

TRAFFIC IMPACT STUDY FOR

OLD LOST MOUNTAIN ROAD SINGLE-FAMILY HOUSING COMMUNITY

DATE:

August 2, 2018

LOCATION:

Cobb County, GA

PREPARED FOR:

Inline Communities

PREPARED BY:

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TABLE OF CONTENTS

1. Introduction	1
2. Existing Conditions.....	4
2.1. Transportation Facilities.....	4
2.2. Land Use	4
2.3. Traffic Volumes	4
2.4. Existing Capacity Analysis.....	7
3. Background Growth Conditions	8
3.1. Background Growth Capacity Analysis.....	8
4. Site Development Traffic	9
4.1. Trip Generation	9
5. Future Conditions.....	13
6. Conclusions	15
Appendix	

LIST OF TABLES

Table 1: Existing Capacity Analysis	7
Table 2: Existing + Background Growth Capacity Analysis	8
Table 3: Project Trip Generation	9
Table 4: Build Conditions Capacity Analysis	13
Table 5: Build Conditions Capacity Analysis with Mitigation.....	14

LIST OF FIGURES

Figure 1: Vicinity Map.....	2
Figure 2: Study Area	3
Figure 3: Existing Traffic Volumes	6
Figure 4: Directional Distribution	10
Figure 5: Project Volumes.....	11
Figure 6: 2020 Build Volumes	12

CALYX #2018031

1. Introduction

A new residential development consisting of 123 single-family housing units will be located on Old Lost Mountain Road opposite Moon Road and north of Meeks Road. It is in the unincorporated area of Powder Springs, near McEachern High School.

The traffic analysis is for a single phase of construction. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips generated when the development is completed. The study includes existing (2018) traffic volumes, future traffic volumes (2020), trip generation, directional distribution, and traffic impacts at the following intersections:

1. Old Lost Mountain Road at Macland Road/ SR 360
2. Old Lost Mountain Road at Gaydon Road
3. Old Lost Mountain Road at Arrow Wind Drive/Brand Road
4. Old Lost Mountain Road at Moon Road/ Site Driveway
5. Old Lost Mountain Road at Meeks Road
6. Old Lost Mountain Road at Macedonia Road

Figure 1 shows the site location. Figure 2 shows an aerial of the area and the study intersections. The site plan is included in the Appendix.

Figure 1: Vicinity Map



Figure 2: Study Area

2. Existing Conditions

2.1. Transportation Facilities

Old Lost Mountain Road is a two-lane collector street that connects Macland Road (SR 360) to the north with Richard Sailors Pkwy to the south. It is west of, and parallels New Macland Road. The road is posted at 35 MPH. In general, it provides an outlet for a number of residential developments in and around north Powder Springs.

Macland Road (SR 360) is a two-lane, east/west minor arterial with a posted speed of 45 MPH. The roadway connects to Windy Hill Rd to the east and terminates at Atlanta Hwy (SR 6 BUS) to the west. The roadway intersects Old Lost Mountain Road at a signalized intersection.

Gaydon Road is a minor collector road with a 35 MPH posted speed limit. It parallels Moon road and connect Brand Road with Florence Road. The intersection with Old Lost Mountain Road is an all-way stop controlled intersection.

Brand Road is a two-lane road that primarily provides access to McEachern High School and a connection between Old Lost Mountain Road and New Macland Road. It is two lanes wide with a posted speed limit of 35 MPH. West of Old Lost Mountain Road, the name changes to Arrow Wind Drive, drops to a 25 MPH speed limit, and dead ends in a subdivision.

Moon Road is a two-lane, minor collector road that connects Old Lost Mountain Road to Poplar Springs Road. It is signed for 35 MPH.

Meek Road is a local, two-lane road that connects Old Lost Mountain Road to New Macland Road. It is posted at 25 MPH.

Macedonia Road is an east/west local collector extending from Barrett Parkway in the east and terminating as Legend Hollow Lane in the west. The roadway has a posted speed of 35 MPH.

2.2. Land Use

The land uses surrounding the site are residential. There are several schools in the area, including McEachern High School to the northeast on New Macland Road, Varner Elementary on Gaydon Road, Compton Elementary School to the southeast on New Macland Road and Tapp Middle School on Macedonia Road.

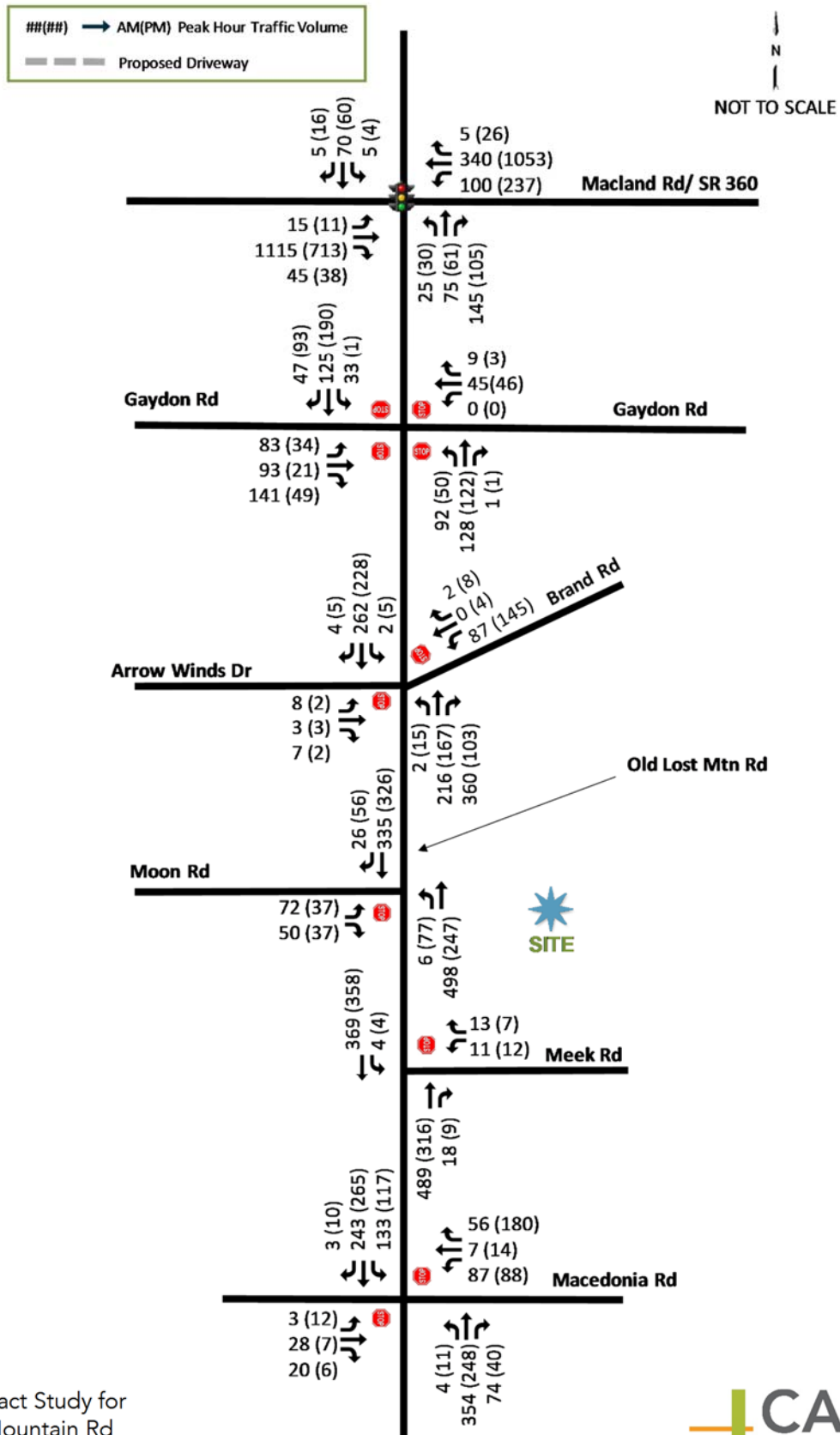
2.3. Traffic Volumes

Traffic counts were collected on Wednesday, February 28, 2018 at four (4) intersections. Additional counts at three (3) intersections, including one previously counted, were collected on June 7, 2018. A seasonal adjustment factor was developed using counts collected at the site in which counts were collected twice. The seasonal factor was applied to the counts of the

study intersections in the second set of counts. Both sets of turning movement counts were taken from 7 to 9 AM and 2 to 6 PM during a typical weekday. The additional hours were intended to capture the influence of school traffic, however, the counts did not reflect any considerable impacts of school traffic on the corridor. From the counts, the peak hour for the AM turning movements is 7:15 – 8:15 AM and the peak hour for the PM turning movements is 4:45 – 5:45 PM.

The existing peak hour turning movement counts at the study intersections are shown in Figure 3. The count worksheets are included in the Appendix.

Figure 3: Existing Traffic Volumes



Traffic Impact Study for
 Old Lost Mountain Rd

2.4. Existing Capacity Analysis

The results of the intersection capacity analysis are shown in Table 1 for existing volumes. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM), 6th Ed.

Table 1: Existing Capacity Analysis

Intersection	Control	Movement	LOS (Delay)			
			AM		PM	
1. Old Lost Mountain Rd at Macland Rd/ SR 360	Signal	EB	E	(56.6)	B	(19.1)
		WB	B	(16.4)	D	(38.0)
		NB	E	(75.9)	E	(56.0)
		SB	D	(45.9)	D	(44.4)
		Overall	D	(49.4)	C	(33.6)
2. Old Lost Mountain Rd at Gaydon Rd	All Way Stop	EB	C	(18.1)	A	(8.9)
		WB	B	(10.4)	A	(8.7)
		NB	B	(14.6)	A	(9.4)
		SB	B	(13.5)	A	(10.2)
		Overall	C	(15.4)	A	(9.6)
3. Old Lost Mountain Rd at Brand Rd/ Arrow Winds Dr	Two-Way Stop	EB	C	(15.8)	B	(12.4)
		WB	D	(25.0)	C	(16.7)
		NBL	A	(7.9)	A	(7.8)
		SBL	A	(9.1)	A	(7.8)
4. Old Lost Mountain Rd at Moon Rd	One-Way Stop	EB	D	(25.0)	B	(14.9)
		NBL	A	(8.3)	A	(8.3)
5. Old Lost Mountain Rd at Meek Rd	One-Way Stop	WB	C	(15.7)	B	(13.2)
		SBL	A	(8.6)	A	(8.0)
6. Old Lost Mountain Rd at Macedonia Rd	Two-Way Stop	EB	C	(21.8)	C	(22.3)
		WB	F	(56.1)	D	(27.2)
		NBL	A	(7.9)	A	(7.8)
		SBL	A	(9.1)	A	(8.2)

Overall operations at all of the study intersections are acceptable for both the AM and PM Peaks with one exception. Drivers on the east leg of Macedonia Road wait somewhat long to access Old Lost Mountain Road in the morning. A westbound right turn lane would improve the level of service.

3. Background Growth Conditions

To establish the future conditions, background traffic was calculated for the study area. Both historic trends and forecasted estimates were considered when establishing a yearly growth rate. A base growth rate of 5% growth per year was used to calculate the background traffic in 2020. While this is a fairly high growth rate, it is indicative of the development trends in the area.

3.1. Background Growth Capacity Analysis

The results of the intersection capacity analysis are shown in Table 2 for background growth volumes.

Table 2: Existing + Background Growth Capacity Analysis

Intersection	Control	Movement	LOS (Delay)			
			AM		PM	
1. Old Lost Mountain Rd at Macland Rd/ SR 360	Signal	EB	F	(97.5)	C	(23.1)
		WB	B	(18.2)	E	(69.4)
		NB	F	(93.2)	E	(60.5)
		SB	D	(47.1)	D	(45.2)
		Overall	E	(76.7)	D	(52.9)
2. Old Lost Mountain Rd at Gaydon Rd	All Way Stop	EB	D	(25.4)	A	(9.3)
		WB	B	(11.3)	A	(9.0)
		NB	B	(17.9)	A	(9.9)
		SB	B	(16.1)	A	(10.9)
		Overall	C	(20.0)	B	(10.2)
3. Old Lost Mountain Rd at Brand Rd/ Arrow Winds Dr	Two-Way Stop	EB	C	(17.1)	B	(13.0)
		WB	D	(32.0)	C	(19.3)
		NBL	A	(8.0)	A	(7.8)
		SBL	A	(9.3)	A	(7.9)
4. Old Lost Mountain Rd at Moon Rd	One-Way Stop	EB	D	(33.7)	C	(16.5)
		NBL	A	(8.4)	A	(8.5)
5. Old Lost Mountain Rd at Meek Rd	One-Way Stop	WB	C	(17.2)	B	(13.9)
		SBL	A	(8.8)	A	(8.1)
6. Old Lost Mountain Rd at Macedonia Rd	Two-Way Stop	EB	D	(26.0)	D	(26.3)
		WB	F	(120.9)	E	(41.8)
		NBL	A	(7.9)	A	(7.9)
		SBL	A	(9.1)	A	(8.3)

The same issues as in the existing conditions exist but are somewhat more severe.

4. Site Development Traffic

The existing tract is vacant. The new development will be single-family homes. There will be one access point on Old Lost Mountain Road, creating the fourth leg of its intersection with Moon Road.

4.1. Trip Generation

Table 4 summarizes the project trip generation using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017 rates and equations.

Table 3: Project Trip Generation

Land Use	Code	Project Density		Total	Inbound	Outbound
Single-Family Detached Housing	210	123 DU	Daily	1,258	629	629
			AM	92	23	69
			PM	124	78	46

When completed, the development is expected to generate 23 entering and 69 exiting vehicular trips during the morning peak volume hour and 78 entering and 46 exiting evening peak hour vehicular trips.

Trip Distribution and Assignment

The directional distribution of new project trips was based on an evaluation of possible travel patterns to and from the site. Traffic patterns will follow those of typical weekday origins and destinations to and from work, school, and retail developments. It is reasonable to assume that most travel will be north of the development with use of Macland Rd (SR 360) to Barrett Pkwy, I-75 and I-285 and westward of the development toward the Greater Atlanta area with use of I-285 and I-20. Thus, a 50/50 split of travel entering and exiting the site was assumed. The minor streets within the study area and the surrounding area only extend into residential developments, thus little to no travel was assumed along the minor roadways. Overall, directionally, 85% of the travel from the site will be towards the north and west of the site and 15% of the travel will be towards the east and south. Figure 4 summarizes the distribution used at each of the study intersections and site driveways. Figure 5 depicts the total project trips as distributed throughout the study area.

Figure 4: Directional Distribution

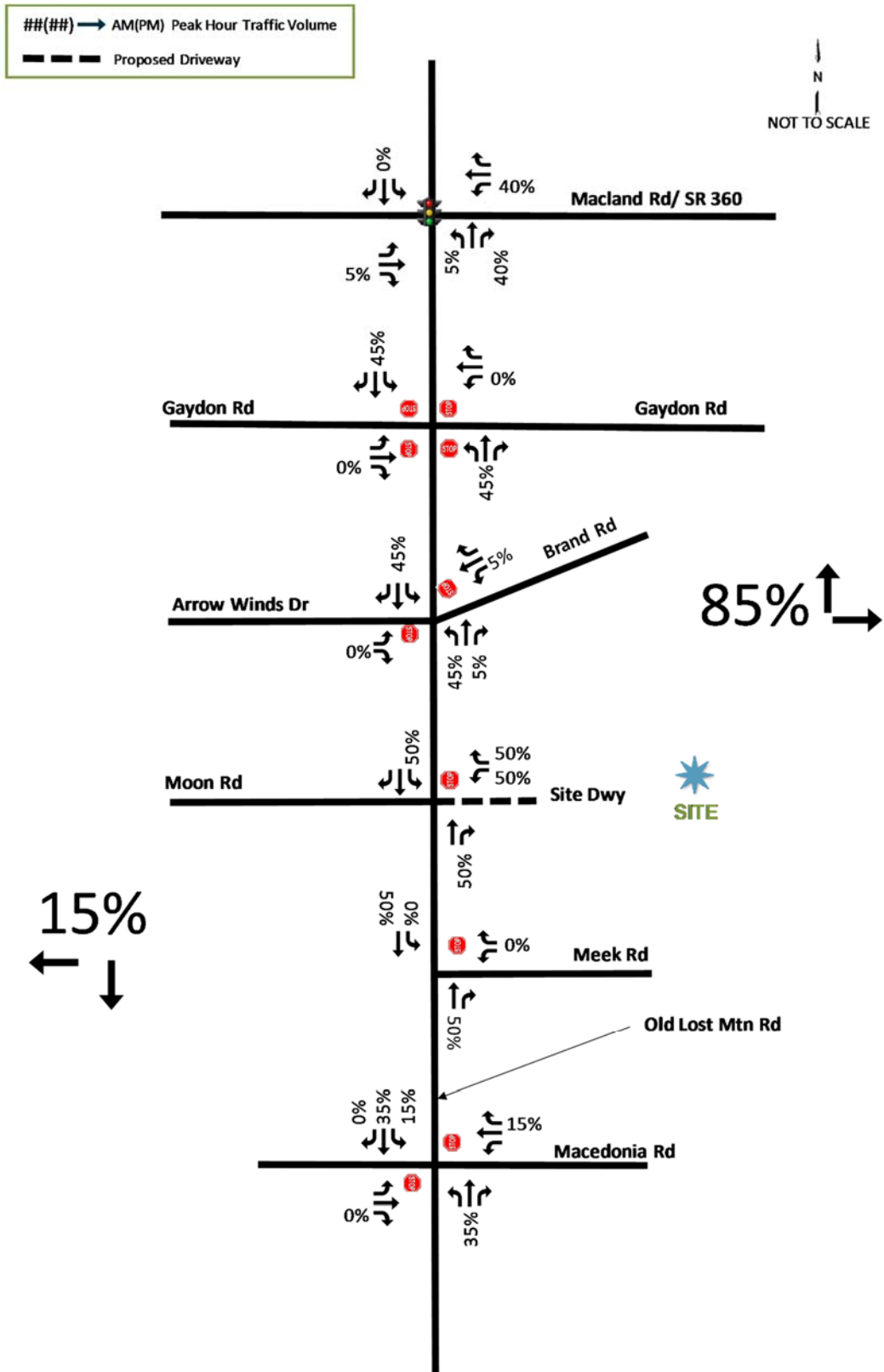


Figure 5: Project Volumes

##(##) → AM(PM) Peak Hour Traffic Volume

— Proposed Driveway

Trip Generation	Total	IN	OUT
Daily	1,258	629	629
AM Peak Hour	92	23	69
PM Peak Hour	124	78	46

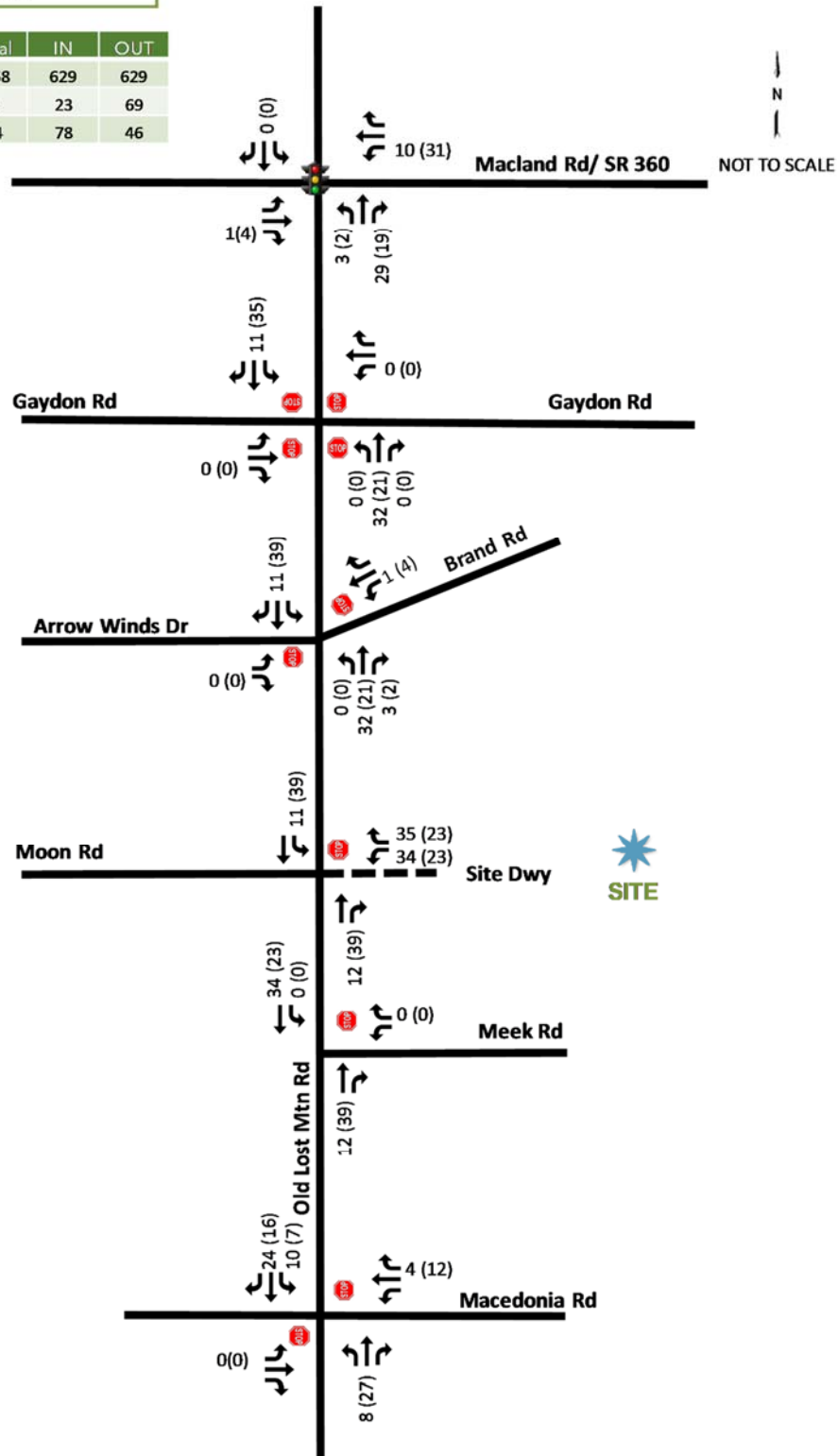
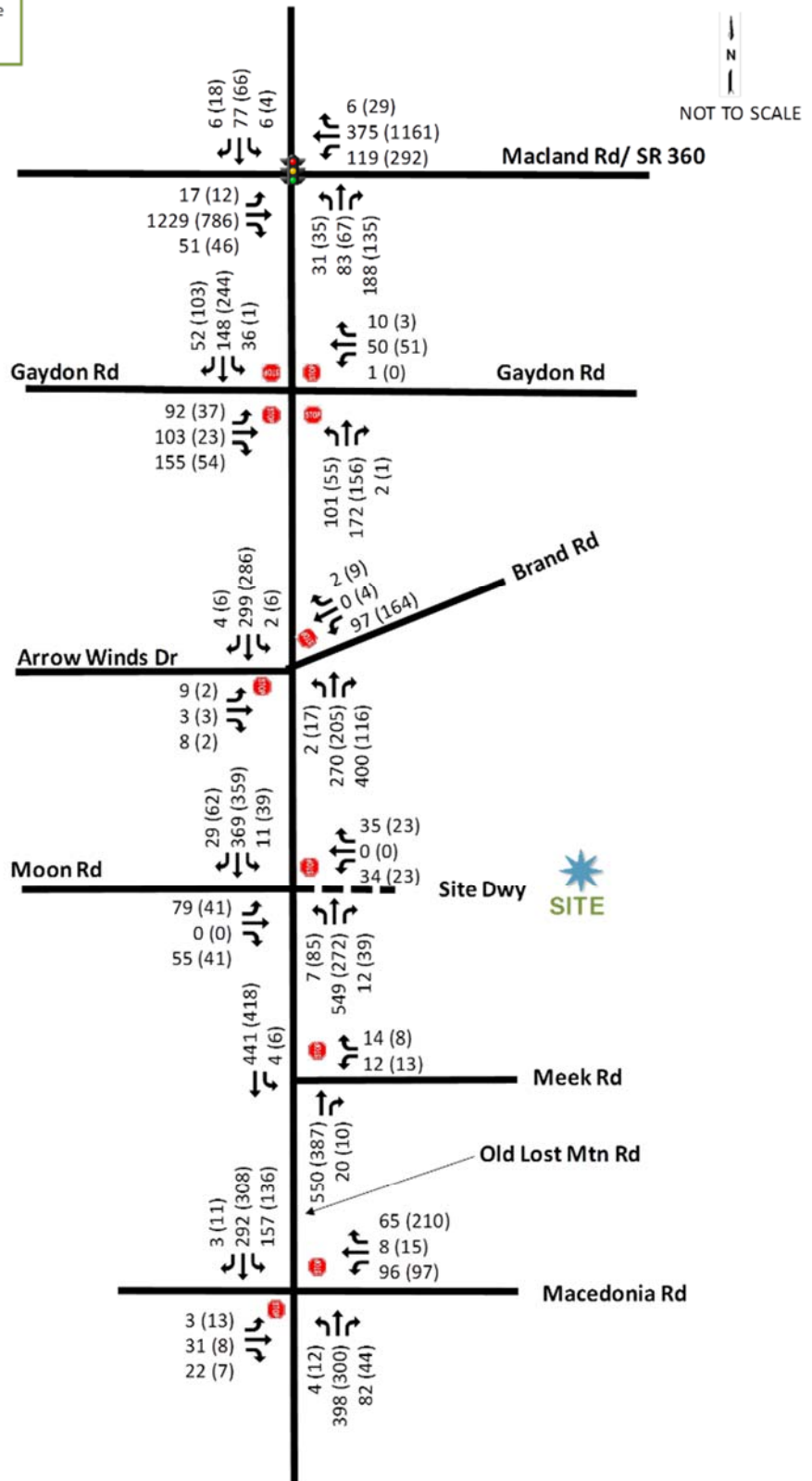
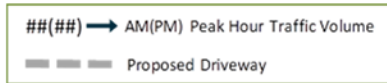


Figure 6: 2020 Build Volumes



5. Future Conditions

The build condition was analyzed for 2020 and includes background traffic and the proposed project trips. The results of the intersection capacity analysis for future conditions are shown in Table 4 for background with project traffic and the associated Build Volumes are shown in Figure 6.

Table 4: Build Conditions Capacity Analysis

Intersection	Control	Movement	LOS (Delay)	
			AM	PM
1. Old Lost Mountain Rd at Macland Rd/ SR 360	Signal	EB	F (101.1)	C (23.5)
		WB	C (20.0)	E (76.0)
		NB	F (126.4)	E (67.9)
		SB	D (47.5)	D (45.3)
		Overall	F (83.9)	E (57.5)
2. Old Lost Mountain Rd at Gaydon Rd	All Way Stop	EB	D (28.4)	A (9.5)
		WB	B (11.8)	A (9.2)
		NB	C (21.5)	B (10.3)
		SB	C (17.6)	B (11.9)
		Overall	C (22.5)	B (11.7)
3. Old Lost Mountain Rd at Brand Rd/ Arrow Winds Dr	Two-Way Stop	EB	C (18.1)	B (13.7)
		WB	E (36.8)	C (22.3)
		NBL	A (8.0)	A (8.0)
		SBL	A (9.5)	A (7.9)
4. Old Lost Mountain Rd at Moon Rd/Site Dwy	Two-Way Stop	EB	F (70.0)	C (21.9)
		WB	D (32.3)	C (19.8)
		NBL	A (8.4)	A (8.5)
		SBL	A (9.1)	A (8.0)
5. Old Lost Mountain Rd at Meek Rd	One-Way Stop	WB	C (17.9)	B (14.8)
		SBL	A (8.9)	A (8.2)
6. Old Lost Mountain Rd at Macedonia Rd	Two-Way Stop	EB	D (28.7)	D (30.2)
		WB	F (162.7)	F (56.4)
		NBL	A (7.9)	A (8.0)
		SBL	A (9.2)	A (8.4)

At Moon Road, the difference in delay from before the project to after the project is enough to move the level of service from a D to an F in the AM Peak hour on Moon Road. However, the volume of site traffic in the intersection that contributes to the extra delay is only twelve (12) vehicles in the northbound direction and eleven (11) vehicles in the southbound direction.

Cobb County is likely to require left and right turn lanes into and out of the development. The analysis of the site was completed with and without the implementation of turn lanes on Old Lost Mountain Road at Moon Rd / Site Driveway. The turn lanes also reduce the projected delay on the Moon Road by 50%.

As mitigation to the poor LOS at Old Lost Mountain and Macland Rd, SR 360 will be widened. Design plans were prepared by CALYX Engineers for the Georgia DOT. Table 5 depicts the results of the intersection capacity analysis for future conditions with the proposed widening of SR 360.

Table 5: Build Conditions Capacity Analysis with Mitigation

Intersection	Mitigation	Movement	LOS (Delay)			
			AM		PM	
1. Old Lost Mountain Rd at Macland Rd/ SR 360	GDOT Widening of SR 360	EB	B	(19.4)	B	(17.5)
		WB	B	(13.2)	C	(26.1)
		NB	D	(38.6)	C	(28.9)
		SB	C	(27.4)	C	(24.2)
		Overall	C	(20.9)	C	(23.5)
4. Old Lost Mountain Rd at Moon Rd/Site Dwy	Left & right turn lanes into and out of new road	EB	F	(53.7)	C	(21.7)
		WB	D	(25.6)	C	(18.3)
		NBL	A	(8.3)	A	(8.5)
		SBL	A	(8.9)	A	(8.0)

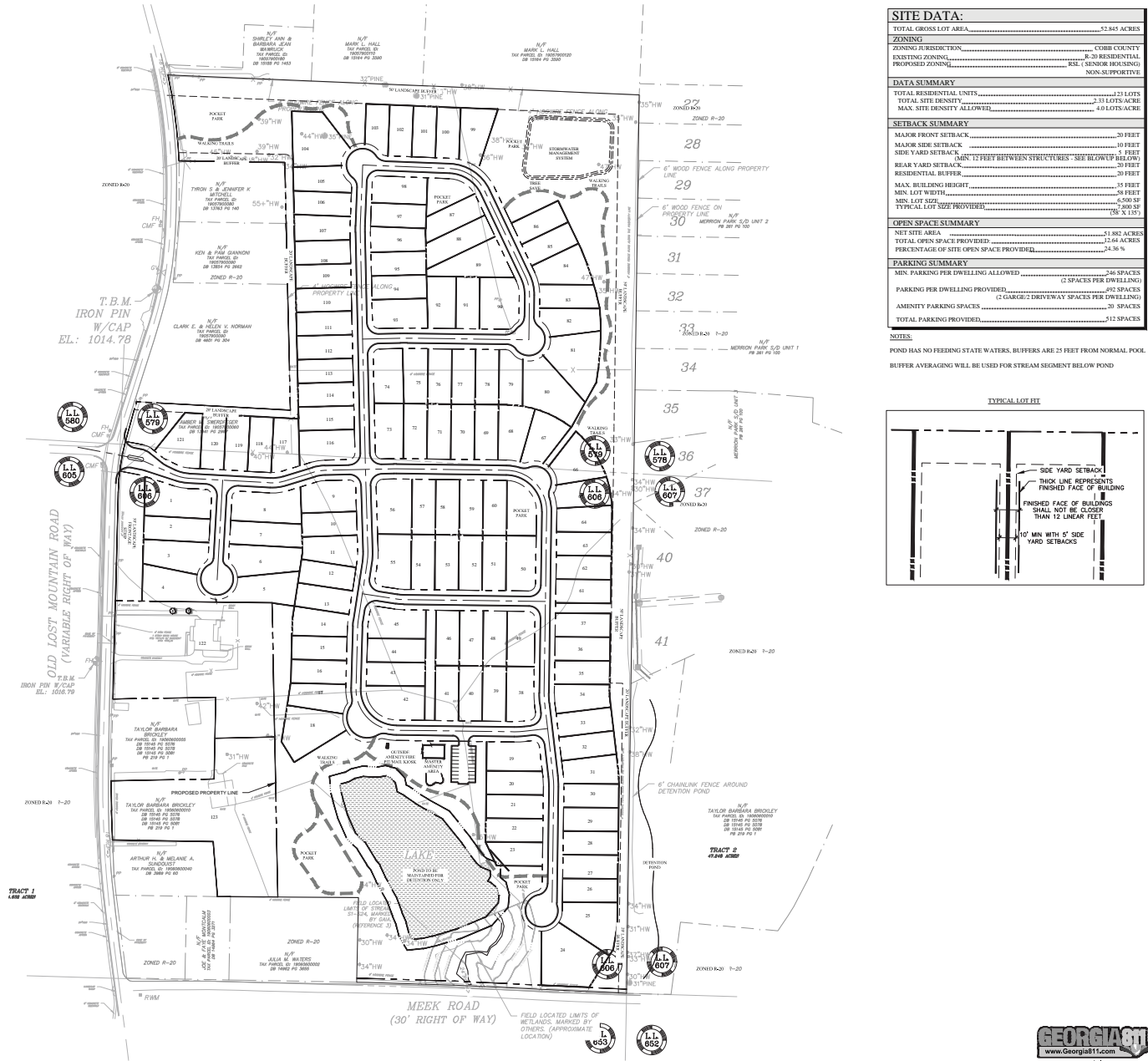
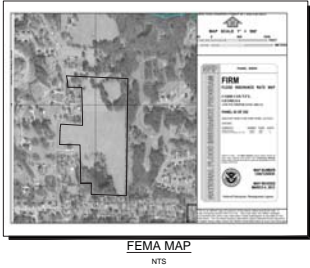
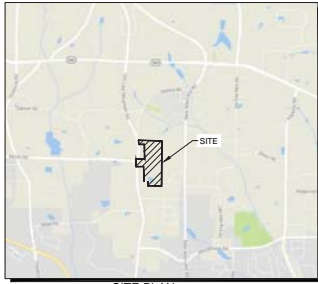
6. Conclusions

The residential development will be located on the east side of Old Lost Mountain Road with an access point at Moon Road. There will be 123 single-family dwelling units that generate 1,258 trips per day.

In order to reduce delay to the existing traffic stream and provide adequate levels of service for the new development traffic, left and right turn lanes are recommended on Old Lost Mountain Road as well as separate left and right turn lanes exiting the development.

An all-way stop was considered for the Old Lost Mountain Road / Moon Road intersection. The results of the analysis showed that there would be very poor levels of service in the northbound direction on Old Lost Mountain Road and a queue of 20 vehicles at the stop sign. In addition, the traffic volumes on Moon Road and projected on the site driveway are not high enough to warrant an all-way stop according to the Manual on Uniform Traffic Control Devices.

Appendix



SITE DATA:

TOTAL GROSS LOT AREA	52.845 ACRES
ZONING	R-20
ZONING JURISDICTION	COBB COUNTY
EXISTING ZONING	R-20 RESIDENTIAL
PROPOSED ZONING	RES. SENIOR HOUSING NON-SUPPORTIVE

DATA SUMMARY

TOTAL RESIDENTIAL UNITS	73 LOTS
TOTAL SITE DENSITY	1.33 LOTS/ACRE
MAX. SITE DENSITY ALLOWED	4.0 LOTS/ACRE

SETBACK SUMMARY

MAJOR FRONT SETBACK	30 FEET
MAJOR SIDE SETBACK	10 FEET
SIDE YARD SETBACK	MIN. 12 FEET BETWEEN STRUCTURES; SEE BELOW
REAR YARD SETBACK	30 FEET
RESIDENTIAL BUFFER	30 FEET
MAX. BUILDING HEIGHT	35 FEET
MIN. LOT WIDTH	58 FEET
MIN. LOT SIZE	4,500 SF
TYPICAL LOT SIZE PROVIDED	7,800 SF (28' x 125')

OPEN SPACE SUMMARY

NET SITE AREA	51.882 ACRES
TOTAL OPEN SPACE PROVIDED	1,164 ACRES
PERCENTAGE OF SITE OPEN SPACE PROVIDED	24.36%

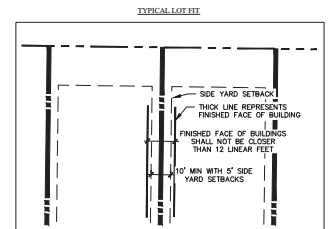
PARKING SUMMARY

MIN. PARKING PER DWELLING ALLOWED	2.56 SPACES (2 SPACES PER DWELLING)
PARKING PER DWELLING PROVIDED	402 SPACES (2 GARAGE/2 DRIVEWAY SPACES PER DWELLING)
AMENITY PARKING SPACES	0 SPACES
TOTAL PARKING PROVIDED	402 SPACES

NOTES:

POND HAS NO FEEDING STATE WATERS, BUFFERS ARE 25 FEET FROM NORMAL POOL.

BUFFER AVERAGING WILL BE USED FOR STREAM SEGMENT BELOW POND.



OLD LOST MTN RD. AT MOON RD.
A MASTER PLANNED RESIDENTIAL DEVELOPMENT

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LAND DISTRICT 879
LAND DISTRICT

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REVISIONS:

NO.	DATE	BY	DESCRIPTION
1	03-21-2018	PEC	LOT NUMBER REVISION
2	04-04-2018	PEC	ENTRANCE AND DAM REVISION
3	04-26-2018	PEC	PRELIM LOT FIT
4	05-22-2018	PEC	ADD ASSEMBLY
5	06-12-2018	PEC	ADDED L-S STRIP
5	06-21-2018	PEC	ADDED ASSEMBLY

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ZONING PLAN

SCALE: 1" = 120'

DATE: 06/21/2018

PROJECT: 17252.00

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

GEORGIA
REGISTERED PROFESSIONAL
LAND SURVEYOR
No. 37867
NEW E. KILPATRICK
06/21/2018

GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000066478 EXP. 6/22/2018

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SHEET

Reliable Traffic Data Services, LLC

Tel: (770) 578-8158 | Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
 Macland Rd (SR360) @
 Old Lost Mountain Rd
 7-9am | 2-6pm

File Name : 42210001
 Site Code : 42210001
 Start Date : 6/7/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Macland Rd (SR360) Eastbound					Macland Rd (SR360) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	8	30	0	39	1	5	0	0	6	0	252	5	0	257	5	47	0	0	52	354
07:15 AM	2	10	28	0	40	4	4	0	0	8	0	251	3	0	254	8	82	0	0	90	392
07:30 AM	2	12	18	0	32	0	14	2	0	16	2	208	6	0	216	15	74	0	0	89	353
07:45 AM	2	11	30	0	43	0	8	3	0	11	2	222	6	0	230	12	67	0	0	79	363
Total	7	41	106	0	154	5	31	5	0	41	4	933	20	0	957	40	270	0	0	310	1462
08:00 AM	1	9	32	0	42	1	9	1	0	11	0	231	3	0	234	6	70	0	0	76	363
08:15 AM	6	8	28	0	42	2	9	1	0	12	0	235	8	0	243	14	65	0	0	79	376
08:30 AM	2	8	27	0	37	2	4	0	0	6	2	182	3	0	187	6	68	2	0	76	306
08:45 AM	1	10	22	0	33	2	10	2	0	14	0	156	8	0	164	18	66	0	0	84	295
Total	10	35	109	0	154	7	32	4	0	43	2	804	22	0	828	44	269	2	0	315	1340
*** BREAK ***																					
02:00 PM	4	6	12	0	22	2	5	0	0	7	1	98	3	0	102	17	109	4	0	130	261
02:15 PM	2	6	10	0	18	0	8	0	0	8	1	105	3	0	109	19	150	3	0	172	307
02:30 PM	11	5	14	0	30	1	6	1	0	8	2	116	8	0	126	16	134	6	0	156	320
02:45 PM	9	0	9	0	18	0	8	1	0	9	1	101	3	0	105	16	150	2	0	168	300
Total	26	17	45	0	88	3	27	2	0	32	5	420	17	0	442	68	543	15	0	626	1188
03:00 PM	6	7	21	0	34	2	8	3	0	13	2	114	3	0	119	15	120	2	0	137	303
03:15 PM	6	10	15	0	31	0	5	2	0	7	3	103	7	0	113	23	168	4	0	195	346
03:30 PM	3	12	7	0	22	0	7	1	0	8	3	105	9	0	117	23	217	4	0	244	391
03:45 PM	8	6	13	0	27	2	11	1	0	14	1	103	7	0	111	35	232	8	0	275	427
Total	23	35	56	0	114	4	31	7	0	42	9	425	26	0	460	96	737	18	0	851	1467
04:00 PM	7	12	11	0	30	1	10	2	0	13	0	117	6	0	123	34	210	3	0	247	413
04:15 PM	10	7	13	0	30	0	13	1	0	14	0	126	4	0	130	28	270	5	0	303	477
04:30 PM	5	13	14	0	32	3	9	2	0	14	1	109	4	0	114	31	233	6	0	270	430
04:45 PM	0	14	17	0	31	0	21	3	0	24	1	143	4	0	148	53	249	4	0	306	509
Total	22	46	55	0	123	4	53	8	0	65	2	495	18	0	515	146	962	18	0	1126	1829
05:00 PM	6	10	14	0	30	0	15	4	0	19	0	114	5	0	119	40	216	4	0	260	428
05:15 PM	7	9	18	0	34	2	14	1	0	17	2	190	4	0	196	46	234	4	0	284	531
05:30 PM	6	15	25	0	46	1	11	4	0	16	4	167	13	0	184	53	208	7	0	268	514
05:45 PM	5	15	28	0	48	0	8	4	0	12	3	104	9	0	116	52	191	6	0	249	425
Total	24	49	85	0	158	3	48	13	0	64	9	575	31	0	615	191	849	21	0	1061	1898
Grand Total	112	223	456	0	791	26	222	39	0	287	31	3652	134	0	3817	585	3630	74	0	4289	9184
Apprch %	14.2	28.2	57.6	0		9.1	77.4	13.6	0		0.8	95.7	3.5	0		13.6	84.6	1.7	0		
Total %	1.2	2.4	5	0	8.6	0.3	2.4	0.4	0	3.1	0.3	39.8	1.5	0	41.6	6.4	39.5	0.8	0	46.7	

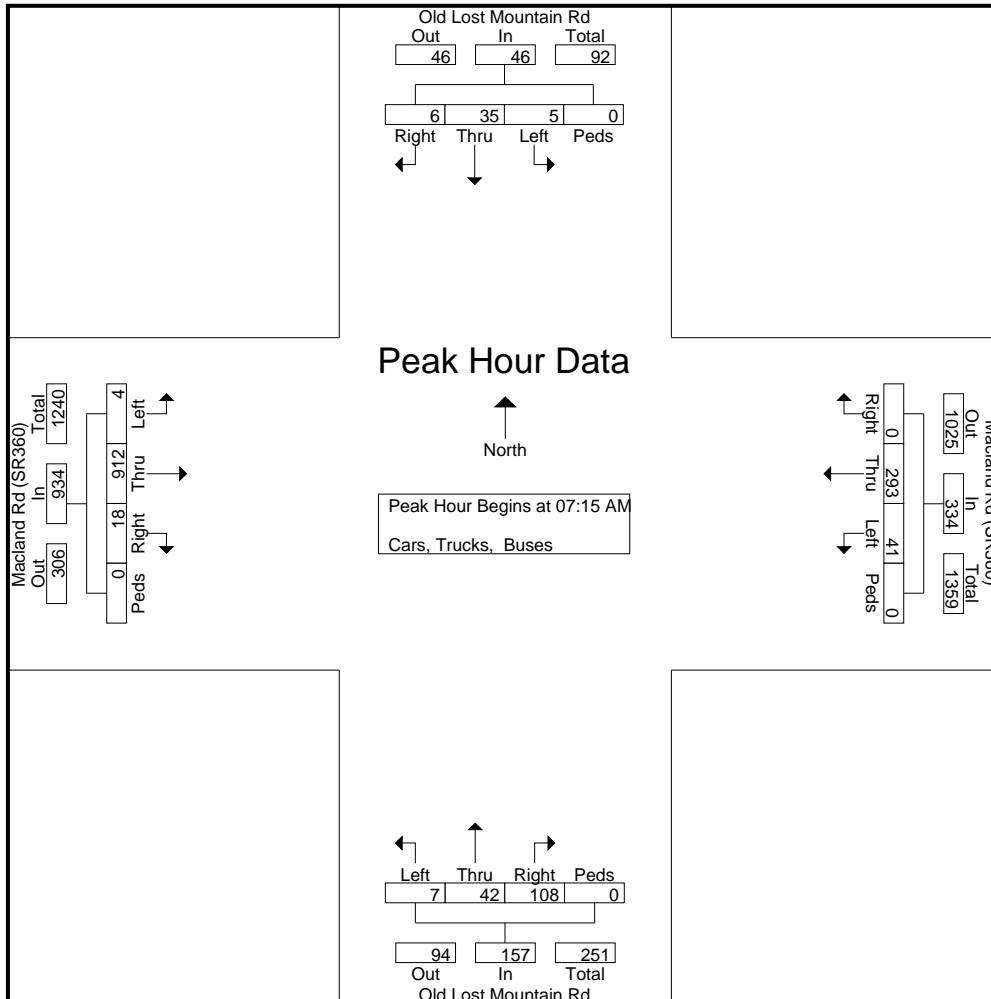
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TMC Data
 Macland Rd (SR360) @
 Old Lost Mountain Rd
 7-9am | 2-6pm

File Name : 42210001
 Site Code : 42210001
 Start Date : 6/7/2018
 Page No : 2

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Macland Rd (SR360) Eastbound					Macland Rd (SR360) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	10	28	0	40	4	4	0	0	8	0	251	3	0	254	8	82	0	0	90	392
07:30 AM	2	12	18	0	32	0	14	2	0	16	2	208	6	0	216	15	74	0	0	89	353
07:45 AM	2	11	30	0	43	0	8	3	0	11	2	222	6	0	230	12	67	0	0	79	363
08:00 AM	1	9	32	0	42	1	9	1	0	11	0	231	3	0	234	6	70	0	0	76	363
Total Volume	7	42	108	0	157	5	35	6	0	46	4	912	18	0	934	41	293	0	0	334	1471
% App. Total	4.5	26.8	68.8	0		10.9	76.1	13	0		0.4	97.6	1.9	0		12.3	87.7	0	0		
PHF	.875	.875	.844	.000	.913	.313	.625	.500	.000	.719	.500	.908	.750	.000	.919	.683	.893	.000	.000	.928	.938



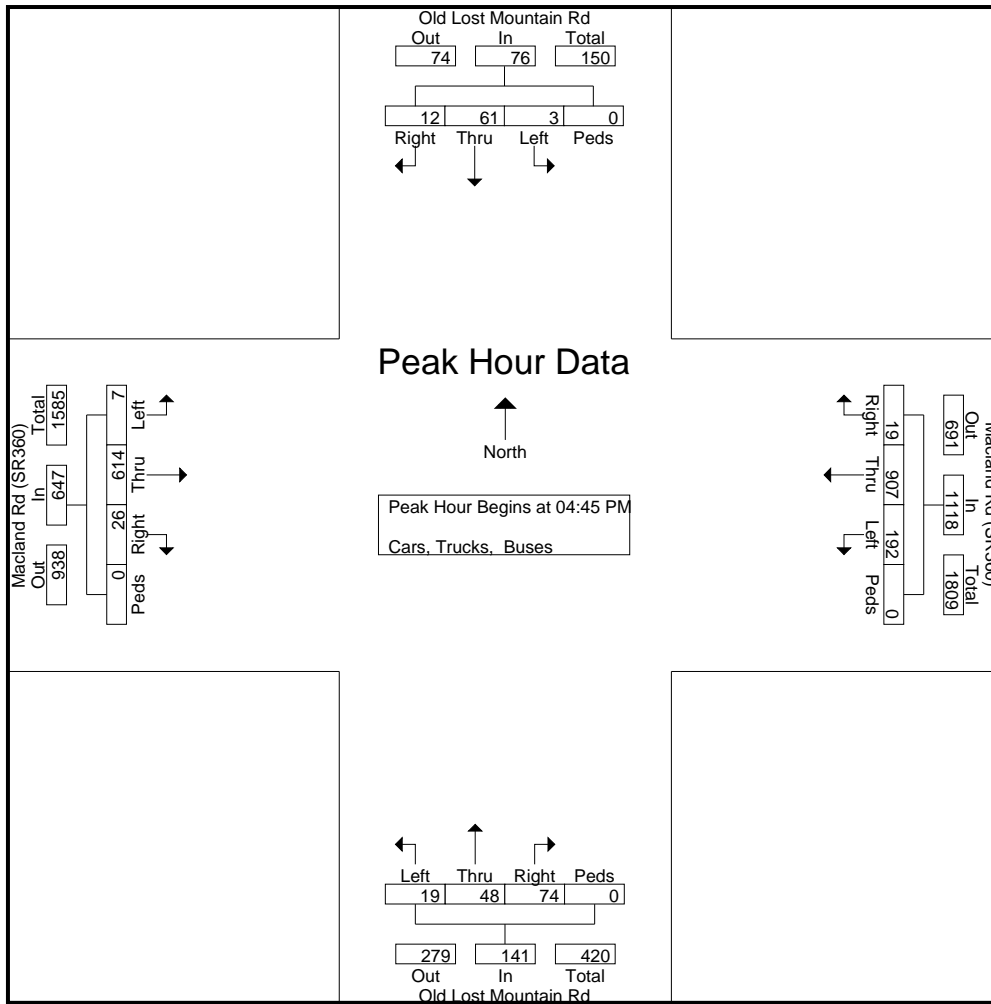
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TMC Data
 Macland Rd (SR360) @
 Old Lost Mountain Rd
 7-9am | 2-6pm

File Name : 42210001
 Site Code : 42210001
 Start Date : 6/7/2018
 Page No : 3

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Macland Rd (SR360) Eastbound					Macland Rd (SR360) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	14	17	0	31	0	21	3	0	24	1	143	4	0	148	53	249	4	0	306	509
05:00 PM	6	10	14	0	30	0	15	4	0	19	0	114	5	0	119	40	216	4	0	260	428
05:15 PM	7	9	18	0	34	2	14	1	0	17	2	190	4	0	196	46	234	4	0	284	531
05:30 PM	6	15	25	0	46	1	11	4	0	16	4	167	13	0	184	53	208	7	0	268	514
Total Volume	19	48	74	0	141	3	61	12	0	76	7	614	26	0	647	192	907	19	0	1118	1982
% App. Total	13.5	34	52.5	0		3.9	80.3	15.8	0		1.1	94.9	4	0		17.2	81.1	1.7	0		
PHF	.679	.800	.740	.000	.766	.375	.726	.750	.000	.792	.438	.808	.500	.000	.825	.906	.911	.679	.000	.913	.933



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TMC Data
 Old Lost Mountain Rd @ Gaydon Rd

File Name : 41840004
 Site Code : 41840004
 Start Date : 2/28/2018
 Page No : 1

7-9am | 2-6pm

Groups Printed- Cars, Trucks, Buses

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Gaydon Rd Eastbound					Gaydon Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	17	34	0	0	51	0	15	23	0	38	14	6	6	0	26	0	15	1	0	16	131
07:15 AM	40	39	0	0	79	1	31	17	0	49	32	27	41	0	100	0	15	1	0	16	244
07:30 AM	48	32	1	0	81	3	35	21	0	59	22	30	66	0	118	0	17	3	0	20	278
07:45 AM	3	23	0	0	26	14	35	7	0	56	24	20	26	0	70	0	5	1	0	6	158
Total	108	128	1	0	237	18	116	68	0	202	92	83	139	0	314	0	52	6	0	58	811
08:00 AM	1	34	1	0	36	15	24	2	0	41	5	16	8	0	29	2	8	4	0	14	120
08:15 AM	5	25	0	0	30	0	31	4	0	35	9	5	8	0	22	2	10	2	0	14	101
08:30 AM	2	28	0	0	30	1	26	6	0	33	7	3	10	0	20	0	2	0	0	2	85
08:45 AM	1	36	0	0	37	2	32	5	0	39	5	1	3	0	9	1	0	1	0	2	87
Total	9	123	1	0	133	18	113	17	0	148	26	25	29	0	80	5	20	7	0	32	393
*** BREAK ***																					
02:00 PM	15	24	0	0	39	1	21	6	0	28	13	6	15	0	34	0	5	1	0	6	107
02:15 PM	12	17	0	0	29	1	31	9	0	41	18	9	26	0	53	1	5	0	0	6	129
02:30 PM	5	25	0	0	30	0	30	8	0	38	5	2	2	0	9	0	3	0	0	3	80
02:45 PM	5	30	0	0	35	1	37	7	0	45	10	3	5	0	18	0	2	0	0	2	100
Total	37	96	0	0	133	3	119	30	0	152	46	20	48	0	114	1	15	1	0	17	416
03:00 PM	5	23	0	0	28	1	24	5	0	30	10	5	8	0	23	0	4	0	0	4	85
03:15 PM	9	17	0	0	26	0	35	11	0	46	13	5	5	0	23	0	1	0	0	1	96
03:30 PM	13	29	1	0	43	0	37	12	0	49	17	9	14	0	40	1	20	4	0	25	157
03:45 PM	11	28	0	0	39	3	35	4	0	42	13	3	13	0	29	0	4	0	0	4	114
Total	38	97	1	0	136	4	131	32	0	167	53	22	40	0	115	1	29	4	0	34	452
04:00 PM	10	15	0	0	25	1	41	9	0	51	7	8	10	0	25	0	13	1	0	14	115
04:15 PM	6	15	0	0	21	0	27	17	0	44	8	10	7	0	25	0	9	1	0	10	100
04:30 PM	9	32	0	0	41	1	43	11	0	55	2	3	12	0	17	0	12	3	0	15	128
04:45 PM	12	27	0	0	39	2	45	14	0	61	6	5	11	0	22	0	7	0	0	7	129
Total	37	89	0	0	126	4	156	51	0	211	23	26	40	0	89	0	41	5	0	46	472
05:00 PM	12	36	1	0	49	0	35	13	0	48	12	5	6	0	23	0	9	0	0	9	129
05:15 PM	14	32	0	0	46	1	58	26	0	85	6	2	14	0	22	0	10	1	0	11	164
05:30 PM	17	21	0	0	38	0	54	28	0	82	13	6	20	0	39	0	11	0	0	11	170
05:45 PM	7	33	0	0	40	0	43	26	0	69	3	8	9	0	20	0	16	2	0	18	147
Total	50	122	1	0	173	1	190	93	0	284	34	21	49	0	104	0	46	3	0	49	610
Grand Total	279	655	4	0	938	48	825	291	0	1164	274	197	345	0	816	7	203	26	0	236	3154
Apprch %	29.7	69.8	0.4	0		4.1	70.9	25	0		33.6	24.1	42.3	0		3	86	11	0		
Total %	8.8	20.8	0.1	0	29.7	1.5	26.2	9.2	0	36.9	8.7	6.2	10.9	0	25.9	0.2	6.4	0.8	0	7.5	

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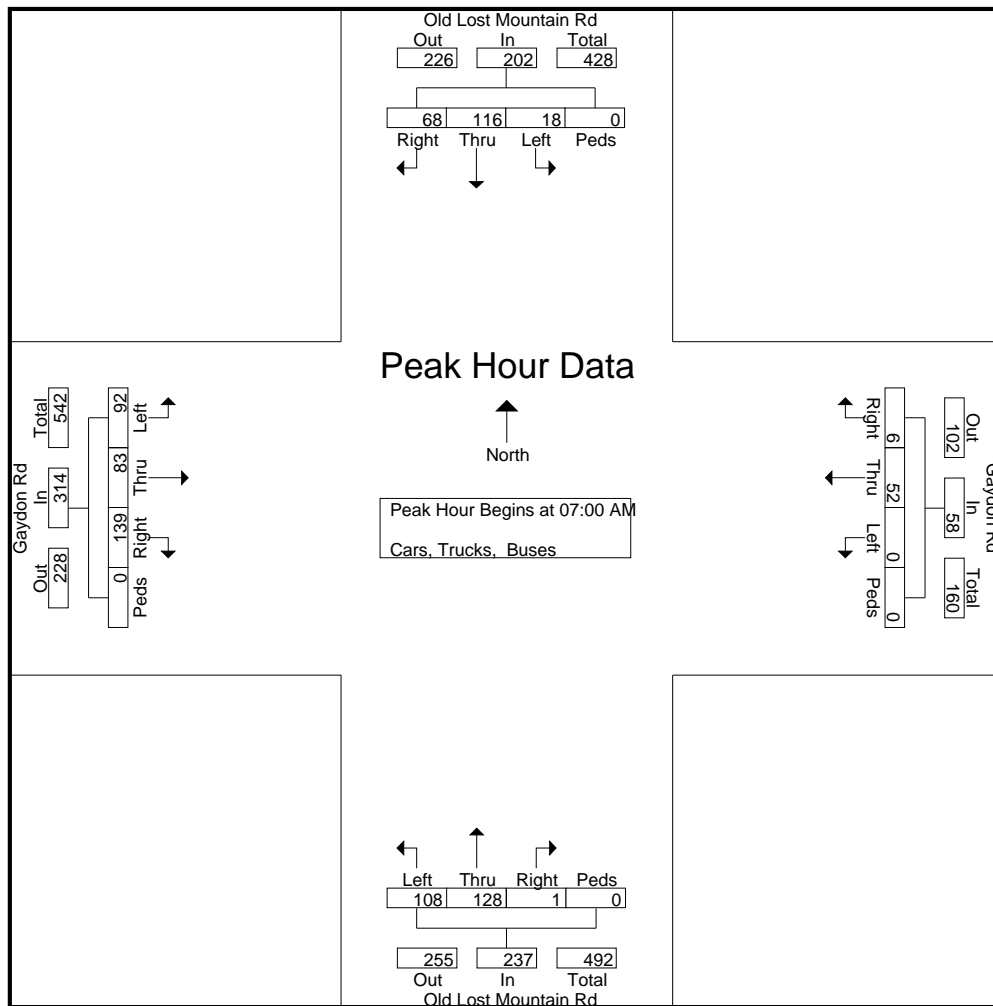
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TMC Data
 Old Lost Mountain Rd @ Gaydon Rd

7-9am | 2-6pm

File Name : 41840004
 Site Code : 41840004
 Start Date : 2/28/2018
 Page No : 2

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Gaydon Rd Eastbound					Gaydon Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	17	34	0	0	51	0	15	23	0	38	14	6	6	0	26	0	15	1	0	16	131
07:15 AM	40	39	0	0	79	1	31	17	0	49	32	27	41	0	100	0	15	1	0	16	244
07:30 AM	48	32	1	0	81	3	35	21	0	59	22	30	66	0	118	0	17	3	0	20	278
07:45 AM	3	23	0	0	26	14	35	7	0	56	24	20	26	0	70	0	5	1	0	6	158
Total Volume	108	128	1	0	237	18	116	68	0	202	92	83	139	0	314	0	52	6	0	58	811
% App. Total	45.6					57.4	33.7				29.3	26.4	44.3			89.7	10.3				
PHF	.563	.821	.250	.000	.731	.321	.829	.739	.000	.856	.719	.692	.527	.000	.665	.000	.765	.500	.000	.725	.729



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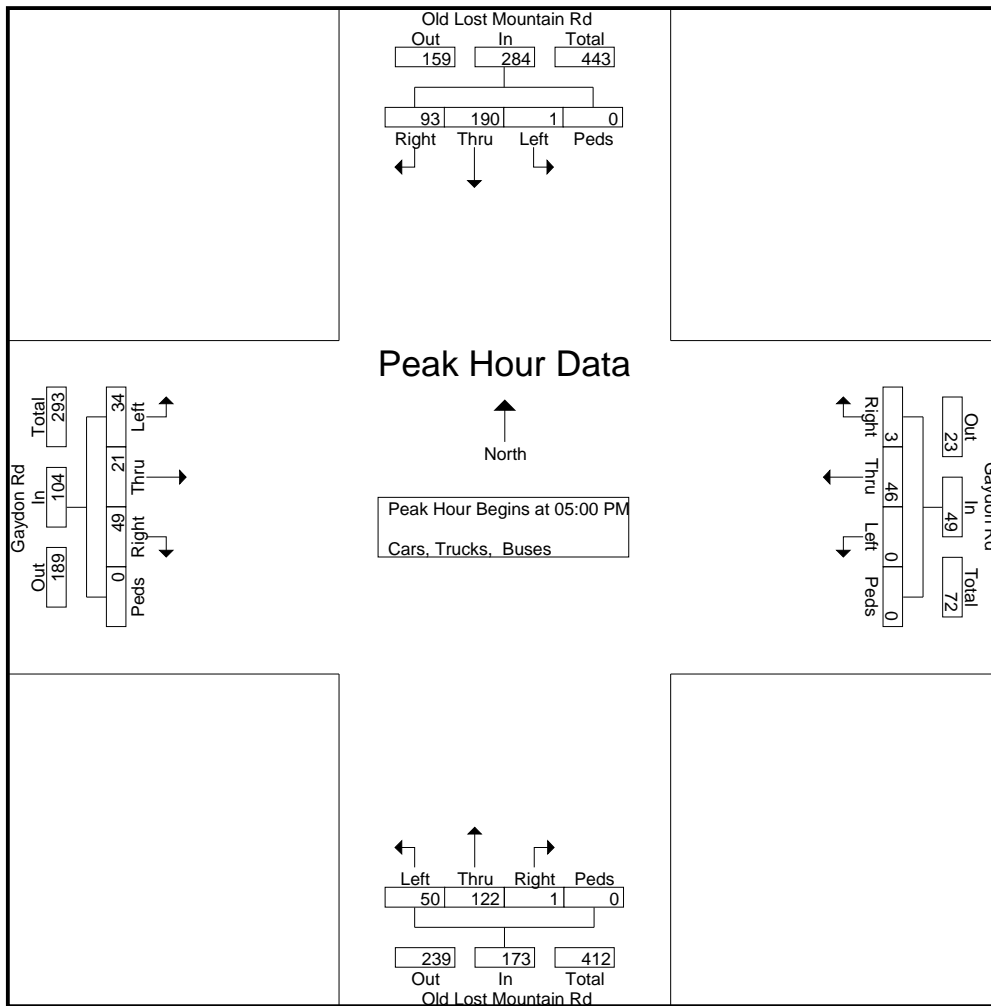
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TMC Data
 Old Lost Mountain Rd @ Gaydon Rd

7-9am | 2-6pm

File Name : 41840004
 Site Code : 41840004
 Start Date : 2/28/2018
 Page No : 3

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Gaydon Rd Eastbound					Gaydon Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	12	36	1	0	49	0	35	13	0	48	12	5	6	0	23	0	9	0	0	9	129
05:15 PM	14	32	0	0	46	1	58	26	0	85	6	2	14	0	22	0	10	1	0	11	164
05:30 PM	17	21	0	0	38	0	54	28	0	82	13	6	20	0	39	0	11	0	0	11	170
05:45 PM	7	33	0	0	40	0	43	26	0	69	3	8	9	0	20	0	16	2	0	18	147
Total Volume	50	122	1	0	173	1	190	93	0	284	34	21	49	0	104	0	46	3	0	49	610
% App. Total	28.9	70.5					66.9	32.7			32.7	20.2	47.1				93.9				
PHF	.735	.847	.250	.000	.883	.250	.819	.830	.000	.835	.654	.656	.613	.000	.667	.000	.719	.375	.000	.681	.897



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TMC Data
 Old Lost Mountain Rd @ Arrow Wind Dr/
 Brand Rd
 7-9am | 2-6pm

File Name : 41840003
 Site Code : 41840003
 Start Date : 2/28/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Arrow Wind Dr Eastbound					Brand Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	49	34	0	84	1	19	0	0	20	2	2	0	0	4	0	0	0	0	0	108
07:15 AM	0	67	39	0	106	0	67	0	0	67	4	0	1	0	5	5	0	1	0	6	184
07:30 AM	1	89	53	0	143	1	89	2	0	92	1	0	4	0	5	8	0	1	0	9	249
07:45 AM	1	26	107	0	134	1	68	1	0	70	0	0	2	0	2	20	0	0	0	20	226
Total	3	231	233	0	467	3	243	3	0	249	7	2	7	0	16	33	0	2	0	35	767
08:00 AM	0	34	161	0	195	0	38	1	0	39	3	3	0	0	6	54	0	0	0	54	294
08:15 AM	0	25	22	0	47	0	37	0	0	37	1	0	0	0	1	46	0	0	0	46	131
08:30 AM	2	30	28	0	60	0	37	0	0	37	0	0	1	0	1	5	0	1	0	6	104
08:45 AM	1	41	22	0	64	0	34	1	0	35	0	1	2	0	3	15	0	1	0	16	118
Total	3	130	233	0	366	0	146	2	0	148	4	4	3	0	11	120	0	2	0	122	647
*** BREAK ***																					
02:00 PM	0	43	7	0	50	0	29	0	0	29	1	1	0	0	2	6	0	0	0	6	87
02:15 PM	1	30	17	0	48	0	66	1	0	67	0	0	2	0	2	9	1	1	0	11	128
02:30 PM	2	23	21	0	46	0	27	0	0	27	0	0	2	0	2	10	1	0	0	11	86
02:45 PM	2	41	12	0	55	0	46	1	0	47	0	0	2	0	2	11	0	0	0	11	115
Total	5	137	57	0	199	0	168	2	0	170	1	1	6	0	8	36	2	1	0	39	416
03:00 PM	2	25	18	0	45	0	32	2	0	34	2	0	0	0	2	4	0	2	0	6	87
03:15 PM	0	23	29	0	52	0	31	0	0	31	1	0	0	0	1	11	0	0	0	11	95
03:30 PM	5	30	26	0	61	0	57	3	0	60	3	0	1	0	4	60	1	2	0	63	188
03:45 PM	3	43	20	0	66	0	50	0	0	50	2	0	0	0	2	44	2	2	0	48	166
Total	10	121	93	0	224	0	170	5	0	175	8	0	1	0	9	119	3	6	0	128	536
04:00 PM	4	28	18	0	50	0	56	1	0	57	0	2	3	0	5	24	0	1	0	25	137
04:15 PM	2	23	16	0	41	0	32	0	0	32	0	2	4	0	6	16	1	1	0	18	97
04:30 PM	2	44	17	0	63	0	53	1	0	54	2	0	0	0	2	22	0	2	0	24	143
04:45 PM	0	32	24	0	56	0	53	0	0	53	2	0	0	0	2	20	0	0	0	20	131
Total	8	127	75	0	210	0	194	2	0	196	4	4	7	0	15	82	1	4	0	87	508
05:00 PM	4	46	22	0	72	0	43	0	0	43	0	0	0	0	0	31	0	0	0	31	146
05:15 PM	4	47	33	0	84	0	67	2	0	69	1	0	2	0	3	27	1	1	0	29	185
05:30 PM	3	34	22	0	59	2	61	0	0	63	0	2	0	0	2	45	3	3	0	51	175
05:45 PM	4	40	26	0	70	3	57	3	0	63	1	1	0	0	2	42	0	4	0	46	181
Total	15	167	103	0	285	5	228	5	0	238	2	3	2	0	7	145	4	8	0	157	687
Grand Total	44	913	794	0	1751	8	1149	19	0	1176	26	14	26	0	66	535	10	23	0	568	3561
Apprch %	2.5	52.1	45.3	0		0.7	97.7	1.6	0		39.4	21.2	39.4	0		94.2	1.8	4	0		
Total %	1.2	25.6	22.3	0	49.2	0.2	32.3	0.5	0	33	0.7	0.4	0.7	0	1.9	15	0.3	0.6	0	16	

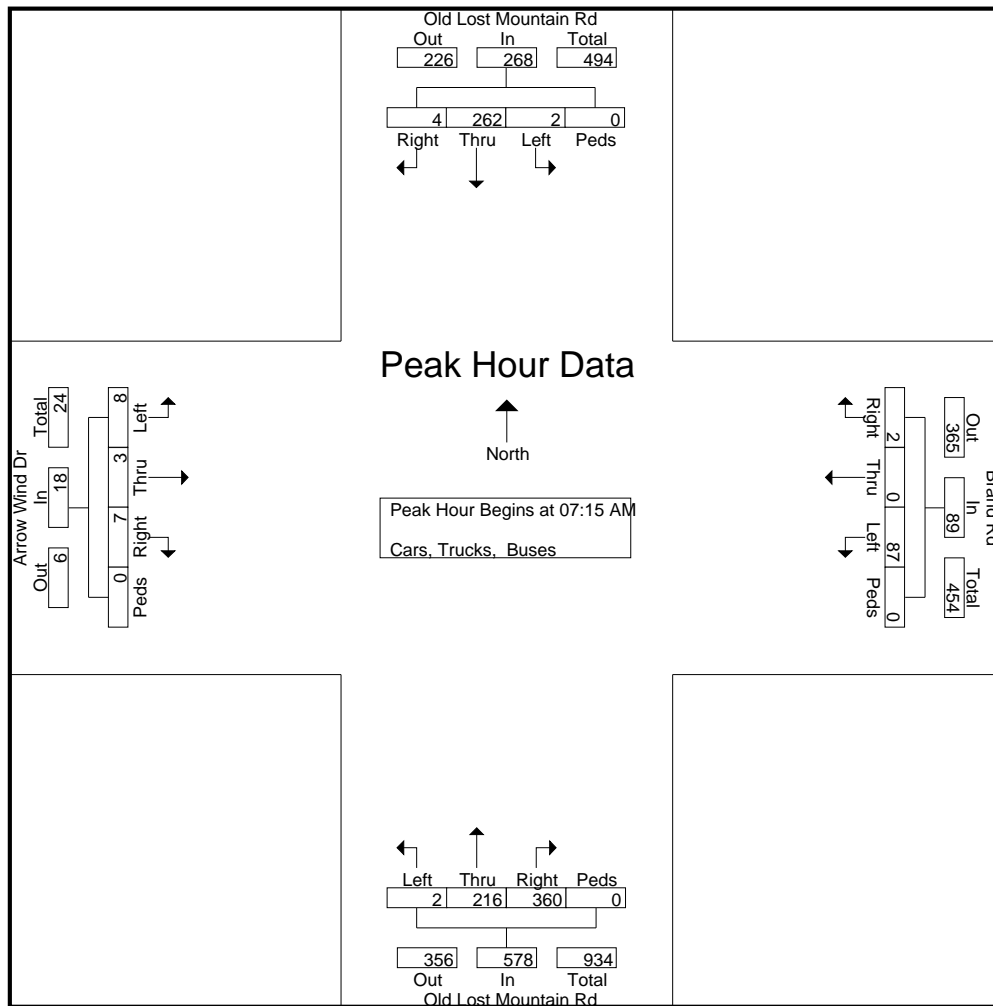
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TMC Data
 Old Lost Mountain Rd @ Arrow Wind Dr/
 Brand Rd
 7-9am | 2-6pm

File Name : 41840003
 Site Code : 41840003
 Start Date : 2/28/2018
 Page No : 2

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Arrow Wind Dr Eastbound					Brand Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	67	39	0	106	0	67	0	0	67	4	0	1	0	5	5	0	1	0	6	184
07:30 AM	1	89	53	0	143	1	89	2	0	92	1	0	4	0	5	8	0	1	0	9	249
07:45 AM	1	26	107	0	134	1	68	1	0	70	0	0	2	0	2	20	0	0	0	20	226
08:00 AM	0	34	161	0	195	0	38	1	0	39	3	3	0	0	6	54	0	0	0	54	294
Total Volume	2	216	360	0	578	2	262	4	0	268	8	3	7	0	18	87	0	2	0	89	953
% App. Total	37.4 62.3					97.8					44.4 16.7 38.9					97.8					
PHF	.500	.607	.559	.000	.741	.500	.736	.500	.000	.728	.500	.250	.438	.000	.750	.403	.000	.500	.000	.412	.810



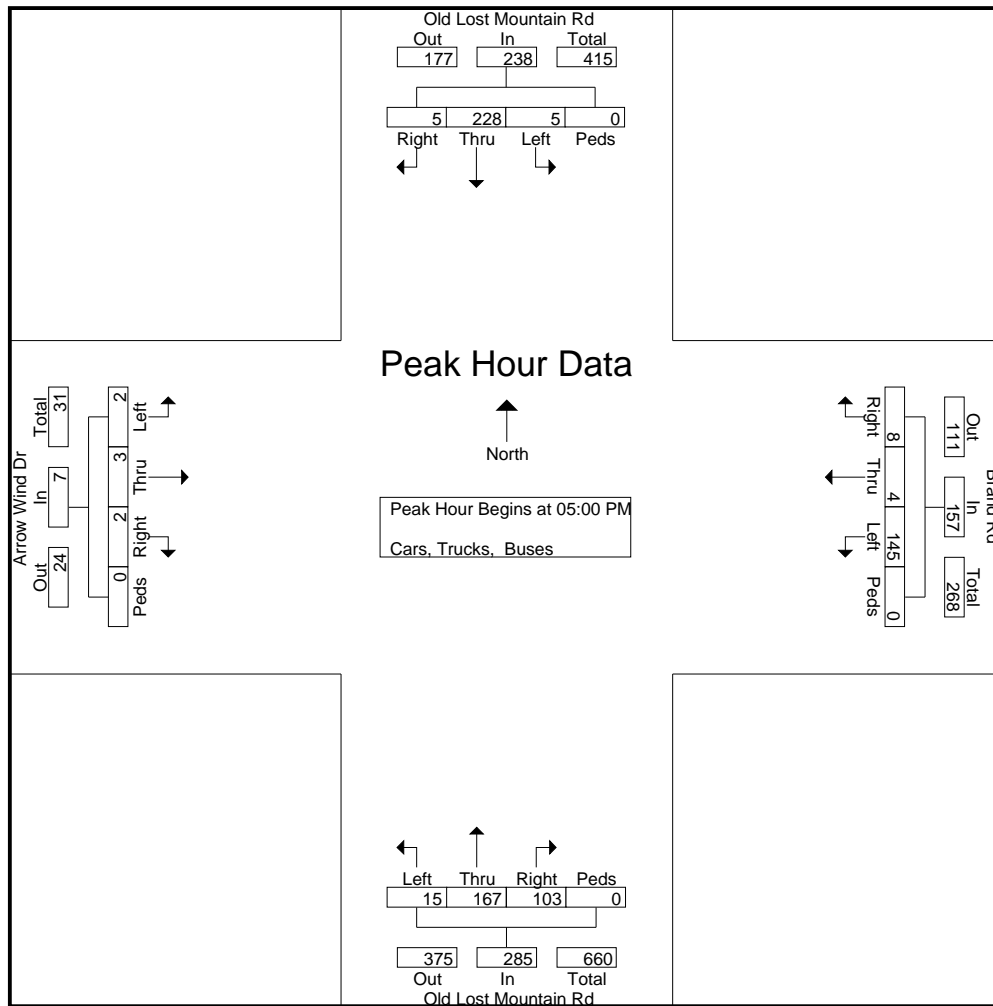
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TMC Data
 Old Lost Mountain Rd @ Arrow Wind Dr/
 Brand Rd
 7-9am | 2-6pm

File Name : 41840003
 Site Code : 41840003
 Start Date : 2/28/2018
 Page No : 3

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Arrow Wind Dr Eastbound					Brand Rd Westbound					Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total					
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	4	46	22	0	72	0	43	0	0	43	0	0	0	0	0	31	0	0	0	31	146				
05:15 PM	4	47	33	0	84	0	67	2	0	69	1	0	2	0	3	27	1	1	0	29	185				
05:30 PM	3	34	22	0	59	2	61	0	0	63	0	2	0	0	2	45	3	3	0	51	175				
05:45 PM	4	40	26	0	70	3	57	3	0	63	1	1	0	0	2	42	0	4	0	46	181				
Total Volume	15	167	103	0	285	5	228	5	0	238	2	3	2	0	7	145	4	8	0	157	687				
% App. Total	58.6		36.1			95.8					28.6		42.9			28.6					92.4				
PHF	.938	.888	.780	.000	.848	.417	.851	.417	.000	.862	.500	.375	.250	.000	.583	.806	.333	.500	.000	.770	.928				



Reliable Traffic Data Services

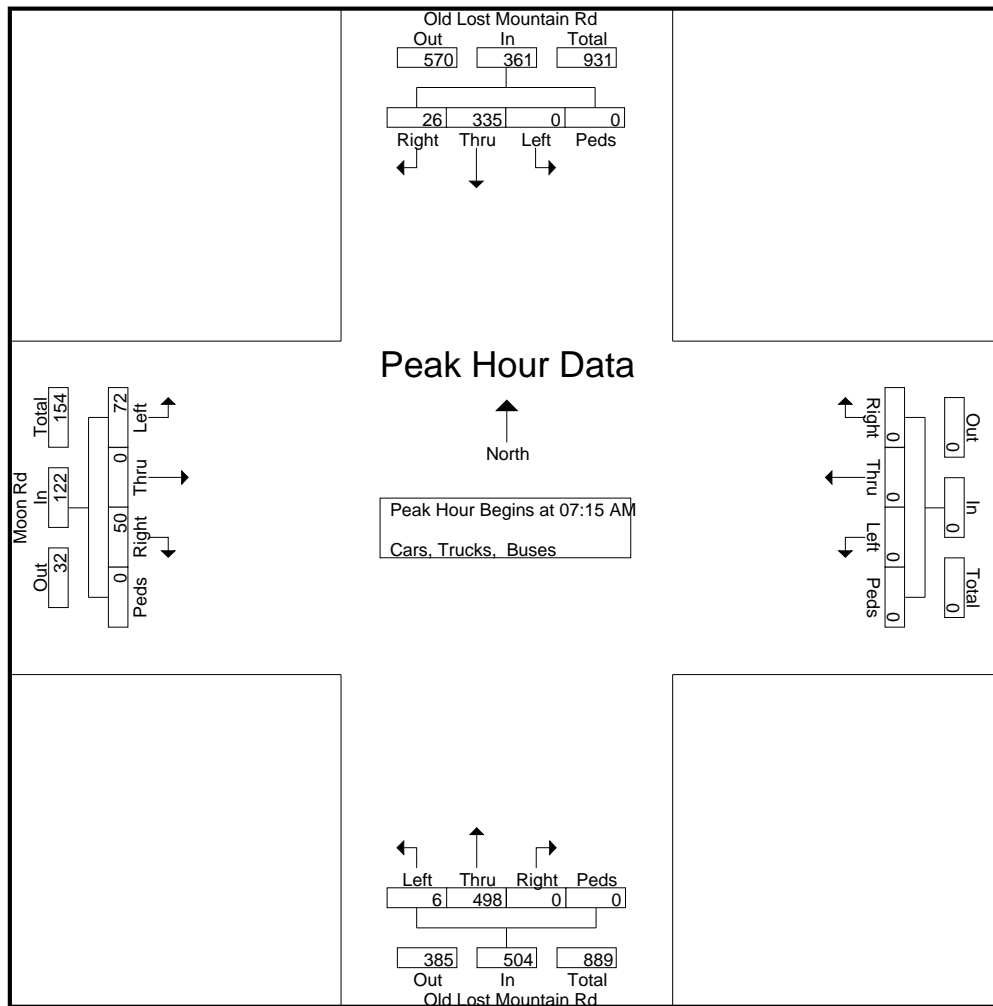
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TMC Data
 Old Lost Mountain Rd @ Moon Rd

7-9am | 2-6pm

File Name : 41840002
 Site Code : 41840002
 Start Date : 2/28/2018
 Page No : 2

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Moon Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	107	0	0	108	0	77	5	0	82	14	0	15	0	29	0	0	0	0	0	219
07:30 AM	2	111	0	0	113	0	86	8	0	94	9	0	15	0	24	0	0	0	0	0	231
07:45 AM	1	116	0	0	117	0	84	4	0	88	17	0	11	0	28	0	0	0	0	0	233
08:00 AM	2	164	0	0	166	0	88	9	0	97	32	0	9	0	41	0	0	0	0	0	304
Total Volume	6	498	0	0	504	0	335	26	0	361	72	0	50	0	122	0	0	0	0	0	987
% App. Total	98.8					92.8															
PHF	.750	.759	.000	.000	.759	.000	.952	.722	.000	.930	.563	.000	.833	.000	.744	.000	.000	.000	.000	.000	.812



Reliable Traffic Data Services

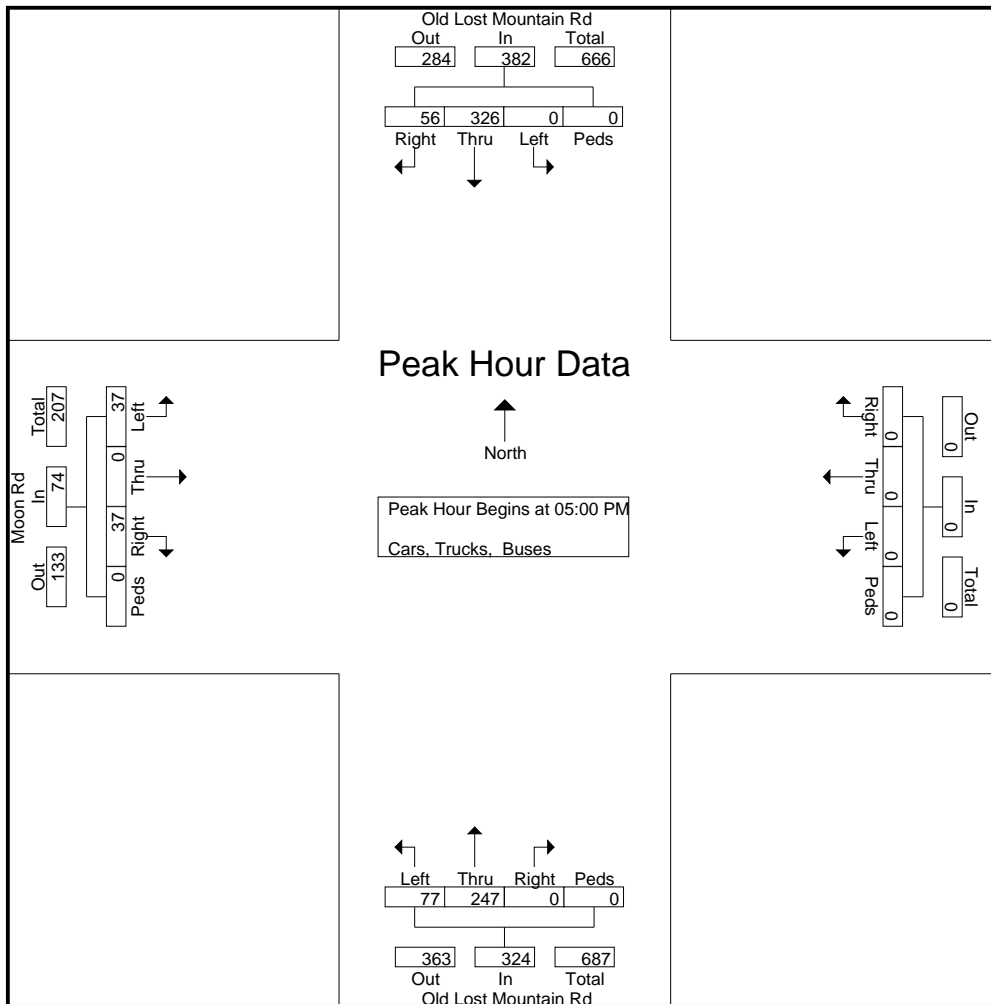
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TMC Data
 Old Lost Mountain Rd @ Moon Rd

7-9am | 2-6pm

File Name : 41840002
 Site Code : 41840002
 Start Date : 2/28/2018
 Page No : 3

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Moon Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	16	66	0	0	82	0	59	17	0	76	8	0	11	0	19	0	0	0	0	0	177
05:15 PM	17	71	0	0	88	0	87	13	0	100	12	0	8	0	20	0	0	0	0	0	208
05:30 PM	23	52	0	0	75	0	93	13	0	106	7	0	11	0	18	0	0	0	0	0	199
05:45 PM	21	58	0	0	79	0	87	13	0	100	10	0	7	0	17	0	0	0	0	0	196
Total Volume	77	247	0	0	324	0	326	56	0	382	37	0	37	0	74	0	0	0	0	0	780
% App. Total	23.8	76.2				85.3	14.7														
PHF	.837	.870	.000	.000	.920	.000	.876	.824	.000	.901	.771	.000	.841	.000	.925	.000	.000	.000	.000	.000	.938



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TMC Data
 Old Lost Mountain Rd @ Moon Rd

7-9am | 2-6pm

File Name : 42210002
 Site Code : 42210002
 Start Date : 6/7/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Moon Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	45	0	0	49	0	27	2	0	29	8	0	13	0	21	0	0	0	0	0	99
07:15 AM	2	48	0	0	50	0	35	5	0	40	5	0	10	0	15	0	0	0	0	0	105
07:30 AM	1	53	0	0	54	0	37	5	0	42	15	0	10	0	25	0	0	0	0	0	121
07:45 AM	6	59	0	0	65	0	42	7	0	49	14	0	12	0	26	0	0	0	0	0	140
Total	13	205	0	0	218	0	141	19	0	160	42	0	45	0	87	0	0	0	0	0	465
08:00 AM	5	45	0	0	50	0	36	5	0	41	12	0	9	0	21	0	0	0	0	0	112
08:15 AM	5	47	0	0	52	0	40	4	0	44	10	0	8	0	18	0	0	0	0	0	114
08:30 AM	1	55	0	0	56	0	43	7	0	50	9	0	13	0	22	0	0	0	0	0	128
08:45 AM	6	53	0	0	59	0	45	5	0	50	19	0	7	0	26	0	0	0	0	0	135
Total	17	200	0	0	217	0	164	21	0	185	50	0	37	0	87	0	0	0	0	0	489
*** BREAK ***																					
02:00 PM	9	29	0	0	38	0	30	7	0	37	7	0	4	0	11	0	0	0	0	0	86
02:15 PM	6	24	0	0	30	0	32	5	0	37	5	0	8	0	13	0	0	0	0	0	80
02:30 PM	3	31	0	0	34	0	34	8	0	42	3	0	9	0	12	0	0	0	0	0	88
02:45 PM	11	32	0	0	43	0	35	6	0	41	4	0	8	0	12	0	0	0	0	0	96
Total	29	116	0	0	145	0	131	26	0	157	19	0	29	0	48	0	0	0	0	0	350
03:00 PM	8	35	0	0	43	0	39	7	0	46	6	0	7	0	13	0	0	0	0	0	102
03:15 PM	10	47	0	0	57	0	45	11	0	56	10	0	7	0	17	0	0	0	0	0	130
03:30 PM	3	30	0	0	33	0	42	8	0	50	2	0	6	0	8	0	0	0	0	0	91
03:45 PM	8	45	0	0	53	0	47	7	0	54	6	0	5	0	11	0	0	0	0	0	118
Total	29	157	0	0	186	0	173	33	0	206	24	0	25	0	49	0	0	0	0	0	441
04:00 PM	12	42	0	0	54	0	49	8	0	57	4	0	7	0	11	0	0	0	0	0	122
04:15 PM	8	47	0	0	55	0	55	15	0	70	4	0	15	0	19	0	0	0	0	0	144
04:30 PM	12	51	0	0	63	0	53	10	0	63	13	0	6	0	19	0	0	0	0	0	145
04:45 PM	20	32	0	0	52	0	62	10	0	72	7	0	5	0	12	0	0	0	0	0	136
Total	52	172	0	0	224	0	219	43	0	262	28	0	33	0	61	0	0	0	0	0	547
05:00 PM	18	39	0	0	57	0	66	15	0	81	5	0	5	0	10	0	0	0	0	0	148
05:15 PM	21	51	0	0	72	0	58	17	0	75	9	0	6	0	15	0	0	0	0	0	162
05:30 PM	18	51	0	0	69	0	70	18	0	88	9	0	6	0	15	0	0	0	0	0	172
05:45 PM	15	59	0	0	74	0	64	15	0	79	8	0	7	0	15	0	0	0	0	0	168
Total	72	200	0	0	272	0	258	65	0	323	31	0	24	0	55	0	0	0	0	0	650
Grand Total	212	1050	0	0	1262	0	1086	207	0	1293	194	0	193	0	387	0	0	0	0	0	2942
Apprch %	16.8	83.2	0	0		0	84	16	0		50.1	0	49.9	0		0	0	0	0	0	
Total %	7.2	35.7	0	0	42.9	0	36.9	7	0	43.9	6.6	0	6.6	0	13.2	0	0	0	0	0	

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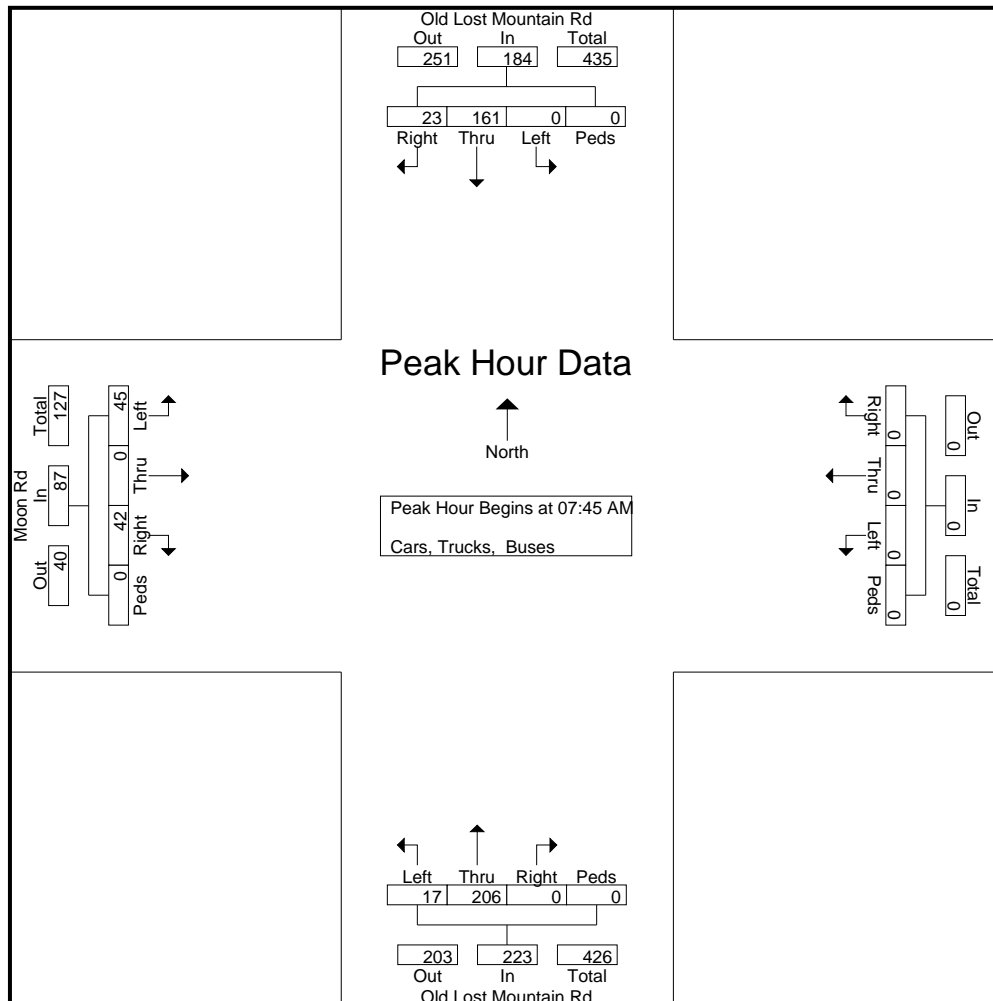
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TMC Data
 Old Lost Mountain Rd @ Moon Rd

7-9am | 2-6pm

File Name : 42210002
 Site Code : 42210002
 Start Date : 6/7/2018
 Page No : 2

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Moon Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	6	59	0	0	65	0	42	7	0	49	14	0	12	0	26	0	0	0	0	0	140
08:00 AM	5	45	0	0	50	0	36	5	0	41	12	0	9	0	21	0	0	0	0	0	112
08:15 AM	5	47	0	0	52	0	40	4	0	44	10	0	8	0	18	0	0	0	0	0	114
08:30 AM	1	55	0	0	56	0	43	7	0	50	9	0	13	0	22	0	0	0	0	0	128
Total Volume	17	206	0	0	223	0	161	23	0	184	45	0	42	0	87	0	0	0	0	0	494
% App. Total	7.6	92.4	0	0		0	87.5	12.5	0		51.7	0	48.3	0		0	0	0	0		
PHF	.708	.873	.000	.000	.858	.000	.936	.821	.000	.920	.804	.000	.808	.000	.837	.000	.000	.000	.000	.000	.882



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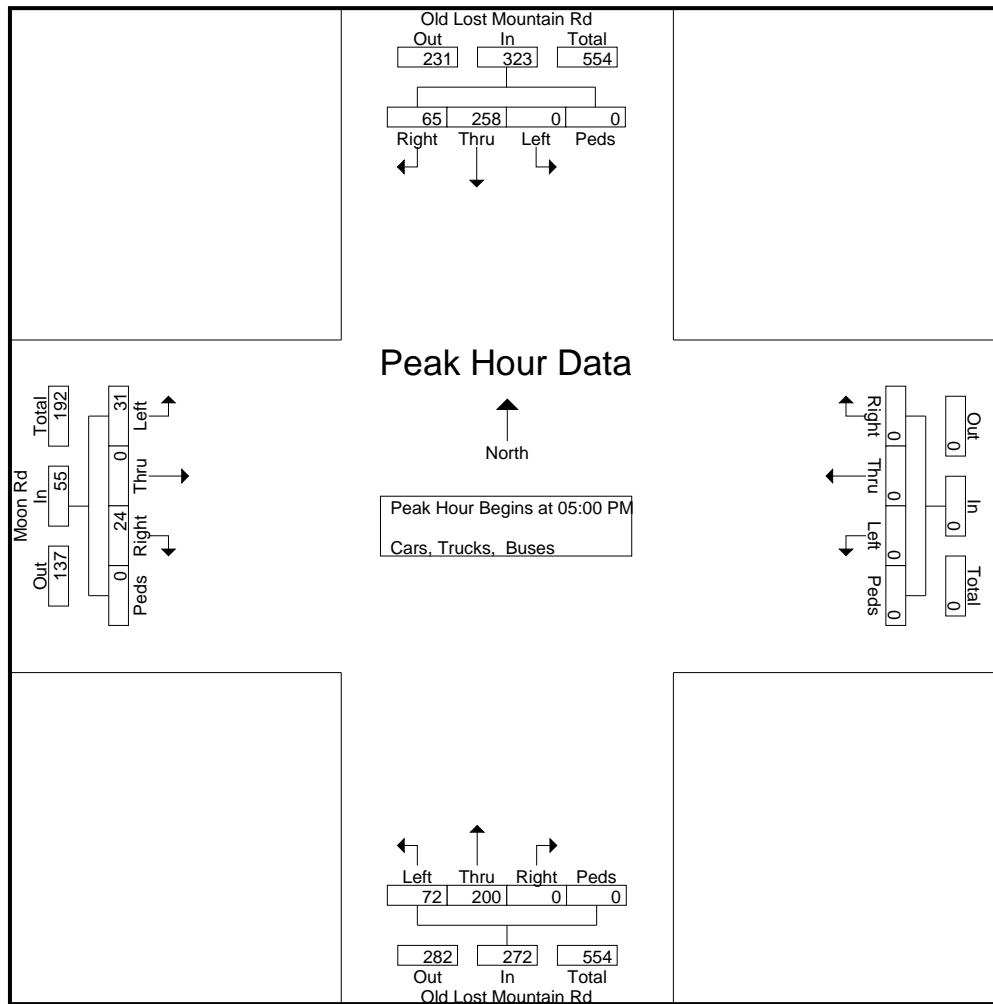
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TMC Data
 Old Lost Mountain Rd @ Moon Rd

7-9am | 2-6pm

File Name : 42210002
 Site Code : 42210002
 Start Date : 6/7/2018
 Page No : 3

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Moon Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	18	39	0	0	57	0	66	15	0	81	5	0	5	0	10	0	0	0	0	0	148
05:15 PM	21	51	0	0	72	0	58	17	0	75	9	0	6	0	15	0	0	0	0	0	162
05:30 PM	18	51	0	0	69	0	70	18	0	88	9	0	6	0	15	0	0	0	0	0	172
05:45 PM	15	59	0	0	74	0	64	15	0	79	8	0	7	0	15	0	0	0	0	0	168
Total Volume	72	200	0	0	272	0	258	65	0	323	31	0	24	0	55	0	0	0	0	0	650
% App. Total	26.5	73.5	0	0		0	79.9	20.1	0		56.4	0	43.6	0		0	0	0	0		
PHF	.857	.847	.000	.000	.919	.000	.921	.903	.000	.918	.861	.000	.857	.000	.917	.000	.000	.000	.000	.000	.945



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TMC Data
 Old Lost Mountain Rd @ Meek Rd

File Name : 41840001
 Site Code : 41840001
 Start Date : 2/28/2018
 Page No : 1

7-9am | 2-6pm

Groups Printed- Cars, Trucks, Buses

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Eastbound					Meek Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	66	2	0	68	1	31	0	0	32	0	0	0	0	0	2	0	1	0	3	103
07:15 AM	0	89	3	0	92	0	78	0	0	78	0	0	0	0	0	3	0	3	0	6	176
07:30 AM	0	127	2	0	129	2	102	0	0	104	0	0	0	0	0	5	0	2	0	7	240
07:45 AM	0	115	6	0	121	1	104	0	0	105	0	0	0	0	0	3	0	1	0	4	230
Total	0	397	13	0	410	4	315	0	0	319	0	0	0	0	0	13	0	7	0	20	749
08:00 AM	0	158	7	0	165	1	85	0	0	86	0	0	0	0	0	0	0	7	0	7	258
08:15 AM	0	54	1	0	55	0	82	0	0	82	0	0	0	0	0	1	0	1	0	2	139
08:30 AM	0	51	1	0	52	0	50	0	0	50	0	0	0	0	0	1	0	1	0	2	104
08:45 AM	0	57	3	0	60	0	54	0	0	54	0	0	0	0	0	1	0	0	0	1	115
Total	0	320	12	0	332	1	271	0	0	272	0	0	0	0	0	3	0	9	0	12	616
*** BREAK ***																					
02:00 PM	0	48	0	0	48	1	39	0	0	40	0	0	0	0	0	2	0	0	0	2	90
02:15 PM	0	47	0	0	47	2	74	0	0	76	0	0	0	0	0	1	0	1	0	2	125
02:30 PM	0	44	3	0	47	1	42	0	0	43	0	0	0	0	0	1	0	0	0	1	91
02:45 PM	0	54	1	0	55	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	105
Total	0	193	4	0	197	4	205	0	0	209	0	0	0	0	0	4	0	1	0	5	411
03:00 PM	0	42	1	0	43	4	45	0	0	49	0	0	0	0	0	2	0	1	0	3	95
03:15 PM	0	56	1	0	57	1	32	0	0	33	0	0	0	0	0	0	0	1	0	1	91
03:30 PM	0	53	2	0	55	2	93	0	0	95	0	0	0	0	0	4	0	1	0	5	155
03:45 PM	0	57	2	0	59	0	80	0	0	80	0	0	0	0	0	3	0	1	0	4	143
Total	0	208	6	0	214	7	250	0	0	257	0	0	0	0	0	9	0	4	0	13	484
04:00 PM	0	49	2	0	51	2	74	0	0	76	0	0	0	0	0	4	0	2	0	6	133
04:15 PM	0	51	1	0	52	1	51	0	0	52	0	0	0	0	0	1	0	1	0	2	106
04:30 PM	0	68	1	0	69	0	65	0	0	65	0	0	0	0	0	3	0	2	0	5	139
04:45 PM	0	65	2	0	67	0	81	0	0	81	0	0	0	0	0	4	0	2	0	6	154
Total	0	233	6	0	239	3	271	0	0	274	0	0	0	0	0	12	0	7	0	19	532
05:00 PM	0	81	0	0	81	3	66	0	0	69	0	0	0	0	0	4	0	1	0	5	155
05:15 PM	0	83	2	0	85	0	97	0	0	97	0	0	0	0	0	4	0	3	0	7	189
05:30 PM	0	75	6	0	81	1	102	0	0	103	0	0	0	0	0	1	0	3	0	4	188
05:45 PM	0	77	1	0	78	0	93	0	0	93	0	0	0	0	0	3	0	0	0	3	174
Total	0	316	9	0	325	4	358	0	0	362	0	0	0	0	0	12	0	7	0	19	706
Grand Total	0	1667	50	0	1717	23	1670	0	0	1693	0	0	0	0	0	53	0	35	0	88	3498
Apprch %	0	97.1	2.9	0		1.4	98.6	0	0		0	0	0	0		60.2	0	39.8	0		
Total %	0	47.7	1.4	0	49.1	0.7	47.7	0	0	48.4	0	0	0	0	0	1.5	0	1	0	2.5	

Reliable Traffic Data Services

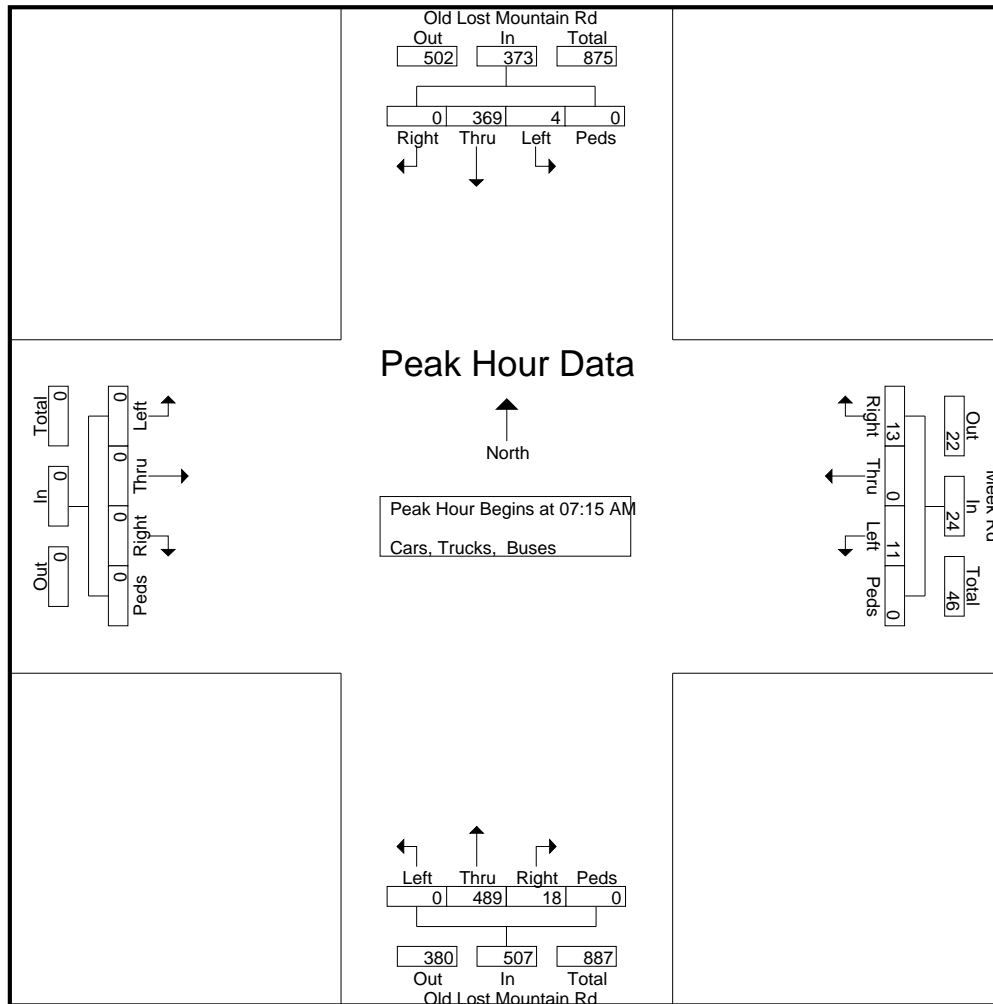
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TMC Data
 Old Lost Mountain Rd @ Meek Rd

7-9am | 2-6pm

File Name : 41840001
 Site Code : 41840001
 Start Date : 2/28/2018
 Page No : 2

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Eastbound					Meek Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	89	3	0	92	0	78	0	0	78	0	0	0	0	0	3	0	3	0	6	176
07:30 AM	0	127	2	0	129	2	102	0	0	104	0	0	0	0	0	5	0	2	0	7	240
07:45 AM	0	115	6	0	121	1	104	0	0	105	0	0	0	0	0	3	0	1	0	4	230
08:00 AM	0	158	7	0	165	1	85	0	0	86	0	0	0	0	0	0	0	7	0	7	258
Total Volume	0	489	18	0	507	4	369	0	0	373	0	0	0	0	0	11	0	13	0	24	904
% App. Total	96.4					98.9										45.8		54.2			
PHF	.000	.774	.643	.000	.768	.500	.887	.000	.000	.888	.000	.000	.000	.000	.000	.550	.000	.464	.000	.857	.876



Reliable Traffic Data Services

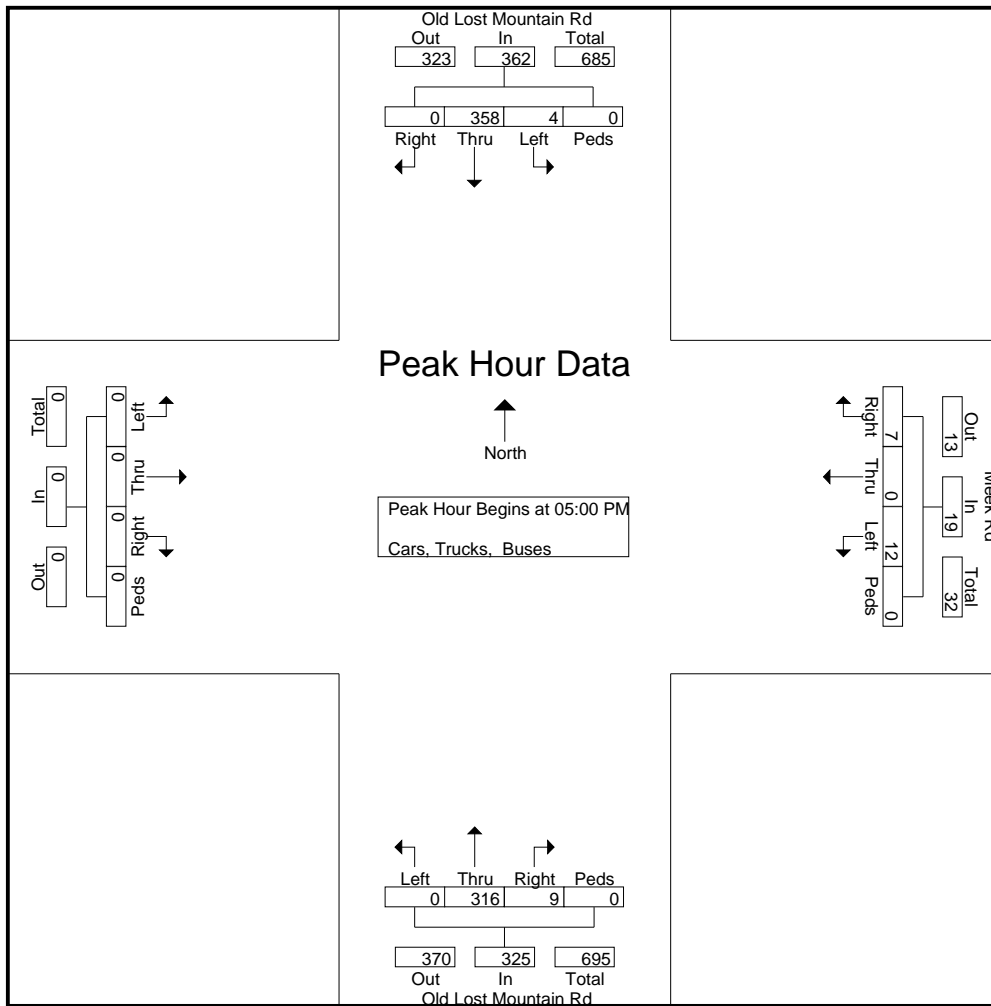
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TMC Data
 Old Lost Mountain Rd @ Meek Rd

7-9am | 2-6pm

File Name : 41840001
 Site Code : 41840001
 Start Date : 2/28/2018
 Page No : 3

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Eastbound					Meek Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	81	0	0	81	3	66	0	0	69	0	0	0	0	0	4	0	1	0	5	155
05:15 PM	0	83	2	0	85	0	97	0	0	97	0	0	0	0	0	4	0	3	0	7	189
05:30 PM	0	75	6	0	81	1	102	0	0	103	0	0	0	0	0	1	0	3	0	4	188
05:45 PM	0	77	1	0	78	0	93	0	0	93	0	0	0	0	0	3	0	0	0	3	174
Total Volume	0	316	9	0	325	4	358	0	0	362	0	0	0	0	0	12	0	7	0	19	706
% App. Total		97.2					98.9									63.2		36.8			
PHF	.000	.952	.375	.000	.956	.333	.877	.000	.000	.879	.000	.000	.000	.000	.000	.750	.000	.583	.000	.679	.934



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TMC Data
 Old Lost Mountain Rd @ Macedonia Rd/
 Legend Hollow Lane
 7-9am | 2-6pm

File Name : 42210003
 Site Code : 42210003
 Start Date : 6/7/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Legend Hollow Lane Eastbound					Macedonia Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	28	7	0	35	24	34	0	0	58	2	5	2	0	9	1	0	5	0	6	108
07:15 AM	0	28	3	0	31	26	45	1	0	72	0	8	3	0	11	12	1	5	0	18	132
07:30 AM	1	42	12	0	55	18	38	0	0	56	1	3	2	0	6	9	1	0	0	10	127
07:45 AM	1	40	11	0	52	22	47	0	0	69	0	2	2	0	4	12	1	7	0	20	145
Total	2	138	33	0	173	90	164	1	0	255	3	18	9	0	30	34	3	17	0	54	512
08:00 AM	0	32	8	0	40	27	33	1	0	61	0	0	2	0	2	7	0	10	0	17	120
08:15 AM	0	34	7	0	41	20	33	1	0	54	2	2	0	0	4	2	0	10	0	12	111
08:30 AM	2	52	8	0	62	20	37	2	0	59	1	2	1	0	4	4	0	8	0	12	137
08:45 AM	0	46	3	0	49	21	40	1	0	62	0	7	3	0	10	8	1	11	0	20	141
Total	2	164	26	0	192	88	143	5	0	236	3	11	6	0	20	21	1	39	0	61	509
*** BREAK ***																					
02:00 PM	1	26	9	0	36	12	28	1	0	41	1	2	1	0	4	11	2	19	0	32	113
02:15 PM	0	28	2	0	30	10	32	1	0	43	1	2	0	0	3	6	2	18	0	26	102
02:30 PM	5	30	7	0	42	19	26	0	0	45	2	1	1	0	4	10	3	20	0	33	124
02:45 PM	0	33	5	0	38	14	30	0	0	44	1	2	0	0	3	9	2	30	0	41	126
Total	6	117	23	0	146	55	116	2	0	173	5	7	2	0	14	36	9	87	0	132	465
03:00 PM	0	37	6	0	43	13	29	3	0	45	2	3	2	0	7	10	3	17	0	30	125
03:15 PM	1	36	7	0	44	15	39	1	0	55	0	1	2	0	3	9	2	24	0	35	137
03:30 PM	3	39	11	0	53	17	37	1	0	55	1	2	2	0	5	9	0	16	0	25	138
03:45 PM	3	44	7	0	54	21	34	0	0	55	0	3	1	0	4	14	1	21	0	36	149
Total	7	156	31	0	194	66	139	5	0	210	3	9	7	0	19	42	6	78	0	126	549
04:00 PM	4	42	5	0	51	25	41	0	0	66	0	1	2	0	3	10	1	27	0	38	158
04:15 PM	4	47	8	0	59	19	47	0	0	66	1	1	2	0	4	16	0	24	0	40	169
04:30 PM	3	46	12	0	61	14	37	1	0	52	0	1	0	0	1	16	2	29	0	47	161
04:45 PM	5	44	10	0	59	16	49	1	0	66	2	2	2	0	6	13	2	39	0	54	185
Total	16	179	35	0	230	74	174	2	0	250	3	5	6	0	14	55	5	119	0	179	673
05:00 PM	1	47	9	0	57	26	50	3	0	79	4	0	1	0	5	15	1	42	0	58	199
05:15 PM	1	45	6	0	52	27	47	4	0	78	2	4	2	0	8	21	2	41	0	64	202
05:30 PM	3	48	10	0	61	20	63	1	0	84	3	1	1	0	5	21	2	36	0	59	209
05:45 PM	4	60	7	0	71	21	54	0	0	75	1	1	1	0	3	14	6	26	0	46	195
Total	9	200	32	0	241	94	214	8	0	316	10	6	5	0	21	71	11	145	0	227	805
Grand Total	42	954	180	0	1176	467	950	23	0	1440	27	56	35	0	118	259	35	485	0	779	3513
Apprch %	3.6	81.1	15.3	0		32.4	66	1.6	0		22.9	47.5	29.7	0		33.2	4.5	62.3	0		
Total %	1.2	27.2	5.1	0	33.5	13.3	27	0.7	0	41	0.8	1.6	1	0	3.4	7.4	1	13.8	0	22.2	

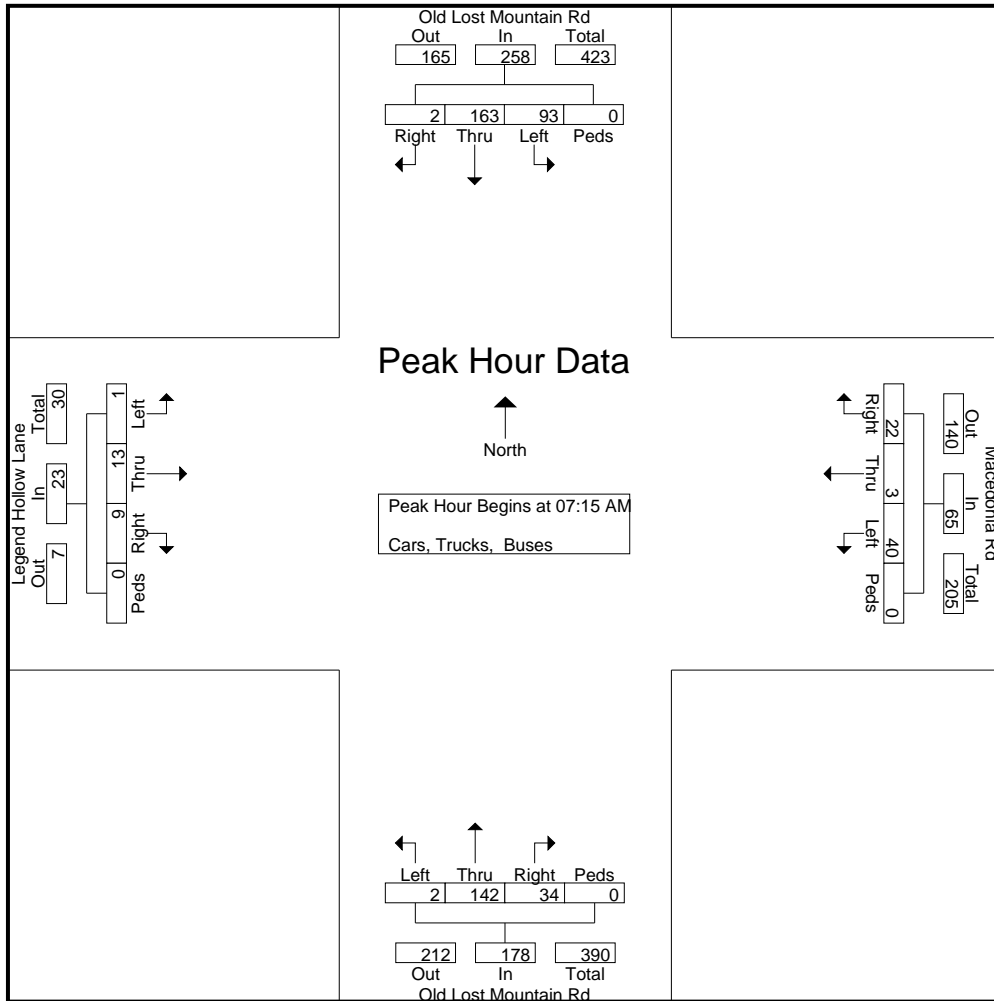
Reliable Traffic Data Services, LLC

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TMC Data
 Old Lost Mountain Rd @ Macedonia Rd/
 Legend Hollow Lane
 7-9am | 2-6pm

File Name : 42210003
 Site Code : 42210003
 Start Date : 6/7/2018
 Page No : 2

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Legend Hollow Lane Eastbound					Macedonia Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	28	3	0	31	26	45	1	0	72	0	8	3	0	11	12	1	5	0	18	132
07:30 AM	1	42	12	0	55	18	38	0	0	56	1	3	2	0	6	9	1	0	0	10	127
07:45 AM	1	40	11	0	52	22	47	0	0	69	0	2	2	0	4	12	1	7	0	20	145
08:00 AM	0	32	8	0	40	27	33	1	0	61	0	0	2	0	2	7	0	10	0	17	120
Total Volume	2	142	34	0	178	93	163	2	0	258	1	13	9	0	23	40	3	22	0	65	524
% App. Total	1.1	79.8	19.1	0		36	63.2	0.8	0		4.3	56.5	39.1	0		61.5	4.6	33.8	0		
PHF	.500	.845	.708	.000	.809	.861	.867	.500	.000	.896	.250	.406	.750	.000	.523	.833	.750	.550	.000	.813	.903



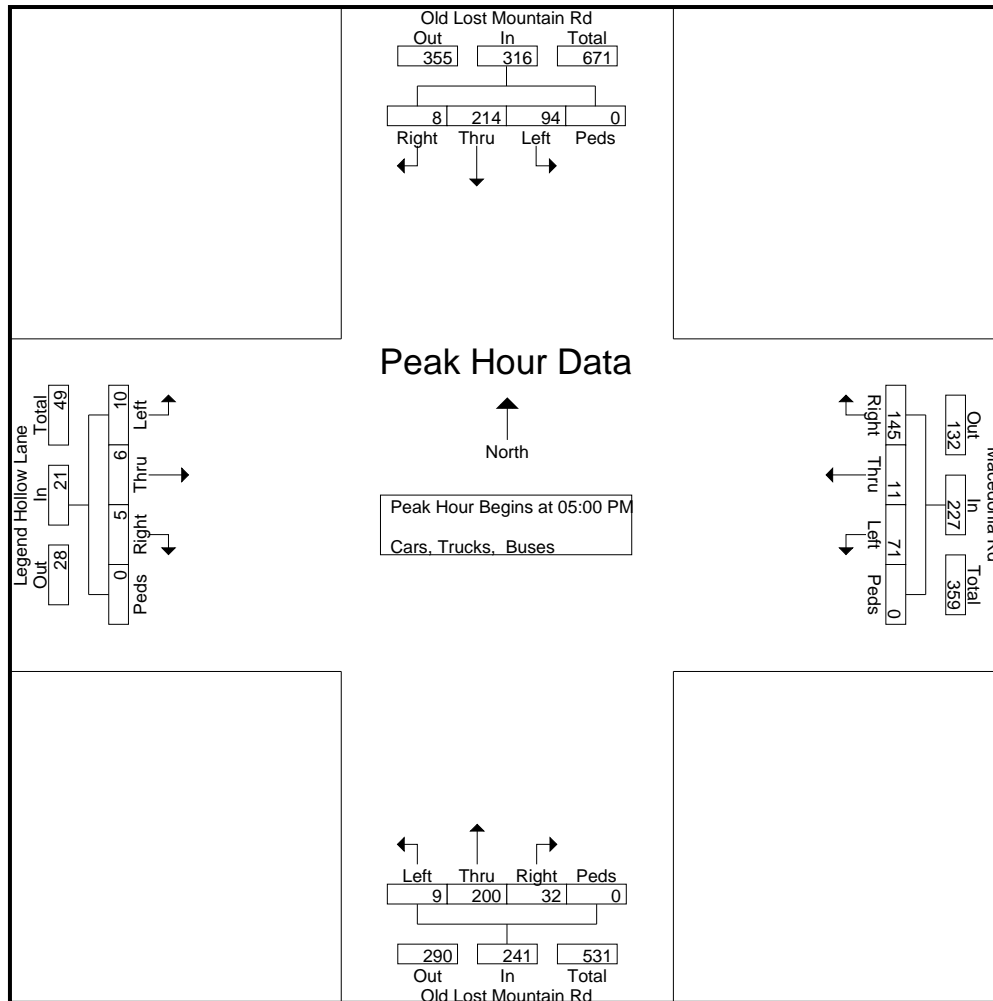
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TMC Data
 Old Lost Mountain Rd @ Macedonia Rd/
 Legend Hollow Lane
 7-9am | 2-6pm

File Name : 42210003
 Site Code : 42210003
 Start Date : 6/7/2018
 Page No : 3

Start Time	Old Lost Mountain Rd Northbound					Old Lost Mountain Rd Southbound					Legend Hollow Lane Eastbound					Macedonia Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	47	9	0	57	26	50	3	0	79	4	0	1	0	5	15	1	42	0	58	199
05:15 PM	1	45	6	0	52	27	47	4	0	78	2	4	2	0	8	21	2	41	0	64	202
05:30 PM	3	48	10	0	61	20	63	1	0	84	3	1	1	0	5	21	2	36	0	59	209
05:45 PM	4	60	7	0	71	21	54	0	0	75	1	1	1	0	3	14	6	26	0	46	195
Total Volume	9	200	32	0	241	94	214	8	0	316	10	6	5	0	21	71	11	145	0	227	805
% App. Total	3.7	83	13.3	0		29.7	67.7	2.5	0		47.6	28.6	23.8	0		31.3	4.8	63.9	0		
PHF	.563	.833	.800	.000	.849	.870	.849	.500	.000	.940	.625	.375	.625	.000	.656	.845	.458	.863	.000	.887	.963



HCM 6th Signalized Intersection Summary
 1: Old Lost Mtn Rd & Macland Rd/ SR 360

07/12/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1115	45	100	340	5	25	75	145	5	70	5
Future Volume (veh/h)	15	1115	45	100	340	5	25	75	145	5	70	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	1186	48	106	362	5	27	80	154	5	74	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	684	1143	46	136	1223	17	222	91	175	87	275	19
Arrive On Green	0.02	0.64	0.64	0.04	0.66	0.66	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1785	72	1781	1840	25	1320	572	1101	1146	1732	117
Grp Volume(v), veh/h	16	0	1234	106	0	367	27	0	234	5	0	79
Grp Sat Flow(s),veh/h/ln	1781	0	1857	1781	0	1866	1320	0	1672	1146	0	1849
Q Serve(g_s), s	0.4	0.0	74.5	2.8	0.0	9.6	2.1	0.0	15.9	0.5	0.0	4.4
Cycle Q Clear(g_c), s	0.4	0.0	74.5	2.8	0.0	9.6	6.5	0.0	15.9	16.4	0.0	4.4
Prop In Lane	1.00		0.04	1.00		0.01	1.00		0.66	1.00		0.06
Lane Grp Cap(c), veh/h	684	0	1189	136	0	1240	222	0	266	87	0	294
V/C Ratio(X)	0.02	0.00	1.04	0.78	0.00	0.30	0.12	0.00	0.88	0.06	0.00	0.27
Avail Cap(c_a), veh/h	783	0	1189	192	0	1240	222	0	266	87	0	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	0.0	20.9	32.3	0.0	8.1	45.8	0.0	47.8	55.9	0.0	43.0
Incr Delay (d2), s/veh	0.0	0.0	36.3	12.4	0.0	0.1	1.1	0.0	31.4	1.2	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	38.7	2.3	0.0	3.4	0.8	0.0	8.9	0.2	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.0	57.2	44.7	0.0	8.3	46.9	0.0	79.2	57.1	0.0	45.2
LnGrp LOS	A	A	F	D	A	A	D	A	E	E	A	D
Approach Vol, veh/h		1250			473			261			84	
Approach Delay, s/veh		56.6			16.4			75.9			45.9	
Approach LOS		E			B			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	81.0		24.0	8.5	83.8		24.0				
Change Period (Y+Rc), s	6.5	6.5		5.5	6.5	6.5		5.5				
Max Green Setting (Gmax), s	8.5	74.5		18.5	8.5	74.5		18.5				
Max Q Clear Time (g_c+I1), s	4.8	76.5		18.4	2.4	11.6		17.9				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	2.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			49.4									
HCM 6th LOS			D									

Intersection

Intersection Delay, s/veh 15.5

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	93	141	2	45	9	92	128	2	33	125	47
Future Vol, veh/h	83	93	141	2	45	9	92	128	2	33	125	47
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	111	124	188	3	60	12	123	171	3	44	167	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.2	10.5	14.7	13.5
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	26%	4%	16%
Vol Thru, %	58%	29%	80%	61%
Vol Right, %	1%	44%	16%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	222	317	56	205
LT Vol	92	83	2	33
Through Vol	128	93	45	125
RT Vol	2	141	9	47
Lane Flow Rate	296	423	75	273
Geometry Grp	1	1	1	1
Degree of Util (X)	0.489	0.647	0.134	0.442
Departure Headway (Hd)	5.951	5.508	6.455	5.822
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	601	651	559	612
Service Time	4.04	3.586	4.455	3.913
HCM Lane V/C Ratio	0.493	0.65	0.134	0.446
HCM Control Delay	14.7	18.2	10.5	13.5
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	2.7	4.7	0.5	2.3

HCM 6th TWSC
 3: Old Lost Mtn Rd & Arrow Winds Dr/Brand Rd

07/12/2018

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	3	7	87	0	2	2	216	360	2	262	4
Future Vol, veh/h	8	3	7	87	0	2	2	216	360	2	262	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	4	9	107	0	2	2	267	444	2	323	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	823	1045	326	829	825	489	328	0	0	711	0	0
Stage 1	330	330	-	493	493	-	-	-	-	-	-	-
Stage 2	493	715	-	336	332	-	-	-	-	-	-	-
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	292	229	715	290	308	579	1232	-	-	888	-	-
Stage 1	683	646	-	558	547	-	-	-	-	-	-	-
Stage 2	558	434	-	678	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	289	228	715	282	306	579	1232	-	-	888	-	-
Mov Cap-2 Maneuver	289	228	-	282	306	-	-	-	-	-	-	-
Stage 1	681	644	-	556	545	-	-	-	-	-	-	-
Stage 2	554	433	-	664	642	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.8		25		0		0.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	356	288	888	-
HCM Lane V/C Ratio	0.002	-	-	0.062	0.382	0.003	-
HCM Control Delay (s)	7.9	0	-	15.8	25	9.1	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	1.7	0	-

HCM 6th TWSC
4: Old Lost Mtn Rd & Moon Rd

07/12/2018

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	TT	
Traffic Vol, veh/h	72	50	6	498	335	26
Future Vol, veh/h	72	50	6	498	335	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	62	7	615	414	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1059	430	446	0	-	0
Stage 1	430	-	-	-	-	-
Stage 2	629	-	-	-	-	-
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	249	625	1114	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	247	625	1114	-	-	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	328	-	-
HCM Lane V/C Ratio	0.007	-	0.459	-	-
HCM Control Delay (s)	8.3	0	25	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	2.3	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	11	13	489	18	4	369
Future Vol, veh/h	11	13	489	18	4	369
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	556	20	5	419

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	995	566	0	0	576	0
Stage 1	566	-	-	-	-	-
Stage 2	429	-	-	-	-	-
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	271	524	-	-	997	-
Stage 1	568	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	524	-	-	997	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	365	997
HCM Lane V/C Ratio	-	-	0.075	0.005
HCM Control Delay (s)	-	-	15.7	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Old Lost Mtn Rd & Macedonia Rd

07/12/2018

Intersection												
Int Delay, s/veh	10.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	3	28	20	87	7	56	4	354	74	133	243	3
Future Vol, veh/h	3	28	20	87	7	56	4	354	74	133	243	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	185	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	31	22	97	8	62	4	393	82	148	270	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1045	1051	272	1036	1011	434	273	0	0	475	0	0
Stage 1	568	568	-	442	442	-	-	-	-	-	-	-
Stage 2	477	483	-	594	569	-	-	-	-	-	-	-
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	207	227	767	210	240	622	1290	-	-	1087	-	-
Stage 1	508	506	-	594	576	-	-	-	-	-	-	-
Stage 2	569	553	-	491	506	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	162	195	767	160	207	622	1290	-	-	1087	-	-
Mov Cap-2 Maneuver	162	195	-	160	207	-	-	-	-	-	-	-
Stage 1	506	437	-	592	574	-	-	-	-	-	-	-
Stage 2	504	551	-	383	437	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.8		56.1		0.1		3.1	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1290	-	-	271	225	1087	-
HCM Lane V/C Ratio	0.003	-	-	0.209	0.741	0.136	-
HCM Control Delay (s)	7.8	-	-	21.8	56.1	8.8	-
HCM Lane LOS	A	-	-	C	F	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	5.1	0.5	-

HCM 6th Signalized Intersection Summary
 1: Old Lost Mtn Rd & Macland Rd/ SR 360

06/28/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	713	38	237	1053	26	30	61	105	4	60	16
Future Volume (veh/h)	11	713	38	237	1053	26	30	61	105	4	60	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	801	43	266	1183	29	34	69	118	4	67	18
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	1058	57	368	1200	29	222	101	172	132	230	62
Arrive On Green	0.01	0.60	0.60	0.07	0.66	0.66	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1759	94	1781	1818	45	1313	620	1060	1196	1420	382
Grp Volume(v), veh/h	12	0	844	266	0	1212	34	0	187	4	0	85
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	0	1862	1313	0	1680	1196	0	1802
Q Serve(g_s), s	0.3	0.0	37.6	6.1	0.0	71.5	2.6	0.0	11.8	0.4	0.0	4.7
Cycle Q Clear(g_c), s	0.3	0.0	37.6	6.1	0.0	71.5	7.3	0.0	11.8	12.2	0.0	4.7
Prop In Lane	1.00		0.05	1.00		0.02	1.00		0.63	1.00		0.21
Lane Grp Cap(c), veh/h	101	0	1115	368	0	1229	222	0	272	132	0	292
V/C Ratio(X)	0.12	0.00	0.76	0.72	0.00	0.99	0.15	0.00	0.69	0.03	0.00	0.29
Avail Cap(c_a), veh/h	210	0	1227	373	0	1233	222	0	272	132	0	292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	16.4	18.0	0.0	18.7	44.8	0.0	44.5	50.3	0.0	41.5
Incr Delay (d2), s/veh	0.5	0.0	2.5	6.7	0.0	22.2	1.5	0.0	13.2	0.4	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	14.6	4.0	0.0	32.2	1.0	0.0	5.9	0.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	0.0	18.9	24.7	0.0	40.9	46.2	0.0	57.8	50.7	0.0	44.1
LnGrp LOS	C	A	B	C	A	D	D	A	E	D	A	D
Approach Vol, veh/h		856			1478			221				89
Approach Delay, s/veh		19.1			38.0			56.0				44.4
Approach LOS		B			D			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	74.4		23.8	8.1	80.9		23.8				
Change Period (Y+Rc), s	6.5	6.5		5.5	6.5	6.5		5.5				
Max Green Setting (Gmax), s	8.5	74.7		18.3	8.5	74.7		18.3				
Max Q Clear Time (g_c+I1), s	8.1	39.6		14.2	2.3	73.5		13.8				
Green Ext Time (p_c), s	0.0	6.7		0.1	0.0	0.9		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				33.6								
HCM 6th LOS				C								

Intersection

Intersection Delay, s/veh 9.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	21	49	0	46	3	50	122	1	1	190	93
Future Vol, veh/h	34	21	49	0	46	3	50	122	1	1	190	93
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	23	54	0	51	3	56	136	1	1	211	103
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	8.7	9.4	10.2
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	33%	0%	0%
Vol Thru, %	71%	20%	94%	67%
Vol Right, %	1%	47%	6%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	104	49	284
LT Vol	50	34	0	1
Through Vol	122	21	46	190
RT Vol	1	49	3	93
Lane Flow Rate	192	116	54	316
Geometry Grp	1	1	1	1
Degree of Util (X)	0.254	0.158	0.079	0.385
Departure Headway (Hd)	4.759	4.933	5.205	4.39
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	722	683	817
Service Time	2.81	2.995	3.273	2.434
HCM Lane V/C Ratio	0.255	0.161	0.079	0.387
HCM Control Delay	9.4	8.9	8.7	10.2
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1	0.6	0.3	1.8

HCM 6th TWSC
 3: Old Lost Mtn Rd & Arrow Winds Dr/Brand Rd

06/28/2018

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	2	145	4	8	15	167	103	5	228	5
Future Vol, veh/h	2	3	2	145	4	8	15	167	103	5	228	5
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	2	156	4	9	16	180	111	5	245	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	528	581	248	528	528	236	250	0	0	291	0	0
Stage 1	258	258	-	268	268	-	-	-	-	-	-	-
Stage 2	270	323	-	260	260	-	-	-	-	-	-	-
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	461	425	791	461	456	803	1316	-	-	1271	-	-
Stage 1	747	694	-	738	687	-	-	-	-	-	-	-
Stage 2	736	650	-	745	693	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	446	417	791	450	447	803	1316	-	-	1271	-	-
Mov Cap-2 Maneuver	446	417	-	450	447	-	-	-	-	-	-	-
Stage 1	736	691	-	727	677	-	-	-	-	-	-	-
Stage 2	713	640	-	736	690	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		16.7		0.4		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1316	-	-	493	474	1271	-
HCM Lane V/C Ratio	0.012	-	-	0.015	0.356	0.004	-
HCM Control Delay (s)	7.8	0	-	12.4	16.7	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	1.6	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	37	37	77	247	326	56
Future Vol, veh/h	37	37	77	247	326	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	39	81	260	343	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	795	373	402	0	-	0
Stage 1	373	-	-	-	-	-
Stage 2	422	-	-	-	-	-
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	357	673	1157	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	673	1157	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1157	-	441	-	-
HCM Lane V/C Ratio	0.07	-	0.177	-	-
HCM Control Delay (s)	8.3	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

HCM 6th TWSC
5: Old Lost Mtn Rd & Meek Rd

06/28/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	12	7	316	9	4	358
Future Vol, veh/h	12	7	316	9	4	358
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	8	340	10	4	385

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	738	345	0	0	350	0
Stage 1	345	-	-	-	-	-
Stage 2	393	-	-	-	-	-
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	385	698	-	-	1209	-
Stage 1	717	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	383	698	-	-	1209	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	459	1209
HCM Lane V/C Ratio	-	-	0.045	0.004
HCM Control Delay (s)	-	-	13.2	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
6: Old Lost Mtn Rd & Macedonia Rd

06/28/2018

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	7	6	88	14	180	11	248	40	117	265	10
Future Vol, veh/h	12	7	6	88	14	180	11	248	40	117	265	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	185	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	7	6	92	15	188	11	258	42	122	276	10





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	928	847	281	833	831	279	286	0	0	300	0	0
Stage 1	525	525	-	301	301	-	-	-	-	-	-	-
Stage 2	403	322	-	532	530	-	-	-	-	-	-	-
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	248	299	758	288	305	760	1276	-	-	1261	-	-
Stage 1	536	529	-	708	665	-	-	-	-	-	-	-
Stage 2	624	651	-	531	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	165	268	758	257	273	760	1276	-	-	1261	-	-
Mov Cap-2 Maneuver	165	268	-	257	273	-	-	-	-	-	-	-
Stage 1	531	478	-	702	659	-	-	-	-	-	-	-
Stage 2	456	645	-	468	476	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.3		27.2		0.3		2.4	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1276	-	-	234	447	1261	-
HCM Lane V/C Ratio	0.009	-	-	0.111	0.657	0.097	-
HCM Control Delay (s)	7.8	-	-	22.3	27.2	8.2	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	4.6	0.3	-

HCM 6th Signalized Intersection Summary
 1: Old Lost Mtn Rd & Macland Rd/ SR 360

07/12/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1229	50	110	375	6	28	83	160	6	77	6
Future Volume (veh/h)	17	1229	50	110	375	6	28	83	160	6	77	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1307	53	117	399	6	30	88	170	6	82	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	656	1137	46	145	1222	18	214	90	174	67	272	20
Arrive On Green	0.02	0.64	0.64	0.05	0.66	0.66	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1785	72	1781	1838	28	1309	570	1102	1121	1722	126
Grp Volume(v), veh/h	18	0	1360	117	0	405	30	0	258	6	0	88
Grp Sat Flow(s),veh/h/ln	1781	0	1857	1781	0	1865	1309	0	1672	1121	0	1848
Q Serve(g_s), s	0.4	0.0	74.5	3.5	0.0	10.9	2.4	0.0	18.0	0.5	0.0	4.9
Cycle Q Clear(g_c), s	0.4	0.0	74.5	3.5	0.0	10.9	7.3	0.0	18.0	18.5	0.0	4.9
Prop In Lane	1.00		0.04	1.00		0.01	1.00		0.66	1.00		0.07
Lane Grp Cap(c), veh/h	656	0	1183	145	0	1240	214	0	264	67	0	292
V/C Ratio(X)	0.03	0.00	1.15	0.81	0.00	0.33	0.14	0.00	0.98	0.09	0.00	0.30
Avail Cap(c_a), veh/h	751	0	1183	191	0	1240	214	0	264	67	0	292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	0.0	21.2	34.4	0.0	8.4	46.8	0.0	49.0	58.2	0.0	43.5
Incr Delay (d2), s/veh	0.0	0.0	77.4	17.2	0.0	0.2	1.4	0.0	49.4	2.6	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	52.3	2.7	0.0	3.8	0.9	0.0	11.1	0.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.0	98.7	51.7	0.0	8.5	48.1	0.0	98.4	60.9	0.0	46.1
LnGrp LOS	A	A	F	D	A	A	D	A	F	E	A	D
Approach Vol, veh/h		1378			522			288			94	
Approach Delay, s/veh		97.5			18.2			93.2			47.1	
Approach LOS		F			B			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	81.0		24.0	8.7	84.2		24.0				
Change Period (Y+Rc), s	6.5	6.5		5.5	6.5	6.5		5.5				
Max Green Setting (Gmax), s	8.5	74.5		18.5	8.5	74.5		18.5				
Max Q Clear Time (g_c+I1), s	5.5	76.5		20.5	2.4	12.9		20.0				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	2.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				76.7								
HCM 6th LOS				E								

Intersection	
Intersection Delay, s/veh	20
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	92	103	155	2	50	10	101	141	2	36	138	52
Future Vol, veh/h	92	103	155	2	50	10	101	141	2	36	138	52
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	137	207	3	67	13	135	188	3	48	184	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	25.4	11.3	17.9	16.1
HCM LOS	D	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	26%	3%	16%
Vol Thru, %	58%	29%	81%	61%
Vol Right, %	1%	44%	16%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	350	62	226
LT Vol	101	92	2	36
Through Vol	141	103	50	138
RT Vol	2	155	10	52
Lane Flow Rate	325	467	83	301
Geometry Grp	1	1	1	1
Degree of Util (X)	0.578	0.762	0.159	0.525
Departure Headway (Hd)	6.392	5.879	6.942	6.273
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	563	616	514	573
Service Time	4.445	3.925	5.017	4.329
HCM Lane V/C Ratio	0.577	0.758	0.161	0.525
HCM Control Delay	17.9	25.4	11.3	16.1
HCM Lane LOS	C	D	B	C
HCM 95th-tile Q	3.7	6.9	0.6	3

HCM 6th TWSC
3: Old Lost Mtn Rd & Arrow Winds Dr/Brand Rd

07/12/2018

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	3	8	96	0	2	2	238	397	2	289	4
Future Vol, veh/h	9	3	8	96	0	2	2	238	397	2	289	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	4	10	119	0	2	2	294	490	2	357	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	907	1152	360	914	909	539	362	0	0	784	0	0
Stage 1	364	364	-	543	543	-	-	-	-	-	-	-
Stage 2	543	788	-	371	366	-	-	-	-	-	-	-
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	257	198	684	254	275	542	1197	-	-	834	-	-
Stage 1	655	624	-	524	520	-	-	-	-	-	-	-
Stage 2	524	402	-	649	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	255	197	684	246	273	542	1197	-	-	834	-	-
Mov Cap-2 Maneuver	255	197	-	246	273	-	-	-	-	-	-	-
Stage 1	653	622	-	522	518	-	-	-	-	-	-	-
Stage 2	520	401	-	634	621	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.1		32		0		0.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	321	251	834	-
HCM Lane V/C Ratio	0.002	-	-	0.077	0.482	0.003	-
HCM Control Delay (s)	8	0	-	17.1	32	9.3	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	2.4	0	-

HCM 6th TWSC
4: Old Lost Mtn Rd & Moon Rd

07/12/2018

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	79	55	7	549	369	29
Future Vol, veh/h	79	55	7	549	369	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	68	9	678	456	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1170	474	492	0	-	0
Stage 1	474	-	-	-	-	-
Stage 2	696	-	-	-	-	-
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	213	590	1071	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	590	1071	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1071	-	285	-	-
HCM Lane V/C Ratio	0.008	-	0.58	-	-
HCM Control Delay (s)	8.4	0	33.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	3.4	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	12	14	539	20	4	407
Future Vol, veh/h	12	14	539	20	4	407
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	16	613	23	5	463

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1098	625	0	0	636	0
Stage 1	625	-	-	-	-	-
Stage 2	473	-	-	-	-	-
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	235	485	-	-	947	-
Stage 1	534	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	233	485	-	-	947	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	324	947
HCM Lane V/C Ratio	-	-	0.091	0.005
HCM Control Delay (s)	-	-	17.2	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
6: Old Lost Mtn Rd & Macedonia Rd

07/12/2018

Intersection												
Int Delay, s/veh	20.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↵	↵		↵	↵	
Traffic Vol, veh/h	3	31	22	96	8	62	4	390	82	147	268	3
Future Vol, veh/h	3	31	22	96	8	62	4	390	82	147	268	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	185	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	34	24	107	9	69	4	433	91	163	298	3






















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1152	1158	300	1142	1114	479	301	0	0	524	0	0
Stage 1	626	626	-	487	487	-	-	-	-	-	-	-
Stage 2	526	532	-	655	627	-	-	-	-	-	-	-
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	175	196	740	177	208	587	1260	-	-	1043	-	-
Stage 1	472	477	-	562	550	-	-	-	-	-	-	-
Stage 2	535	526	-	455	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	165	740	127	175	587	1260	-	-	1043	-	-
Mov Cap-2 Maneuver	131	165	-	127	175	-	-	-	-	-	-	-
Stage 1	471	403	-	560	548	-	-	-	-	-	-	-
Stage 2	463	524	-	339	402	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26		120.9		0.1		3.2	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1260	-	-	233	183	1043	-
HCM Lane V/C Ratio	0.004	-	-	0.267	1.008	0.157	-
HCM Control Delay (s)	7.9	-	-	26	120.9	9.1	-
HCM Lane LOS	A	-	-	D	F	A	-
HCM 95th %tile Q(veh)	0	-	-	1	8.4	0.6	-

HCM 6th Signalized Intersection Summary
 1: Old Lost Mtn Rd & Macland Rd/ SR 360

07/10/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	786	42	261	1161	29	33	67	116	4	66	18
Future Volume (veh/h)	12	786	42	261	1161	29	33	67	116	4	66	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	883	47	293	1304	33	37	75	130	4	74	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	1055	56	316	1199	30	214	99	172	117	229	62
Arrive On Green	0.01	0.60	0.60	0.08	0.66	0.66	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1760	94	1781	1816	46	1302	614	1065	1177	1418	383
Grp Volume(v), veh/h	13	0	930	293	0	1337	37	0	205	4	0	94
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	0	1862	1302	0	1679	1177	0	1801
Q Serve(g_s), s	0.3	0.0	45.6	6.9	0.0	74.7	2.9	0.0	13.2	0.4	0.0	5.2
Cycle Q Clear(g_c), s	0.3	0.0	45.6	6.9	0.0	74.7	8.2	0.0	13.2	13.6	0.0	5.2
Prop In Lane	1.00		0.05	1.00		0.02	1.00		0.63	1.00		0.21
Lane Grp Cap(c), veh/h	90	0	1112	316	0	1229	214	0	271	117	0	291
V/C Ratio(X)	0.14	0.00	0.84	0.93	0.00	1.09	0.17	0.00	0.76	0.03	0.00	0.32
Avail Cap(c_a), veh/h	197	0	1223	316	0	1229	214	0	271	117	0	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	18.2	23.5	0.0	19.2	45.6	0.0	45.3	51.8	0.0	42.0
Incr Delay (d2), s/veh	0.7	0.0	4.9	32.5	0.0	53.0	1.7	0.0	17.6	0.5	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	18.4	7.5	0.0	43.9	1.1	0.0	6.8	0.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	23.0	56.0	0.0	72.3	47.3	0.0	62.9	52.3	0.0	44.9
LnGrp LOS	C	A	C	E	A	F	D	A	E	D	A	D
Approach Vol, veh/h		943			1630			242			98	
Approach Delay, s/veh		23.1			69.4			60.5			45.2	
Approach LOS		C			E			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	74.4		23.8	8.2	81.2		23.8				
Change Period (Y+Rc), s	6.5	6.5		5.5	6.5	6.5		5.5				
Max Green Setting (Gmax), s	8.5	74.7		18.3	8.5	74.7		18.3				
Max Q Clear Time (g_c+I1), s	8.9	47.6		15.6	2.3	76.7		15.2				
Green Ext Time (p_c), s	0.0	7.4		0.1	0.0	0.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				52.9								
HCM 6th LOS				D								

HCM 6th AWSC
2: Old Lost Mtn Rd & Gaydon Rd

07/10/2018

Intersection

Intersection Delay, s/veh 10.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	23	54	0	51	3	55	135	1	1	209	103
Future Vol, veh/h	37	23	54	0	51	3	55	135	1	1	209	103
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	26	60	0	57	3	61	150	1	1	232	114
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9	9.9	10.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	32%	0%	0%
Vol Thru, %	71%	20%	94%	67%
Vol Right, %	1%	47%	6%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	114	54	313
LT Vol	55	37	0	1
Through Vol	135	23	51	209
RT Vol	1	54	3	103
Lane Flow Rate	212	127	60	348
Geometry Grp	1	1	1	1
Degree of Util (X)	0.286	0.178	0.089	0.432
Departure Headway (Hd)	4.858	5.071	5.362	4.473
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	702	662	800
Service Time	2.918	3.147	3.448	2.524
HCM Lane V/C Ratio	0.289	0.181	0.091	0.435
HCM Control Delay	9.9	9.3	9	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.2	0.6	0.3	2.2

HCM 6th TWSC
 3: Old Lost Mtn Rd & Arrow Winds Dr/Brand Rd

07/10/2018

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	2	160	4	9	17	184	114	6	251	6
Future Vol, veh/h	2	3	2	160	4	9	17	184	114	6	251	6
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	2	172	4	10	18	198	123	6	270	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	583	642	273	584	584	260	276	0	0	321	0	0
Stage 1	285	285	-	296	296	-	-	-	-	-	-	-
Stage 2	298	357	-	288	288	-	-	-	-	-	-	-
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	424	392	766	423	423	779	1287	-	-	1239	-	-
Stage 1	722	676	-	712	668	-	-	-	-	-	-	-
Stage 2	711	628	-	720	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	408	383	766	412	413	779	1287	-	-	1239	-	-
Mov Cap-2 Maneuver	408	383	-	412	413	-	-	-	-	-	-	-
Stage 1	710	672	-	700	657	-	-	-	-	-	-	-
Stage 2	686	617	-	710	670	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13		19.3		0.4		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	456	435	1239	-
HCM Lane V/C Ratio	0.014	-	-	0.017	0.428	0.005	-
HCM Control Delay (s)	7.8	0	-	13	19.3	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	2.1	0	-

HCM 6th TWSC
4: Old Lost Mtn Rd & Moon Rd

07/10/2018

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	41	41	85	272	359	62
Future Vol, veh/h	41	41	85	272	359	62
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	43	89	286	378	65

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	875	411	443	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	464	-	-	-	-	-
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	320	641	1117	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	290	641	1117	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1117	-	399	-	-
HCM Lane V/C Ratio	0.08	-	0.216	-	-
HCM Control Delay (s)	8.5	0	16.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

HCM 6th TWSC
5: Old Lost Mtn Rd & Meek Rd

07/10/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	13	8	348	10	4	395
Future Vol, veh/h	13	8	348	10	4	395
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	9	374	11	4	425

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	380	0	0	385	0
Stage 1	380	-	-	-	-	-
Stage 2	433	-	-	-	-	-
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	348	667	-	-	1173	-
Stage 1	691	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	347	667	-	-	1173	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	425	1173
HCM Lane V/C Ratio	-	-	0.053	0.004
HCM Control Delay (s)	-	-	13.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Old Lost Mtn Rd & Macedonia Rd

07/10/2018

Intersection												
Int Delay, s/veh	13.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	8	7	97	15	198	12	273	44	129	292	11
Future Vol, veh/h	13	8	7	97	15	198	12	273	44	129	292	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	185	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	8	7	101	16	206	13	284	46	134	304	11






















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1022	934	310	918	916	307	315	0	0	330	0	0
Stage 1	578	578	-	333	333	-	-	-	-	-	-	-
Stage 2	444	356	-	585	583	-	-	-	-	-	-	-
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	214	266	730	252	272	733	1245	-	-	1229	-	-
Stage 1	501	501	-	681	644	-	-	-	-	-	-	-
Stage 2	593	629	-	497	499	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	133	235	730	221	240	733	1245	-	-	1229	-	-
Mov Cap-2 Maneuver	133	235	-	221	240	-	-	-	-	-	-	-
Stage 1	496	446	-	674	638	-	-	-	-	-	-	-
Stage 2	411	623	-	430	445	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26.3		41.8		0.3		2.5	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	198	402	1229	-
HCM Lane V/C Ratio	0.01	-	-	0.147	0.803	0.109	-
HCM Control Delay (s)	7.9	-	-	26.3	41.8	8.3	-
HCM Lane LOS	A	-	-	D	E	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	7.1	0.4	-

HCM 6th Signalized Intersection Summary
 1: Old Lost Mtn Rd & Macland Rd/ SR 360

08/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1229	51	119	375	6	31	83	188	6	77	6
Future Volume (veh/h)	17	1229	51	119	375	6	31	83	188	6	77	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1307	54	127	399	6	33	88	200	6	82	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	658	1129	47	155	1225	18	212	80	182	61	271	20
Arrive On Green	0.02	0.63	0.63	0.05	0.67	0.67	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1783	74	1781	1838	28	1309	508	1155	1091	1722	126
Grp Volume(v), veh/h	18	0	1361	127	0	405	33	0	288	6	0	88
Grp Sat Flow(s),veh/h/ln	1781	0	1857	1781	0	1865	1309	0	1663	1091	0	1848
Q Serve(g_s), s	0.4	0.0	74.5	4.2	0.0	10.9	2.7	0.0	18.5	0.0	0.0	5.0
Cycle Q Clear(g_c), s	0.4	0.0	74.5	4.2	0.0	10.9	7.7	0.0	18.5	18.5	0.0	5.0
Prop In Lane	1.00		0.04	1.00		0.01	1.00		0.69	1.00		0.07
Lane Grp Cap(c), veh/h	658	0	1176	155	0	1244	212	0	261	61	0	290
V/C Ratio(X)	0.03	0.00	1.16	0.82	0.00	0.33	0.16	0.00	1.10	0.10	0.00	0.30
Avail Cap(c_a), veh/h	753	0	1176	190	0	1244	212	0	261	61	0	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	0.0	21.6	36.0	0.0	8.4	47.3	0.0	49.6	58.8	0.0	43.9
Incr Delay (d2), s/veh	0.0	0.0	80.8	20.6	0.0	0.2	1.6	0.0	85.7	3.2	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	53.4	3.1	0.0	3.8	1.0	0.0	13.9	0.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.4	0.0	102.3	56.5	0.0	8.5	48.8	0.0	135.3	62.0	0.0	46.5
LnGrp LOS	A	A	F	E	A	A	D	A	F	E	A	D
Approach Vol, veh/h		1379			532			321				94
Approach Delay, s/veh		101.1			20.0			126.4				47.5
Approach LOS		F			B			F				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	81.0		24.0	8.7	84.9		24.0				
Change Period (Y+Rc), s	6.5	6.5		5.5	6.5	6.5		5.5				
Max Green Setting (Gmax), s	8.5	74.5		18.5	8.5	74.5		18.5				
Max Q Clear Time (g_c+I1), s	6.2	76.5		20.5	2.4	12.9		20.5				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	2.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				83.9								
HCM 6th LOS				F								

Intersection

Intersection Delay, s/veh 22.5

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	92	103	155	2	50	10	101	172	2	36	148	52
Future Vol, veh/h	92	103	155	2	50	10	101	172	2	36	148	52
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	137	207	3	67	13	135	229	3	48	197	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	28.4	11.8	21.5	17.6
HCM LOS	D	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	26%	3%	15%
Vol Thru, %	63%	29%	81%	63%
Vol Right, %	1%	44%	16%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	350	62	236
LT Vol	101	92	2	36
Through Vol	172	103	50	148
RT Vol	2	155	10	52
Lane Flow Rate	367	467	83	315
Geometry Grp	1	1	1	1
Degree of Util (X)	0.662	0.79	0.167	0.564
Departure Headway (Hd)	6.498	6.092	7.252	6.455
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	554	593	491	557
Service Time	4.567	4.15	5.35	4.527
HCM Lane V/C Ratio	0.662	0.788	0.169	0.566
HCM Control Delay	21.5	28.4	11.8	17.6
HCM Lane LOS	C	D	B	C
HCM 95th-tile Q	4.9	7.6	0.6	3.5

HCM 6th TWSC
3: Old Lost Mtn Rd & Arrow Winds Dr/Brand Rd

08/03/2018

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	3	8	97	0	2	2	269	400	2	299	4
Future Vol, veh/h	9	3	8	97	0	2	2	269	400	2	299	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	4	10	120	0	2	2	332	494	2	369	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	959	1206	372	966	961	579	374	0	0	826	0	0
Stage 1	376	376	-	583	583	-	-	-	-	-	-	-
Stage 2	583	830	-	383	378	-	-	-	-	-	-	-
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	237	184	674	234	256	515	1184	-	-	805	-	-
Stage 1	645	616	-	498	499	-	-	-	-	-	-	-
Stage 2	498	385	-	640	615	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	235	183	674	226	254	515	1184	-	-	805	-	-
Mov Cap-2 Maneuver	235	183	-	226	254	-	-	-	-	-	-	-
Stage 1	643	614	-	497	498	-	-	-	-	-	-	-
Stage 2	494	384	-	625	613	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.1		36.8		0		0.1	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	300	231	805	-	-
HCM Lane V/C Ratio	0.002	-	-	0.082	0.529	0.003	-	-
HCM Control Delay (s)	8	0	-	18.1	36.8	9.5	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	2.8	0	-	-

HCM 6th TWSC
4: Old Lost Mtn Rd & Moon Rd/Site Dwy

08/03/2018

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	79	0	55	34	0	34	7	549	11	11	369	29
Future Vol, veh/h	79	0	55	34	0	34	7	549	11	11	369	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	92	81	92	92	92	81	81	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	0	68	37	0	37	9	678	12	12	456	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1219	1206	474	1234	1218	684	492	0	0	690	0	0
Stage 1	498	498	-	702	702	-	-	-	-	-	-	-
Stage 2	721	708	-	532	516	-	-	-	-	-	-	-
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	157	184	590	153	181	449	1071	-	-	905	-	-
Stage 1	554	544	-	429	440	-	-	-	-	-	-	-
Stage 2	419	438	-	531	534	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	141	178	590	132	175	449	1071	-	-	905	-	-
Mov Cap-2 Maneuver	141	178	-	132	175	-	-	-	-	-	-	-
Stage 1	546	534	-	423	434	-	-	-	-	-	-	-
Stage 2	379	432	-	461	524	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	70		32.3		0.1		0.2	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1071	-	-	205	204	905	-
HCM Lane V/C Ratio	0.008	-	-	0.807	0.362	0.013	-
HCM Control Delay (s)	8.4	0	-	70	32.3	9	0
HCM Lane LOS	A	A	-	F	D	A	A
HCM 95th %tile Q(veh)	0	-	-	5.8	1.6	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	12	14	550	20	4	441
Future Vol, veh/h	12	14	550	20	4	441
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	16	625	23	5	501

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1148	637	0	0	648	0
Stage 1	637	-	-	-	-	-
Stage 2	511	-	-	-	-	-
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	220	477	-	-	938	-
Stage 1	527	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	477	-	-	938	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	308	938
HCM Lane V/C Ratio	-	-	0.096	0.005
HCM Control Delay (s)	-	-	17.9	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
6: Old Lost Mtn Rd & Macedonia Rd

08/03/2018

Intersection												
Int Delay, s/veh	26.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	3	31	22	96	8	65	4	398	82	157	292	3
Future Vol, veh/h	3	31	22	96	8	65	4	398	82	157	292	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	185	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	34	24	107	9	72	4	442	91	174	324	3






















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1210	1215	326	1199	1171	488	327	0	0	533	0	0
Stage 1	674	674	-	496	496	-	-	-	-	-	-	-
Stage 2	536	541	-	703	675	-	-	-	-	-	-	-
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	159	181	715	162	193	580	1233	-	-	1035	-	-
Stage 1	444	454	-	556	545	-	-	-	-	-	-	-
Stage 2	529	521	-	428	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	116	150	715	113	160	580	1233	-	-	1035	-	-
Mov Cap-2 Maneuver	116	150	-	113	160	-	-	-	-	-	-	-
Stage 1	443	378	-	554	543	-	-	-	-	-	-	-
Stage 2	454	519	-	313	377	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	28.7		162.7		0.1		3.2	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1233	-	-	213	167	1035	-
HCM Lane V/C Ratio	0.004	-	-	0.292	1.124	0.169	-
HCM Control Delay (s)	7.9	-	-	28.7	162.7	9.2	-
HCM Lane LOS	A	-	-	D	F	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	9.8	0.6	-

HCM 6th Signalized Intersection Summary
 1: Old Lost Mtn Rd & Macland Rd/ SR 360

08/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	786	46	292	1161	29	35	67	134	4	66	18
Future Volume (veh/h)	12	786	46	292	1161	29	35	67	134	4	66	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	883	52	328	1304	33	39	75	151	4	74	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	1049	62	312	1199	30	214	90	180	99	229	62
Arrive On Green	0.01	0.60	0.60	0.08	0.66	0.66	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1749	103	1781	1816	46	1302	554	1116	1155	1418	383
Grp Volume(v), veh/h	13	0	935	328	0	1337	39	0	226	4	0	94
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1862	1302	0	1670	1155	0	1801
Q Serve(g_s), s	0.3	0.0	46.2	8.5	0.0	74.7	3.1	0.0	14.9	0.4	0.0	5.2
Cycle Q Clear(g_c), s	0.3	0.0	46.2	8.5	0.0	74.7	8.3	0.0	14.9	15.2	0.0	5.2
Prop In Lane	1.00		0.06	1.00		0.02	1.00		0.67	1.00		0.21
Lane Grp Cap(c), veh/h	90	0	1111	312	0	1229	214	0	270	99	0	291
V/C Ratio(X)	0.14	0.00	0.84	1.05	0.00	1.09	0.18	0.00	0.84	0.04	0.00	0.32
Avail Cap(c_a), veh/h	197	0	1222	312	0	1229	214	0	270	99	0	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	18.3	26.0	0.0	19.2	45.6	0.0	46.0	53.4	0.0	42.0
Incr Delay (d2), s/veh	0.7	0.0	5.1	64.9	0.0	53.0	1.9	0.0	25.4	0.8	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	18.7	10.6	0.0	43.9	1.1	0.0	8.0	0.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	23.4	91.0	0.0	72.3	47.5	0.0	71.4	54.1	0.0	44.9
LnGrp LOS	C	A	C	F	A	F	D	A	E	D	A	D
Approach Vol, veh/h		948			1665			265			98	
Approach Delay, s/veh		23.5			76.0			67.9			45.3	
Approach LOS		C			E			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	74.4		23.8	8.2	81.2		23.8				
Change Period (Y+Rc), s	6.5	6.5		5.5	6.5	6.5		5.5				
Max Green Setting (Gmax), s	8.5	74.7		18.3	8.5	74.7		18.3				
Max Q Clear Time (g_c+I1), s	10.5	48.2		17.2	2.3	76.7		16.9				
Green Ext Time (p_c), s	0.0	7.5		0.0	0.0	0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				57.5								
HCM 6th LOS				E								

Intersection

Intersection Delay, s/veh 10.9

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	23	54	0	51	3	55	155	1	1	244	103
Future Vol, veh/h	37	23	54	0	51	3	55	155	1	1	244	103
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	26	60	0	57	3	61	172	1	1	271	114
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	9.2	10.3	11.9
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	32%	0%	0%
Vol Thru, %	73%	20%	94%	70%
Vol Right, %	0%	47%	6%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	114	54	348
LT Vol	55	37	0	1
Through Vol	155	23	51	244
RT Vol	1	54	3	103
Lane Flow Rate	234	127	60	387
Geometry Grp	1	1	1	1
Degree of Util (X)	0.32	0.183	0.094	0.487
Departure Headway (Hd)	4.908	5.213	5.619	4.53
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	680	641	789
Service Time	2.988	3.312	3.619	2.597
HCM Lane V/C Ratio	0.323	0.187	0.094	0.49
HCM Control Delay	10.3	9.5	9.2	11.9
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.4	0.7	0.3	2.7

HCM 6th TWSC
3: Old Lost Mtn Rd & Arrow Winds Dr/Brand Rd

08/03/2018

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	2	164	4	9	17	204	116	6	286	6
Future Vol, veh/h	2	3	2	164	4	9	17	204	116	6	286	6
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	2	176	4	10	18	219	125	6	308	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	643	703	311	644	644	282	314	0	0	344	0	0
Stage 1	323	323	-	318	318	-	-	-	-	-	-	-
Stage 2	320	380	-	326	326	-	-	-	-	-	-	-
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	386	362	729	386	391	757	1246	-	-	1215	-	-
Stage 1	689	650	-	693	654	-	-	-	-	-	-	-
Stage 2	692	614	-	687	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	371	353	729	375	382	757	1246	-	-	1215	-	-
Mov Cap-2 Maneuver	371	353	-	375	382	-	-	-	-	-	-	-
Stage 1	677	646	-	681	642	-	-	-	-	-	-	-
Stage 2	666	603	-	677	644	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.7		22.3		0.4		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	421	395	1215	-
HCM Lane V/C Ratio	0.015	-	-	0.018	0.482	0.005	-
HCM Control Delay (s)	7.9	0	-	13.7	22.3	8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	2.5	0	-

HCM 6th TWSC
4: Old Lost Mtn Rd & Moon Rd

08/03/2018

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	41	0	41	23	0	22	85	272	39	39	359	62
Future Vol, veh/h	41	0	41	23	0	22	85	272	39	39	359	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	0	43	25	0	24	89	286	42	42	378	65

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	992	1001	411	1001	1012	307	443	0	0	328	0	0
Stage 1	495	495	-	485	485	-	-	-	-	-	-	-
Stage 2	497	506	-	516	527	-	-	-	-	-	-	-
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	225	243	641	222	239	733	1117	-	-	1232	-	-
Stage 1	556	546	-	563	552	-	-	-	-	-	-	-
Stage 2	555	540	-	542	528	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	194	209	641	185	206	733	1117	-	-	1232	-	-
Mov Cap-2 Maneuver	194	209	-	185	206	-	-	-	-	-	-	-
Stage 1	502	521	-	508	498	-	-	-	-	-	-	-
Stage 2	484	487	-	482	504	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.9		19.8		1.8		0.7	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	298	292	1232	-
HCM Lane V/C Ratio	0.08	-	-	0.29	0.168	0.034	-
HCM Control Delay (s)	8.5	0	-	21.9	19.8	8	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.3	-	-	1.2	0.6	0.1	-

HCM 6th TWSC
5: Old Lost Mtn Rd & Meek Rd

08/03/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	13	8	387	10	4	418
Future Vol, veh/h	13	8	387	10	4	418
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	9	416	11	4	449

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	879	422	0	0	427	0
Stage 1	422	-	-	-	-	-
Stage 2	457	-	-	-	-	-
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	318	632	-	-	1132	-
Stage 1	662	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	316	632	-	-	1132	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	390	1132
HCM Lane V/C Ratio	-	-	0.058	0.004
HCM Control Delay (s)	-	-	14.8	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Old Lost Mtn Rd & Macedonia Rd

08/03/2018

Intersection												
Int Delay, s/veh	17.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	13	8	7	97	15	210	12	300	44	136	308	11
Future Vol, veh/h	13	8	7	97	15	210	12	300	44	136	308	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	185	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	8	7	101	16	219	13	313	46	142	321	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1091	996	327	980	978	336	332	0	0	359	0	0
Stage 1	611	611	-	362	362	-	-	-	-	-	-	-
Stage 2	480	385	-	618	616	-	-	-	-	-	-	-
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	192	244	714	229	250	706	1227	-	-	1200	-	-
Stage 1	481	484	-	657	625	-	-	-	-	-	-	-
Stage 2	567	611	-	477	482	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	113	213	714	199	218	706	1227	-	-	1200	-	-
Mov Cap-2 Maneuver	113	213	-	199	218	-	-	-	-	-	-	-
Stage 1	476	427	-	650	618	-	-	-	-	-	-	-
Stage 2	377	604	-	408	425	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	30.2			56.4			0.3			2.5		
HCM LOS	D			F								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1227	-	-	172	377	1200	-
HCM Lane V/C Ratio	0.01	-	-	0.17	0.89	0.118	-
HCM Control Delay (s)	8	-	-	30.2	56.4	8.4	-
HCM Lane LOS	A	-	-	D	F	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	8.9	0.4	-

HCM 6th Signalized Intersection Summary
 1: Old Lost Mtn Rd & Macland Rd/ SR 360

08/03/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1229	51	119	375	6	31	83	188	6	77	6
Future Volume (veh/h)	17	1229	51	119	375	6	31	83	188	6	77	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1307	54	127	399	6	33	88	200	6	82	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	558	1681	750	251	1810	807	354	124	282	178	421	31
Arrive On Green	0.02	0.47	0.47	0.06	0.51	0.51	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1309	508	1155	1091	1722	126
Grp Volume(v), veh/h	18	1307	54	127	399	6	33	0	288	6	0	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1309	0	1663	1091	0	1848
Q Serve(g_s), s	0.4	26.5	1.6	3.1	5.4	0.2	1.8	0.0	13.7	0.4	0.0	3.3
Cycle Q Clear(g_c), s	0.4	26.5	1.6	3.1	5.4	0.2	5.0	0.0	13.7	14.1	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		0.07
Lane Grp Cap(c), veh/h	558	1681	750	251	1810	807	354	0	407	178	0	452
V/C Ratio(X)	0.03	0.78	0.07	0.51	0.22	0.01	0.09	0.00	0.71	0.03	0.00	0.19
Avail Cap(c_a), veh/h	625	3060	1365	255	3064	1367	354	0	407	178	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	19.0	12.4	16.2	11.7	10.4	27.9	0.0	29.8	36.2	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.8	0.0	1.6	0.1	0.0	0.5	0.0	10.0	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.6	0.5	1.2	1.9	0.1	0.6	0.0	6.4	0.1	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	19.8	12.4	17.8	11.8	10.4	28.4	0.0	39.8	36.6	0.0	26.8
LnGrp LOS	B	B	B	B	B	B	C	A	D	D	A	C
Approach Vol, veh/h		1379			532			321				94
Approach Delay, s/veh		19.4			13.2			38.6				27.4
Approach LOS		B			B			D				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	47.3		27.6	8.3	50.4		27.6				
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s	5.1	74.3		21.1	5.0	74.4		21.1				
Max Q Clear Time (g_c+I1), s	5.1	28.5		16.1	2.4	7.4		15.7				
Green Ext Time (p_c), s	0.0	12.4		0.1	0.0	2.6		0.9				

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	79	0	55	34	0	34	7	549	11	11	369	29
Future Vol, veh/h	79	0	55	34	0	34	7	549	11	11	369	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	100	-	150	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	0	65	40	0	40	8	646	13	13	434	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1166	1152	451	1172	1156	646	468	0	0	659	0	0
Stage 1	477	477	-	662	662	-	-	-	-	-	-	-
Stage 2	689	675	-	510	494	-	-	-	-	-	-	-
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	171	198	608	169	197	472	1094	-	-	929	-	-
Stage 1	569	556	-	451	459	-	-	-	-	-	-	-
Stage 2	436	453	-	546	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	154	194	608	149	193	472	1094	-	-	929	-	-
Mov Cap-2 Maneuver	154	194	-	149	193	-	-	-	-	-	-	-
Stage 1	565	548	-	448	456	-	-	-	-	-	-	-
Stage 2	396	450	-	481	538	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	53.1		25.6		0.1		0.2	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	222	149	472	929	-	-
HCM Lane V/C Ratio	0.008	-	-	0.71	0.268	0.085	0.014	-	-
HCM Control Delay (s)	8.3	-	-	53.1	37.8	13.3	8.9	-	-
HCM Lane LOS	A	-	-	F	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	4.7	1	0.3	0	-	-

HCM 6th Signalized Intersection Summary
 1: Old Lost Mtn Rd & Macland Rd/ SR 360

08/03/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↻	↻	↰	↻	↻	↰	↻	↻	↰	↻	↻
Traffic Volume (veh/h)	12	786	46	292	1161	29	35	67	134	4	66	18
Future Volume (veh/h)	12	786	46	292	1161	29	35	67	134	4	66	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	883	52	328	1304	33	39	75	151	4	74	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1537	685	345	1700	758	382	147	296	262	376	102
Arrive On Green	0.02	0.43	0.43	0.06	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1302	554	1116	1155	1418	383
Grp Volume(v), veh/h	13	883	52	328	1304	33	39	0	226	4	0	94
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1302	0	1670	1155	0	1801
Q Serve(g_s), s	0.3	15.2	1.6	5.0	24.5	0.9	1.9	0.0	9.3	0.2	0.0	3.3
Cycle Q Clear(g_c), s	0.3	15.2	1.6	5.0	24.5	0.9	5.2	0.0	9.3	9.6	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.21
Lane Grp Cap(c), veh/h	189	1537	685	345	1700	758	382	0	443	262	0	478
V/C Ratio(X)	0.07	0.57	0.08	0.95	0.77	0.04	0.10	0.00	0.51	0.02	0.00	0.20
Avail Cap(c_a), veh/h	271	3245	1447	345	3245	1447	382	0	443	262	0	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	17.4	13.5	23.5	17.4	11.3	25.1	0.0	25.3	29.4	0.0	23.1
Incr Delay (d2), s/veh	0.2	0.3	0.0	35.4	0.7	0.0	0.5	0.0	4.2	0.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	0.5	7.1	8.6	0.3	0.6	0.0	4.1	0.1	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	17.7	13.5	58.9	18.2	11.3	25.6	0.0	29.5	29.5	0.0	24.0
LnGrp LOS	B	B	B	E	B	B	C	A	C	C	A	C
Approach Vol, veh/h		948			1665			265				98
Approach Delay, s/veh		17.5			26.1			28.9				24.2
Approach LOS		B			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	41.5		28.0	7.8	45.3		28.0				
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s	5.0	74.0		21.5	5.0	74.0		21.5				
Max Q Clear Time (g_c+I1), s	7.0	17.2		11.6	2.3	26.5		11.3				
Green Ext Time (p_c), s	0.0	7.0		0.3	0.0	12.3		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				23.5								
HCM 6th LOS				C								

HCM 6th TWSC
4: Old Lost Mtn Rd & Moon Rd/Site Dwy

08/03/2018

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	41	0	41	23	0	22	85	272	39	39	359	62
Future Vol, veh/h	41	0	41	23	0	22	85	272	39	39	359	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	100	-	100	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	0	44	24	0	23	90	289	41	41	382	66

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	998	1007	415	988	999	289	448	0	0	330	0	0
Stage 1	497	497	-	469	469	-	-	-	-	-	-	-
Stage 2	501	510	-	519	530	-	-	-	-	-	-	-
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	223	241	637	226	243	750	1112	-	-	1229	-	-
Stage 1	555	545	-	575	561	-	-	-	-	-	-	-
Stage 2	552	538	-	540	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	198	214	637	193	216	750	1112	-	-	1229	-	-
Mov Cap-2 Maneuver	198	214	-	193	216	-	-	-	-	-	-	-
Stage 1	510	527	-	528	516	-	-	-	-	-	-	-
Stage 2	491	494	-	486	510	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.7		18.3		1.8		0.7	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1112	-	-	302	193	750	1229	-	-
HCM Lane V/C Ratio	0.081	-	-	0.289	0.127	0.031	0.034	-	-
HCM Control Delay (s)	8.5	-	-	21.7	26.3	10	8	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.2	0.4	0.1	0.1	-	-