	

Notes

Unsignalized Delay for [WBR, 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)	35	0	38	0	0	0	0	518	265	141	553	0
Future Volume (veh/h)	35	0	38	0	0	0	0	518	265	141	553	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	37	0	0				0	569	0	153	601	0
Peak Hour Factor	0.95	0.92	0.72				0.92	0.91	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	143	0					0	2389		710	2897	0
Arrive On Green	0.04	0.00	0.00				0.00	0.67	0.00	0.07	0.82	0.00
Sat Flow, veh/h	3563	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	37	0	0				0	569	0	153	601	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	0.9	0.0	0.0				0.0	5.6	0.0	2.0	3.4	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0				0.0	5.6	0.0	2.0	3.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	143	0					0	2389		710	2897	0
V/C Ratio(X)	0.26	0.00					0.00	0.24		0.22	0.21	0.00
Avail Cap(c_a), veh/h	554	0					0	2389		851	2897	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	0.95	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	41.9	0.0	0.0				0.0	5.8	0.0	3.2	1.8	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0				0.0	0.2	0.0	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
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0				0.0	2.9	0.0	0.8	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0				0.0	6.0	0.0	3.4	2.0	0.0
LnGrp LOS	D							A		A	A	
Approach Vol, veh/h		37						569			754	
Approach Delay, s/veh		42.8						6.0			2.3	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	12.9	67.5	9.6	80.4
Change Period (Y+Rc), s	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	13.0	43.0	14.0	63.0
Max Q Clear Time (g_c+I1), s	4.0	7.6	2.9	5.4
Green Ext Time (p_c), s	0.2	3.8	0.0	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	4.9
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, EBR] 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)	0	0	0	34	0	183	0	645	42	109	481	0
Future Volume (veh/h)	0	0	0	34	0	183	0	645	42	109	481	0
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	0	0	0	37	0	199	0	701	46	118	523	0
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	0	2	0	246	258	319	80	1990	130	535	2570	0
Arrive On Green	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.59	0.59	0.13	1.00	0.00
Sat Flow, veh/h	0	1870	0	1781	1870	1585	879	3385	222	1781	3647	0
Grp Volume(v), veh/h	0	0	0	37	0	199	0	368	379	118	523	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	1870	1585	879	1777	1830	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	10.3	0.0	9.7	9.7	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.6	0.0	10.3	0.0	9.7	9.7	2.1	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	246	258	319	80	1044	1076	535	2570	0
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00	0.62	0.00	0.35	0.35	0.22	0.20	0.00
Avail Cap(c_a), veh/h	0	166	0	277	291	347	80	1044	1076	690	2570	0
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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.2	0.0	32.8	0.0	9.6	9.6	5.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	3.1	0.0	0.9	0.9	0.2	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	0.0	0.0	0.0	1.3	0.0	7.3	0.0	6.1	6.3	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	34.4	0.0	35.9	0.0	10.6	10.6	5.8	0.2	0.0
LnGrp LOS				C		D		B	B	A	A	
Approach Vol, veh/h		0			236			747			641	
Approach Delay, s/veh		0.0			35.7			10.6			1.2	
Approach LOS					D			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	59.4		0.0		71.6		18.4				
Change Period (Y+Rc), s	6.5	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	13.5	29.5		8.0		49.5		14.0				
Max Q Clear Time (g_c+I1), s	4.1	11.7		0.0		2.0		12.3				
Green Ext Time (p_c), s	0.2	6.1		0.0		5.8		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	113	37	0	16	75	0	75	11	0	19
Future Vol, veh/h	15	0	113	37	0	16	75	0	75	11	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	16	0	123	40	0	17	82	0	82	12	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	123	0	0	174	192	61	122	245	9
Stage 1	-	-	-	-	-	-	94	94	-	89	89	-
Stage 2	-	-	-	-	-	-	80	98	-	33	155	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1600	-	-	1464	-	-	788	703	1004	853	657	1073
Stage 1	-	-	-	-	-	-	913	817	-	918	821	-
Stage 2	-	-	-	-	-	-	928	814	-	984	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1464	-	-	743	676	1004	754	632	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	743	676	-	754	632	-
Stage 1	-	-	-	-	-	-	903	808	-	893	798	-
Stage 2	-	-	-	-	-	-	885	791	-	894	760	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.85	5.26	10.21	9.02
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	176	-	-	1047	-	-	929
HCM Lane V/C Ratio	0.191	0.01	-	-	0.027	-	-	0.035
HCM Ctrl Dly (s/v)	10.2	7.3	0	-	7.5	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	499	0	0	0
Future Vol, veh/h	0	6	499	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	542	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	542	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	540	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	540	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Ctrl Dly, s/v	11.75	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	WBLn1
Capacity (veh/h)	-	540
HCM Lane V/C Ratio	-	0.012
HCM Ctrl Dly (s/v)	-	11.7
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	0	688	0	0
Future Vol, veh/h	13	0	0	688	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	0	748	0	0

Major/Minor	Minor2	Major1		
Conflicting Flow All	748	-	-	0
Stage 1	0	-	-	-
Stage 2	748	-	-	-
Critical Hdwy	6.42	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	-	-
Pot Cap-1 Maneuver	380	0	0	-
Stage 1	-	0	0	-
Stage 2	468	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	380	-	-	-
Mov Cap-2 Maneuver	380	-	-	-
Stage 1	-	-	-	-
Stage 2	468	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	14.84	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	380
HCM Lane V/C Ratio	-	0.037
HCM Ctrl Dly (s/v)	-	14.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	16	21	487	387	16
Future Vol, veh/h	24	16	21	487	387	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	17	23	529	421	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1004	429	438	0	-	0
Stage 1	429	-	-	-	-	-
Stage 2	575	-	-	-	-	-
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	268	626	1122	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	626	1122	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.15	0.34	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	74	-	340	-	-
HCM Lane V/C Ratio	0.02	-	0.128	-	-
HCM Ctrl Dly (s/v)	8.3	0	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	54	457	3	65	335
Future Vol, veh/h	18	54	457	3	65	335
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	20	59	497	3	71	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1004	498	0	0	500	0
Stage 1	498	-	-	-	-	-
Stage 2	505	-	-	-	-	-
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	268	572	-	-	1064	-
Stage 1	610	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	572	-	-	1064	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.24	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	429	293	-
HCM Lane V/C Ratio	-	-	0.182	0.066	-
HCM Ctrl Dly (s/v)	-	-	15.2	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	2	23	4	3	33	8	175	4	0	123	27
Future Vol, veh/h	24	2	23	4	3	33	8	175	4	0	123	27
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	26	2	25	4	3	36	9	190	4	0	134	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	358	360	148	345	373	192	163	0	0	195	0	0
Stage 1	148	148	-	210	210	-	-	-	-	-	-	-
Stage 2	209	212	-	135	163	-	-	-	-	-	-	-
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	598	567	898	610	558	849	1416	-	-	1379	-	-
Stage 1	854	774	-	792	729	-	-	-	-	-	-	-
Stage 2	793	727	-	869	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	565	563	898	586	554	849	1416	-	-	1379	-	-
Mov Cap-2 Maneuver	565	563	-	586	554	-	-	-	-	-	-	-
Stage 1	854	774	-	787	724	-	-	-	-	-	-	-
Stage 2	751	722	-	842	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.71	9.11	0.32	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	77	-	-	684	920	1379	-	-
HCM Lane V/C Ratio	0.006	-	-	0.078	0.047	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.7	9.1	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

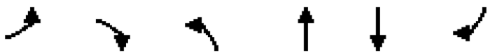
Intersection	
Int Delay, s/veh	0

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑									↑	
Traffic Vol, veh/h	0	514	0	0	0	0	0	0	0	0	144	0
Future Vol, veh/h	0	514	0	0	0	0	0	0	0	0	144	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	0	559	0	0	0	0	0	0	0	0	157	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	-	0	-	-	559	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	438	0
Stage 1	0	-	0	0	511	0
Stage 2	0	-	0	0	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	-	0	-
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	NB	SW
HCM Ctrl Dly, s/v	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBTSWLn1	
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Ctrl Dly (s/v)	-	-
HCM Lane LOS	-	-
HCM 95th %tile Q(veh)	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	114	99	586	445	81
Future Volume (veh/h)	102	114	99	586	445	81
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	111	124	108	637	484	88
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	173	207	701	2870	2595	1311
Arrive On Green	0.10	0.10	0.03	0.81	0.73	0.73
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	111	124	108	637	484	88
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.9	8.5	1.6	4.8	4.9	1.2
Cycle Q Clear(g_c), s	6.9	8.5	1.6	4.8	4.9	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	173	207	701	2870	2595	1311
V/C Ratio(X)	0.64	0.60	0.15	0.22	0.19	0.07
Avail Cap(c_a), veh/h	465	467	1028	2870	2595	1311
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	50.0	47.2	3.2	2.6	4.8	1.8
Incr Delay (d2), s/veh	4.0	2.8	0.1	0.2	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	5.9	0.3	0.7	1.9	2.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.0	49.9	3.3	2.8	5.0	1.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	235			745	572	
Approach Delay, s/veh	51.9			2.8	4.5	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		98.9		16.1	8.9	90.0
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		29.0		30.0	25.0	84.0
Max Q Clear Time (g_c+I1), s		6.8		10.5	3.6	6.9
Green Ext Time (p_c), s		3.9		0.7	0.2	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	166	0	164	29	524	0	0	528	34
Future Volume (veh/h)	0	0	0	166	0	164	29	524	0	0	528	34
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				187	0	0	35	609	0	0	562	0
Peak Hour Factor				0.89	0.92	0.90	0.82	0.86	0.92	0.92	0.94	0.85
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				271	0		692	2875	0	0	2575	
Arrive On Green				0.08	0.00	0.00	0.03	0.81	0.00	0.00	0.72	0.00
Sat Flow, veh/h				3456	0	1585	1781	3647	0	0	3647	1585
Grp Volume(v), veh/h				187	0	0	35	609	0	0	562	0
Grp Sat Flow(s),veh/h/ln				1728	0	1585	1781	1777	0	0	1777	1585
Q Serve(g_s), s				6.3	0.0	0.0	0.5	4.7	0.0	0.0	6.2	0.0
Cycle Q Clear(g_c), s				6.3	0.0	0.0	0.5	4.7	0.0	0.0	6.2	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				271	0		692	2875	0	0	2575	
V/C Ratio(X)				0.69	0.00		0.05	0.21	0.00	0.00	0.22	
Avail Cap(c_a), veh/h				677	0		987	2875	0	0	2575	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.98	0.98	0.00	0.00	0.99	0.00
Uniform Delay (d), s/veh				53.9	0.0	0.0	3.4	2.6	0.0	0.0	5.4	0.0
Incr Delay (d2), s/veh				6.5	0.0	0.0	0.1	0.2	0.0	0.0	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
%ile BackOfQ(95%),veh/ln				5.4	0.0	0.0	0.3	2.0	0.0	0.0	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				60.4	0.0	0.0	3.4	2.8	0.0	0.0	5.6	0.0
LnGrp LOS				E			A	A			A	
Approach Vol, veh/h					187			644			562	
Approach Delay, s/veh					60.4			2.8			5.6	
Approach LOS					E			A			A	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	104.1		10.1	94.0		15.9
Change Period (Y+Rc), s	7.0		6.0	7.0		6.5
Max Green Setting (Gmax), s	53.0		24.0	53.0		23.5
Max Q Clear Time (g_c+I1), s	6.7		2.5	8.2		8.3
Green Ext Time (p_c), s	8.7		0.1	7.8		1.1

Intersection Summary		
HCM 7th Control Delay, s/veh	11.7	
HCM 7th LOS	B	

Notes

Unsignalized Delay for [WBR, 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)	35	0	38	0	0	0	0	518	265	141	553	0
Future Volume (veh/h)	35	0	38	0	0	0	0	518	265	141	553	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	37	0	0				0	569	0	153	601	0
Peak Hour Factor	0.95	0.92	0.72				0.92	0.91	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	143	0					0	2389		710	2897	0
Arrive On Green	0.04	0.00	0.00				0.00	0.67	0.00	0.07	0.82	0.00
Sat Flow, veh/h	3563	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	37	0	0				0	569	0	153	601	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	0.9	0.0	0.0				0.0	5.6	0.0	2.0	3.4	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0				0.0	5.6	0.0	2.0	3.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	143	0					0	2389		710	2897	0
V/C Ratio(X)	0.26	0.00					0.00	0.24		0.22	0.21	0.00
Avail Cap(c_a), veh/h	554	0					0	2389		851	2897	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	0.95	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	41.9	0.0	0.0				0.0	5.8	0.0	3.2	1.8	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0				0.0	0.2	0.0	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
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0				0.0	2.9	0.0	0.8	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0				0.0	6.0	0.0	3.4	2.0	0.0
LnGrp LOS	D							A		A	A	
Approach Vol, veh/h		37						569			754	
Approach Delay, s/veh		42.8						6.0			2.3	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	12.9	67.5	9.6	80.4
Change Period (Y+Rc), s	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	13.0	43.0	14.0	63.0
Max Q Clear Time (g_c+I1), s	4.0	7.6	2.9	5.4
Green Ext Time (p_c), s	0.2	3.8	0.0	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	4.9
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, EBR] 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)	0	0	0	34	0	183	0	645	42	109	481	0
Future Volume (veh/h)	0	0	0	34	0	183	0	645	42	109	481	0
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	0	0	0	37	0	199	0	701	46	118	523	0
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	0	2	0	246	258	319	80	1990	130	535	2570	0
Arrive On Green	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.59	0.59	0.13	1.00	0.00
Sat Flow, veh/h	0	1870	0	1781	1870	1585	879	3385	222	1781	3647	0
Grp Volume(v), veh/h	0	0	0	37	0	199	0	368	379	118	523	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	1870	1585	879	1777	1830	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	10.3	0.0	9.7	9.7	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.6	0.0	10.3	0.0	9.7	9.7	2.1	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	246	258	319	80	1044	1076	535	2570	0
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00	0.62	0.00	0.35	0.35	0.22	0.20	0.00
Avail Cap(c_a), veh/h	0	166	0	277	291	347	80	1044	1076	690	2570	0
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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.2	0.0	32.8	0.0	9.6	9.6	5.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	3.1	0.0	0.9	0.9	0.2	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	0.0	0.0	0.0	1.3	0.0	7.3	0.0	6.1	6.3	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	34.4	0.0	35.9	0.0	10.6	10.6	5.8	0.2	0.0
LnGrp LOS				C		D		B	B	A	A	
Approach Vol, veh/h		0			236			747			641	
Approach Delay, s/veh		0.0			35.7			10.6			1.2	
Approach LOS					D			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	59.4		0.0		71.6		18.4				
Change Period (Y+Rc), s	6.5	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	13.5	29.5		8.0		49.5		14.0				
Max Q Clear Time (g_c+I1), s	4.1	11.7		0.0		2.0		12.3				
Green Ext Time (p_c), s	0.2	6.1		0.0		5.8		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	53	22	0	16	52	0	38	11	0	19
Future Vol, veh/h	15	0	53	22	0	16	52	0	38	11	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	16	0	58	24	0	17	57	0	41	12	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	58	0	0	109	127	29	89	147	9
Stage 1	-	-	-	-	-	-	61	61	-	57	57	-
Stage 2	-	-	-	-	-	-	48	65	-	33	90	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1600	-	-	1547	-	-	869	764	1046	896	745	1073
Stage 1	-	-	-	-	-	-	950	844	-	955	848	-
Stage 2	-	-	-	-	-	-	966	841	-	984	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1547	-	-	830	744	1046	838	725	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	830	744	-	838	725	-
Stage 1	-	-	-	-	-	-	940	835	-	941	835	-
Stage 2	-	-	-	-	-	-	932	827	-	935	811	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.6	4.26	9.43	8.83
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	910	331	-	-	868	-	-	973
HCM Lane V/C Ratio	0.108	0.01	-	-	0.015	-	-	0.034
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	7.4	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	688	0	0	562	0
Future Volume (veh/h)	0	0	0	0	0	0	0	688	0	0	562	0
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	0	0	0	0	0	0	0	748	0	0	611	0
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	0	1	0	0	1	0	816	3400	0	46	3400	1517
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.00	0.00	0.96	0.00
Sat Flow, veh/h	0	1870	1585	0	1870	0	1781	3647	0	713	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	0	0	748	0	0	611	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	0	1781	1777	0	713	1777	1585
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.4	0.0
Prop In Lane	0.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	1	-40	0	1	0	816	3400	0	46	3400	1517
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.18	0.00
Avail Cap(c_a), veh/h	0	350	256	0	374	0	1297	3400	0	46	3400	1517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.00	0.00	0.99	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
LnGrp LOS								A			A	
Approach Vol, veh/h		0			0			748			611	
Approach Delay, s/veh		0.0			0.0			0.3			0.3	
Approach LOS								A			A	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	155.0	0.0	0.0	155.0	0.0
Change Period (Y+Rc), s	6.7	6.0	4.0	6.7	4.0
Max Green Setting (Gmax), s	78.3	29.0	42.0	32.3	31.0
Max Q Clear Time (g_c+I1), s	3.8	0.0	0.0	3.4	0.0
Green Ext Time (p_c), s	5.5	0.0	0.0	4.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.3
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	15	445	75	0	353
Future Vol, veh/h	45	15	445	75	0	353
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	49	16	484	82	0	384

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	908	524	0	0	-	-
Stage 1	524	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	306	553	-	-	0	-
Stage 1	594	-	-	-	0	-
Stage 2	689	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	553	-	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.89	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	344	-
HCM Lane V/C Ratio	-	-	0.19	-
HCM Ctrl Dly (s/v)	-	-	17.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	514	0	0	0
Future Vol, veh/h	0	6	514	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	559	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	559	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	529	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	529	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Ctrl Dly, s/v	11.89	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	WBLn1
Capacity (veh/h)	-	529
HCM Lane V/C Ratio	-	0.012
HCM Ctrl Dly (s/v)	-	11.9
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	0	688	0	0
Future Vol, veh/h	13	0	0	688	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	0	748	0	0

Major/Minor	Minor2	Major1		
Conflicting Flow All	748	-	-	0
Stage 1	0	-	-	-
Stage 2	748	-	-	-
Critical Hdwy	6.42	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	-	-
Pot Cap-1 Maneuver	380	0	0	-
Stage 1	-	0	0	-
Stage 2	468	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	380	-	-	-
Mov Cap-2 Maneuver	380	-	-	-
Stage 1	-	-	-	-
Stage 2	468	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	14.84	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	380
HCM Lane V/C Ratio	-	0.037
HCM Ctrl Dly (s/v)	-	14.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1

2028 FUTURE PROJECTED CONDITIONS

WITH IMPROVEMENTS

BURCH TRANSPORTATION

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	54	457	3	65	335
Future Vol, veh/h	18	54	457	3	65	335
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	-	-	-	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	20	59	497	3	71	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1004	498	0	0	500	0
Stage 1	498	-	-	-	-	-
Stage 2	505	-	-	-	-	-
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	268	572	-	-	1064	-
Stage 1	610	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	250	572	-	-	1064	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.14	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1064	-
HCM Lane V/C Ratio	-	-	0.181	0.066	-
HCM Ctrl Dly (s/v)	-	-	15.1	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	2	23	4	3	33	8	175	4	0	123	27
Future Vol, veh/h	24	2	23	4	3	33	8	175	4	0	123	27
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
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	26	2	25	4	3	36	9	190	4	0	134	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	358	360	148	345	373	192	163	0	0	195	0	0
Stage 1	148	148	-	210	210	-	-	-	-	-	-	-
Stage 2	209	212	-	135	163	-	-	-	-	-	-	-
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	598	567	898	610	558	849	1416	-	-	1379	-	-
Stage 1	854	774	-	792	729	-	-	-	-	-	-	-
Stage 2	793	727	-	869	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	566	563	898	587	554	849	1416	-	-	1379	-	-
Mov Cap-2 Maneuver	566	563	-	587	554	-	-	-	-	-	-	-
Stage 1	854	774	-	787	724	-	-	-	-	-	-	-
Stage 2	751	722	-	842	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.7	9.11	0.32	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1416	-	-	685	920	1379	-	-
HCM Lane V/C Ratio	0.006	-	-	0.078	0.047	-	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.7	9.1	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	15	445	75	0	353
Future Vol, veh/h	45	15	445	75	0	353
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	150	-	150	-	-
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	16	484	82	0	384

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	867	484	0	0	-	-
Stage 1	484	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	323	583	-	-	0	-
Stage 1	620	-	-	-	0	-
Stage 2	689	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	323	583	-	-	-	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.43	0	0
HCM LOS	C		

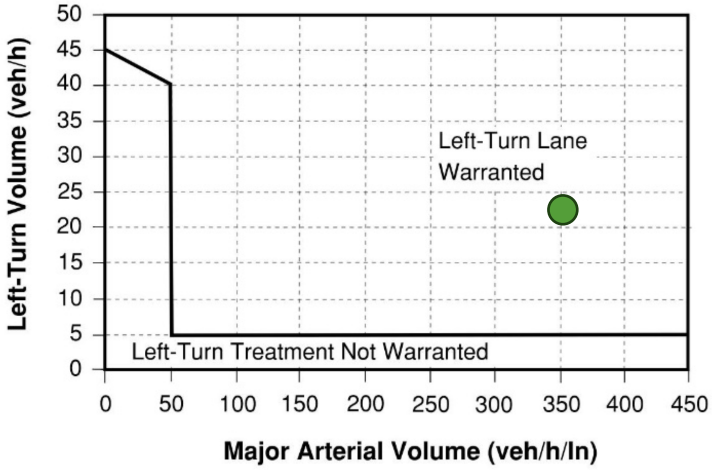
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	-	323	583	-
HCM Lane V/C Ratio	-	-	0.151	0.028	-
HCM Ctrl Dly (s/v)	-	-	18.1	11.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

APPENDIX H
TURN LANE ANALYSIS

Left Turn Deceleration Lane Analysis

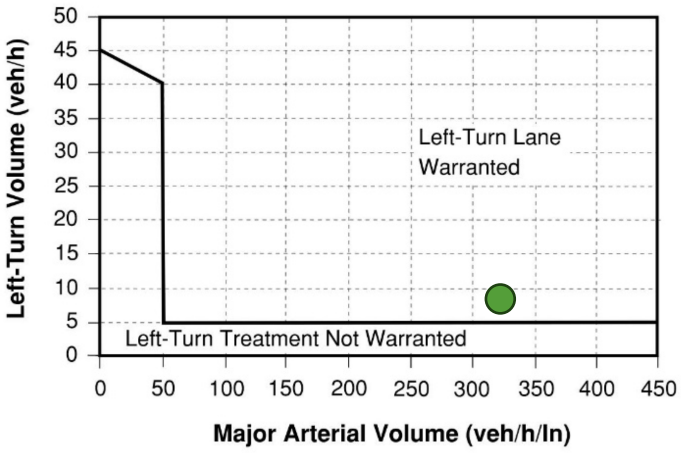
Source: NCHRP Report 745: Left-Turn Accommodations at Unsignalized Intersections

Northbound Goose Creek Bypass at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #1
Sunday MD Peak Hour



(b) Four-Leg Intersections

Northbound Goose Creek Bypass at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #2
Sunday MD Peak Hour

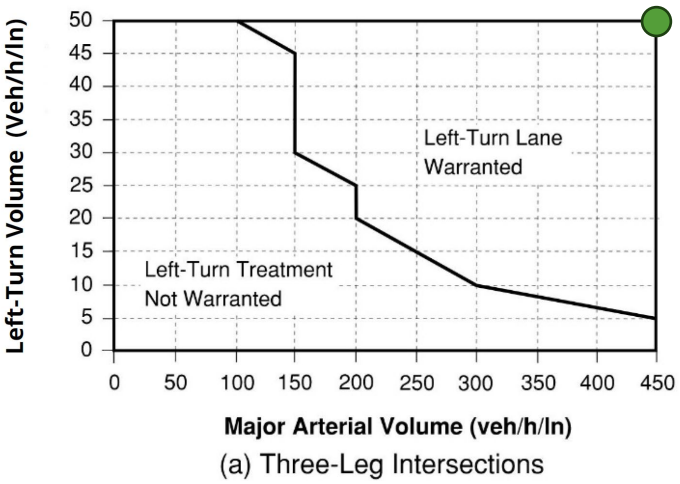


(b) Four-Leg Intersections

Left Turn Deceleration Lane Analysis

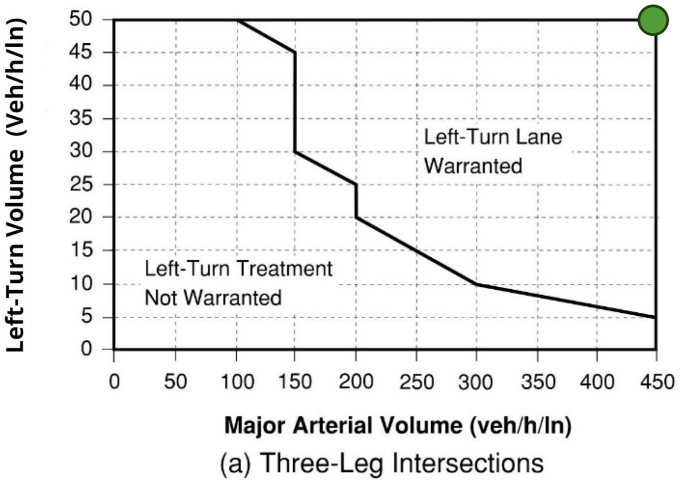
Source: NCHRP Report 745: Left-Turn Accommodations at Unsignalized Intersections

Southbound Columbia Pike at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #1
Sunday MD Peak Hour



(a) Three-Leg Intersections

Southbound Columbia Pike at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #2
Sunday MD Peak Hour

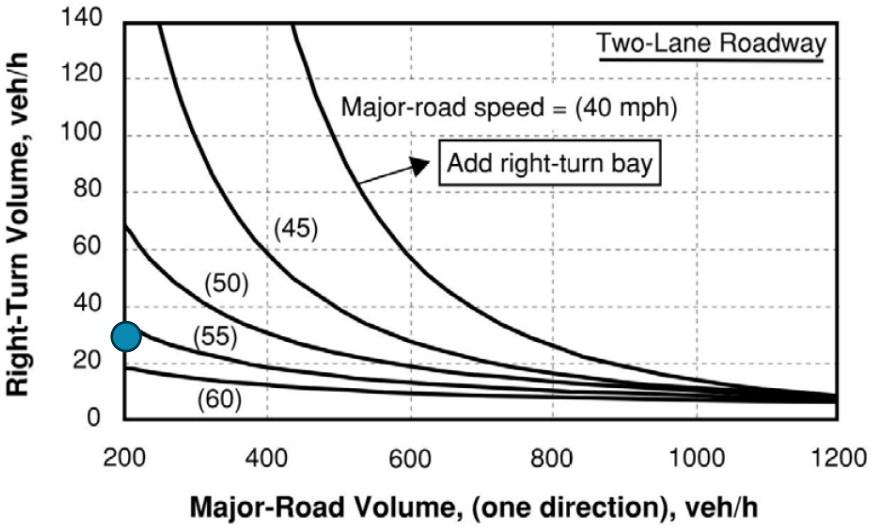


(a) Three-Leg Intersections

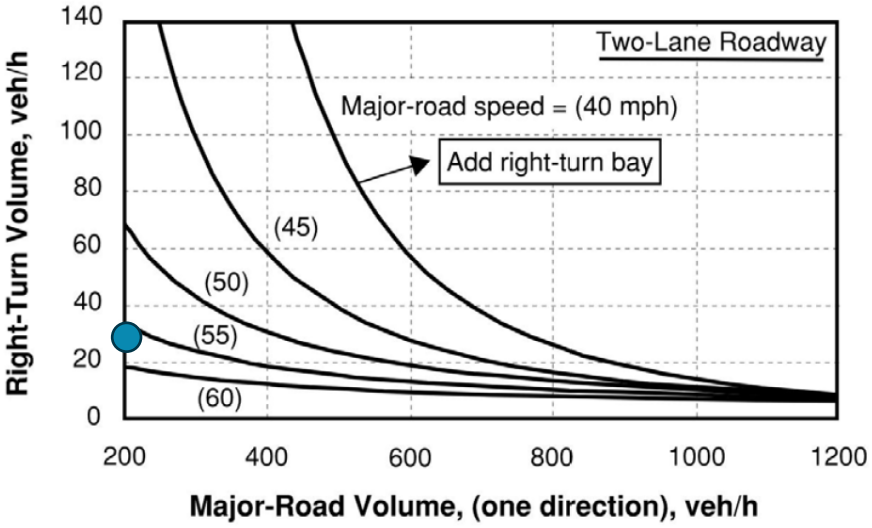
Right Turn Deceleration Lane Analysis

Source: NCHRP Report 457: Evaluating Intersection Improvements

Southbound Goose Creek Bypass at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #1
Sunday MD Peak Hour



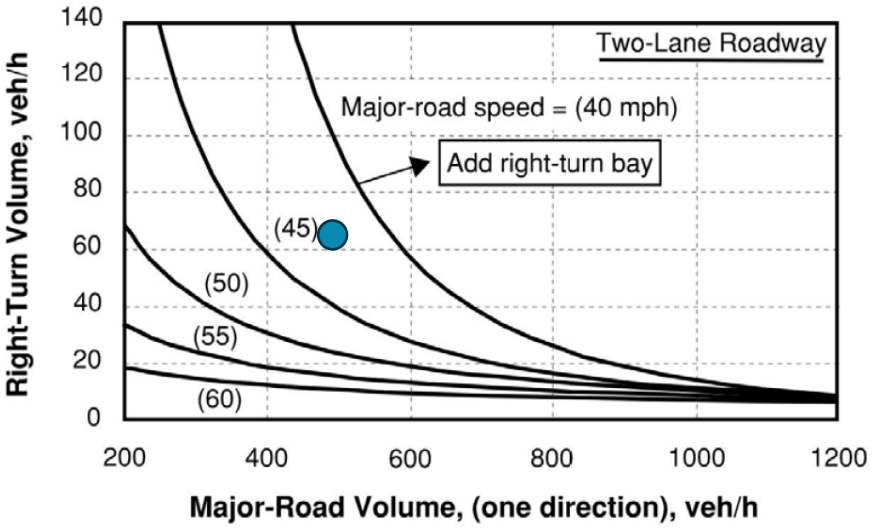
Southbound Goose Creek Bypass at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #2
Sunday MD Peak Hour



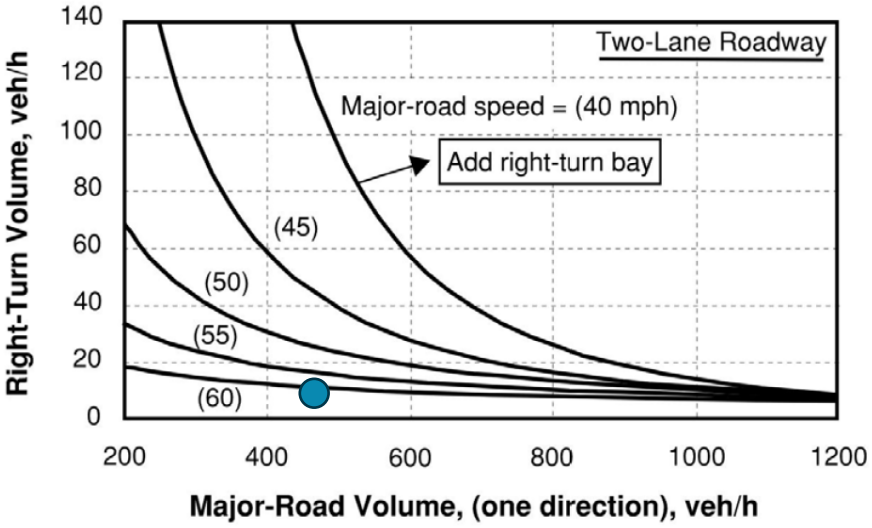
Right Turn Deceleration Lane Analysis

Source: NCHRP Report 457: Evaluating Intersection Improvements

Northbound Columbia Pike at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #1
Sunday MD Peak Hour



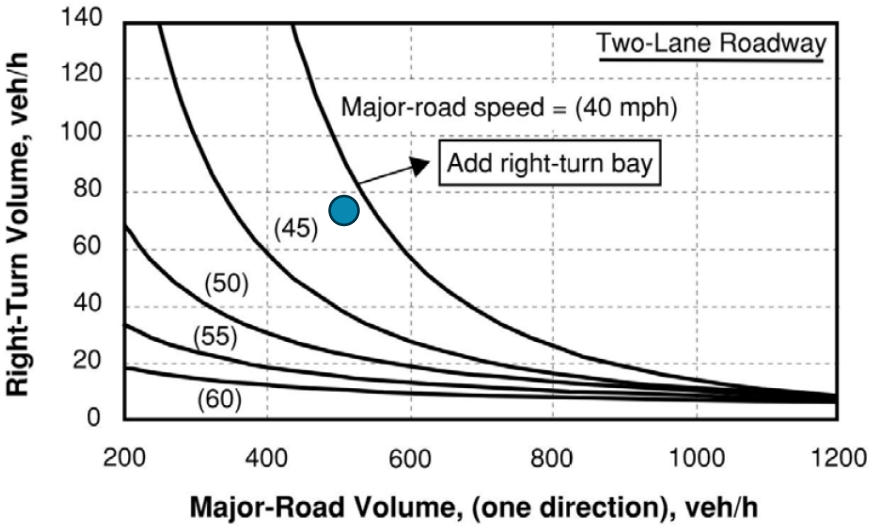
Northbound Columbia Pike at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #2
Sunday MD Peak Hour



Right Turn Deceleration Lane Analysis

Source: NCHRP Report 475: Evaluating Intersection Improvements

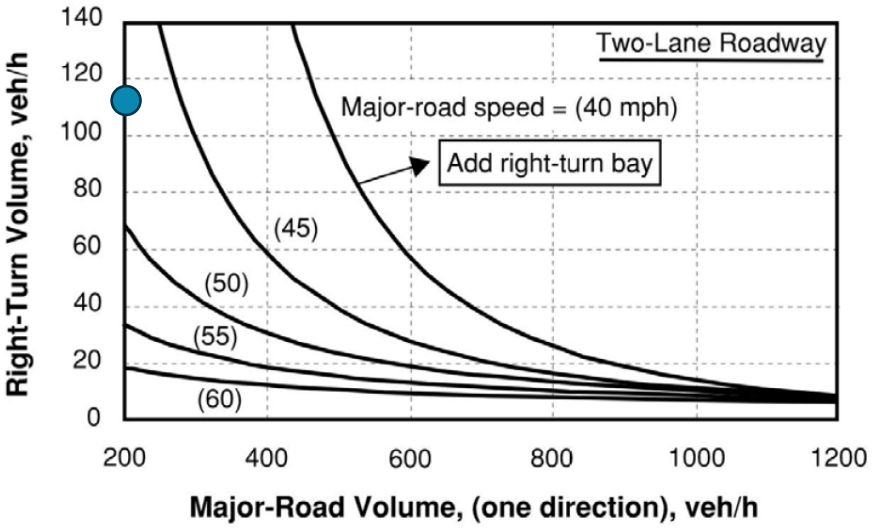
Northbound Columbia Pike at Site Access #2
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #2
Sunday MD Peak Hour



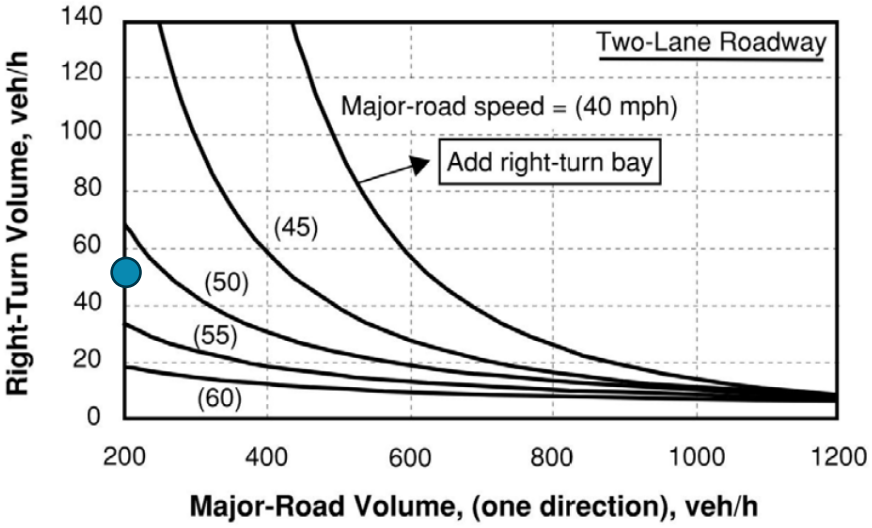
Right Turn Deceleration Lane Analysis

Source: NCHRP Report 475: Evaluating Intersection Improvements

Eastbound McLemore Road at Site Access #1
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #1
Sunday MD Peak Hour



Eastbound McLemore Road at Site Access #1
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #2
Sunday MD Peak Hour



Minor Street Geometry Analysis

Source: NCHRP Report 475: Evaluating Intersection Improvements

Northbound Site Access #1 at McLemore Road
2028 Future Projected Peak Hour Traffic Volumes – Scenario Access #1
Sunday MD Peak Hour

Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	181
Percentage of right-turns on minor road, %:	88%
Minor-road volume (one direction), veh/h:	150

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	629
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	

CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

