

Traffic Impact Study

1949 Lost Mountain Road
Active Adult Senior Community
Cobb County, Georgia

June 26, 2018



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Active Adult Senior Community
Cobb County, Georgia

study prepared for:

Gaskins Surveying
1266 Powder Springs Road
Marietta, Georgia 30064

June 26, 2018



MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

858 Myrtle Street, NE
Atlanta, Georgia 30308
(678) 637-1763

e-mail: acamporatraffic@comcast.net
web: www.acamporatraffic.com

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Introduction

This study assesses the traffic impact of a proposed active adult senior residential community in Cobb County, Georgia. The site is located at 1949 Lost Mountain Road, as shown in the location map in Figure 1. The property will be developed with 87 single-family homes which will be age-marketed toward seniors.

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

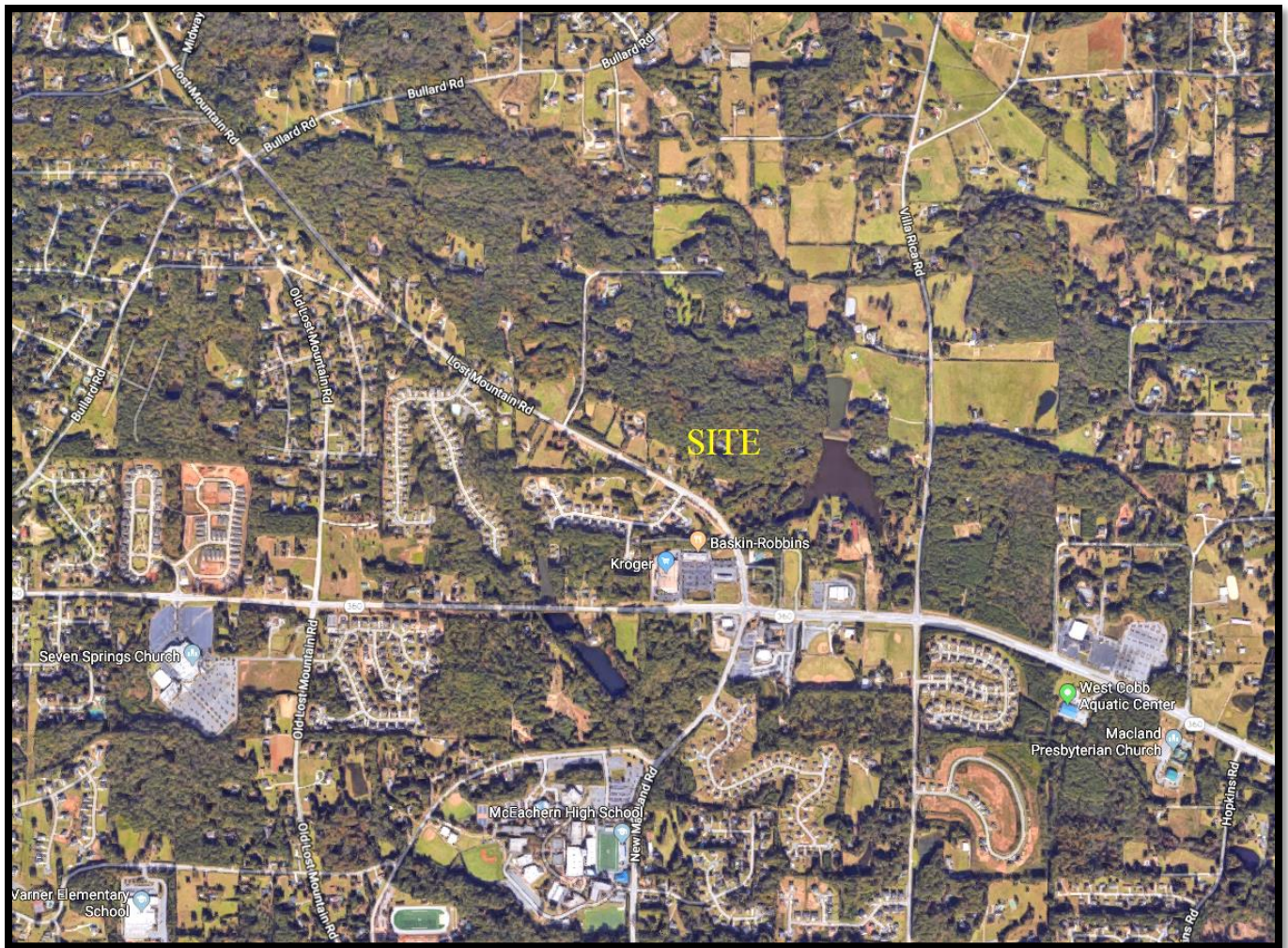


Figure 1 – 1949 Lost Mountain Site Location Map

Existing Traffic Conditions

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

Description of Existing Roadways

Lost Mountain Road is a two lane, north/south urban minor arterial. The terrain along this segment of Lost Mountain Road is gently rolling and the posted speed limit is 45 mph. There are traffic signals at the intersection of Lost Mountain Road at Macland Road, to the south, and Bullard Road, to the north. In 2016 (the latest year for which data was available at the time of this study) the Georgia Department of Transportation (Georgia DOT) recorded an Annual Average Daily Traffic (AADT) volume of 14,400 vehicles per day (vpd) on Lost Mountain Road north of Bullard Road.

Macland Road (Georgia State Route 360) is an east/west urban minor arterial with exclusive left and right turn lanes at major intersections, including at Lost Mountain Road and Villa Rica Road. West of Lost Mountain Road, Macland Road narrows to one through lane per direction; east of Lost Mountain, Macland Road has two through lanes per direction. In this vicinity, the terrain is gently rolling and the posted speed limit is 45 mph. The 2016 AADT on Macland Road east of Hopkins Road was 27,800 vpd.

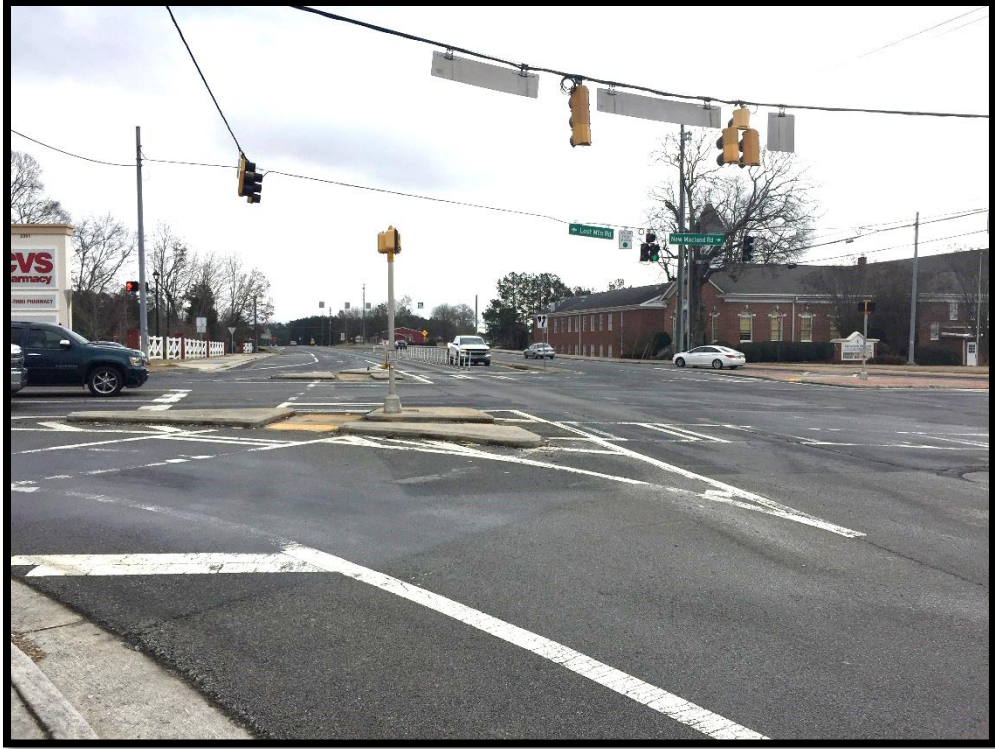
Bullard Road is a two lane southwest/northeast connector roadway running between Macland Road and Villa Rica Road. The terrain along Bullard Road is gently rolling, with a posted speed limit of 35 mph.

Pedestrian, Bicycle, and Transit Accessibility

There is a sidewalk along the southwest side of Lost Mountain Road in the vicinity of Thayer Drive, across from the proposed senior community. There is sidewalk at spot locations on Macland Road near Lost Mountain Road, but there are no other sidewalks in the local vicinity. The intersection of Lost Mountain Road at Macland Road includes pedestrian signals and crosswalks on all approaches, while the signal at Lost Mountain / Bullard only includes pedestrian signals and a crosswalk across the south leg of Lost Mountain Road.

There are no striped designated bicycle lanes on the roadways in this study area. CobbLinc provides public bus service to portions of Cobb County. However, there is no regularly-scheduled mass transit service in the immediate vicinity of the subject site.

Photographs 1 through 3 depict roadway conditions in the vicinity of the site.



Photograph 1 – Macland Road Facing East at Lost Mountain Road



Photograph 2 – Lost Mountain Road Facing North with Site to Right and Thayer Drive to Left



Photograph 3 – Northbound Lost Mountain Road at Bullard Road

Existing Traffic Volumes

Existing full turning movement traffic volume counts were collected at the following intersections in the vicinity of the proposed development:

1. Macland Road (GA 360) / Villa Rica Road / Old Villa Rica Road
2. Macland Road (GA 360) / Lost Mountain Road / New Macland Road
3. Lost Mountain Road / Thayer Drive
4. Lost Mountain Road / Bullard Road

The counts were collected on Wednesday, June 20, 2018 from 7:00 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:30 p.m. Area schools were not in standard session on the day on which the counts were recorded. Therefore, a seasonal adjustment was developed and applied, as described below. From the count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the typical weekday a.m. and p.m. peak hour traffic volumes at that intersection, unadjusted.

The County provided a traffic volume count at the intersection of Macland Road / Villa Rica Road that was collected one month prior to the counts for this study, on Tuesday, May 15, 2018. Area schools were in session on the day of this count. The difference in volumes on eastbound and westbound through Macland Road were moderately different, but most had increased in the June count. Of the through movements on Macland Road, only the morning westbound showed a decrease. Since three of the four morning directional volumes were higher on

through Macland Road, it was decided to not apply any adjustment to the Macland Road through movements at intersections #1 and #2 in this study. The morning saw a more notable decrease in volumes on the side street approaches, as would be expected, since schools have a more significant impact in the morning peak hour, when school trips coincide with the adjacent street peaks (as opposed to the afternoon / evening, when schools' trips tend to peak in late afternoon, while the adjacent street tends to peak in the evening). For the side street approaches, and the turn movements into the side streets from Macland Road, a seasonal adjustment of 40% was applied in the morning peak hour and 20% was applied in the evening. This produces seasonally-adjusted volumes at each study intersection. The adjustments were applied to intersections #2, #3, and #4, while the actual count while school was in session was used at the Macland / Villa Rica intersection. The adjusted existing a.m. and p.m. peak hour turning movement volumes are shown in Figure 2. The intersection raw count data and traffic volume worksheets showing the seasonal adjustments are found in Appendix A.

In addition to the intersection turning movement counts, Georgia Department of Transportation (Georgia DOT) Annual Average Daily Traffic (AADT) volume counts were obtained on nearby roadways for 2016 (the latest year for which volumes are available). Table 2, presented later in this report, shows the historic Georgia DOT counts and the annual growth rates between the counts.

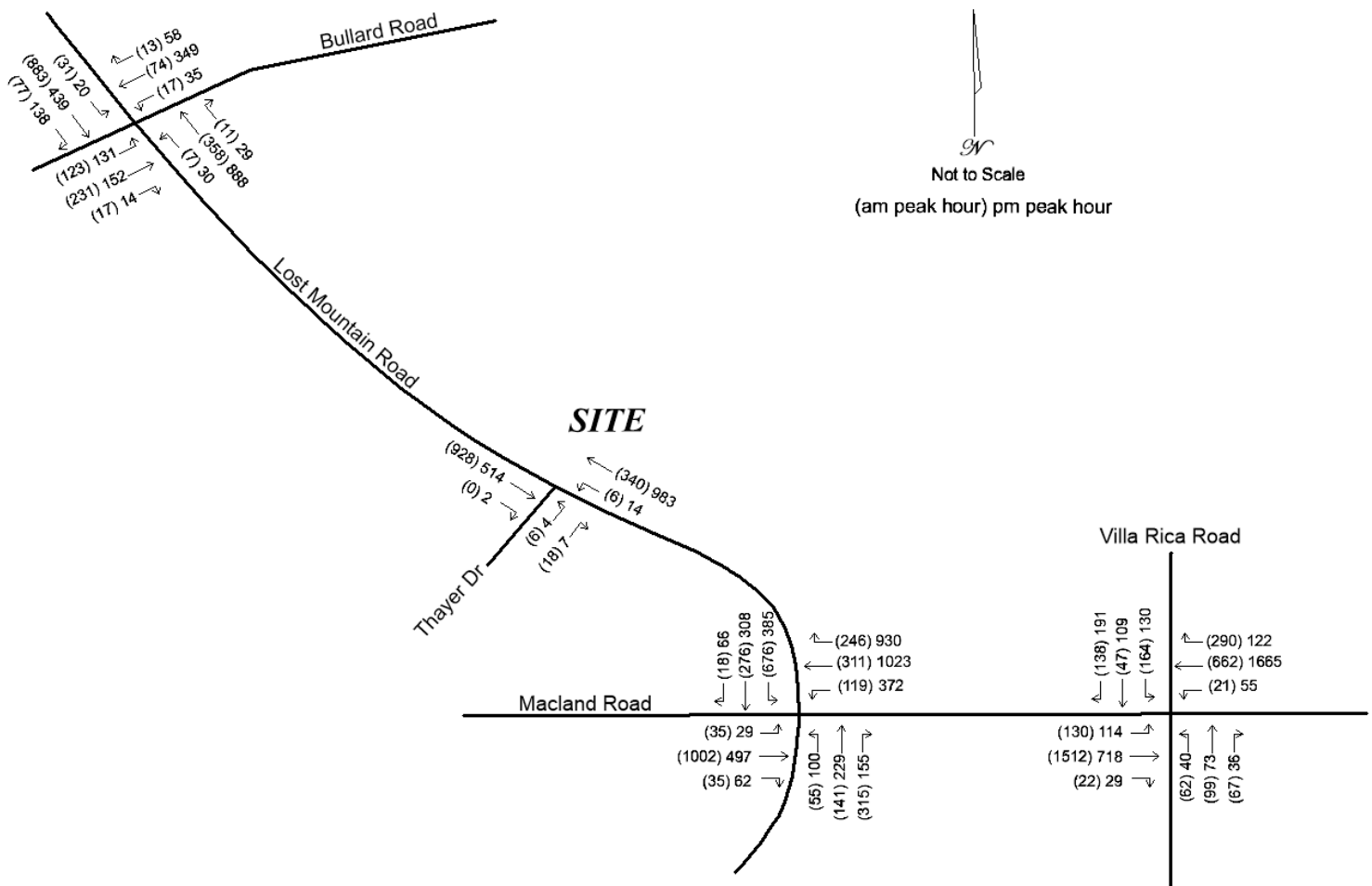


Figure 2 – Existing Seasonally-Adjusted Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

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

Table 1 – Existing Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|--|----------------|---------------|----------------|---------------|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. Macland Rd at Villa Rica Rd / Old Villa Rica Rd | C | 32.9 | D | 48.6 |
| northbound approach | D | 45.0 | E | 56.9 |
| southbound approach | D | 38.7 | F | 92.8 |
| eastbound approach | D | 36.0 | C | 28.2 |
| westbound approach | C | 23.2 | D | 46.0 |
| 2. Macland Rd at Lost Mountain Rd / New Macland Rd | E | 75.5 | E | 75.1 |
| northbound approach | F | 159.2 | E | 76.9 |
| southbound approach | E | 63.9 | E | 73.9 |
| eastbound approach | E | 69.3 | C | 29.4 |
| westbound approach | D | 39.2 | F | 87.6 |
| 3. Lost Mountain Rd / Thayer Dr | A | 0.8 | A | 0.3 |
| northbound left turn | B | 10.3 | A | 8.7 |
| eastbound approach | C | 23.6 | D | 25.0 |
| 4. Lost Mountain Rd / Bullard Rd | C | 25.6 | C | 33.1 |
| northbound approach | A | 9.3 | D | 39.3 |
| southbound approach | C | 28.5 | B | 19.6 |
| eastbound approach | D | 35.6 | D | 42.6 |
| westbound approach | C | 22.3 | C | 32.0 |

The Macland / Villa Rica intersection operates acceptably in the morning, and generally acceptably in the evening, with the exception of the southbound approach, which operates at LOS F in the evening. This is partially attributable to the fact that the signal timing, appropriately, favors the much heavier volumes on Macland Road, thus increasing the time that vehicles must wait for the green on the side street approaches. Reallocating greetime to the side street could eliminate the southbound LOS F, but would increase east/west delays and overall intersection delay. The addition of a southbound right turn lane on Villa Rica Road with accompanying right turn overlap phase would eliminate the side street LOS F, while still allowing the signal timing to favor Macland Road. Therefore, this southbound right turn lane and overlap phase is recommended for consideration by the County.

The Macland / Lost Mountain intersection is incurring notably delays in both morning and evening peaks. Two issues are leading to these problems. First, the westbound approach on Macland Road drops its second through lane between Villa Rica and Lost Mountain, resulting in insufficient westbound through capacity. Second, the westbound right turn and southbound left turn are an extremely heavy turn movement pair. The southbound left turn volume in the a.m. justifies a second exclusive left turn lane and the westbound right turn volume in the p.m. justifies a second exclusive right turn lane. There is a substantial length of hatched-out lane adjacent to the existing westbound right turn lane which could potentially be used as a second right turn lane. However, this would require that a second lane be added on northbound Lost Mountain Road to receive that flow. This hatched out area will likely be used for the right turn lane when the second westbound through lane is added to Macland Road in the future (see no-build section for discussion of planned improvements). In the interim, before any widening is implemented, a westbound protected right turn overlap phase, which would provide a protected green right turn arrow concurrently with the protected southbound left turn phase, is recommended. This will improve the efficiency and capacity for that westbound right turn movement. The County should also consider adding a second southbound left turn lane on Lost Mountain.

The side street stop controlled intersection of Lost Mountain at Thayer operates acceptably. The side street approach delays are not unusual for a stop sign controlled approach at a busy thoroughfare such as Lost Mountain. The side street volumes exiting Thayer are extremely low. No mitigation is identified for this location in the existing condition.

The Lost Mountain / Bullard intersection operates generally acceptably. No mitigation is identified for this intersection in the existing condition.

No-Build Traffic Conditions

A future “no-build” condition was developed to identify future traffic operations with other growth and development in the area, but not including the proposed active adult community. This allows the traffic impact of the proposed development to be isolated from the future conditions that will exist whether or not the project is developed.

No-Build Traffic Volumes

The no-build traffic volumes are comprised of the existing counted traffic volumes, adjusted for school, then increased by a background growth factor. The background growth factor was developed based on historic traffic volume counts in the area. Georgia DOT Annual Average Daily Traffic (AADT) volume counts are presented in Table 2.

Table 2 – Georgia DOT Historic AADT Volumes and Growth Rates

| Year | Lost Mtn N of Bullard | Annual Growth | Lost Mtn S of GA 360 | Annual Growth | 360 E of Hopkins | Annual Growth |
|------------|-----------------------------|------------------|----------------------------|------------------|------------------------|------------------|
| Station ID | 670583 | | 670581 | | 670667 | |
| 2012 | 11,780 | -0.6% | 10,340 | -0.6% | 24,230 | -0.6% |
| 2013 | 11,840 | 0.5% | 9,140 | -11.6% | 24,430 | 0.8% |
| 2014 | 11,800 | -0.3% | 9,140 | 0.0% | 24,400 | -0.1% |
| 2015 | 12,700 | 7.6% | 9,830 | 7.5% | 26,900 | 10.2% |
| 2016 | 14,400 | 13.4% | 10,100 | 2.7% | 27,800 | 3.3% |
| Average | | 5.9% | | 0.5% | | 6.9% |

Based on the historic growth trends, a 5% annual growth factor was agreed to with Cobb County DOT. This growth rate includes general background growth and another residential development that is anticipated in the vicinity. The growth was applied for the anticipated four year project build-out, for a total growth rate of 21.6%

Planned and Programmed Transportation Improvements

One planned transportation infrastructure improvement project was identified in the vicinity. This is the widening of Macland Road from Lost Mountain Road west to GA 120 from two to four through lanes. The widening will also include sidewalks and a raised median. A new signal is anticipated at the intersection of Macland Road and Bullard Road. This project is identified as a long-term project and is not anticipated to be completed within the build-out period of the proposed development. Therefore, this project was not included in the no-build or build modeling. The project information sheet is included in Appendix F.

No-Build Intersection Operations

The study intersections were re-evaluated for the no-build condition, using the adjusted counted volumes, increased by the growth factor. The lanes and control at each study intersection were kept the same as existing. The results of the analysis are shown in Table 3. Computer printouts containing detailed results of the analysis are located in Appendix D. Levels of service and delays are provided for the overall intersection and for each approach or controlled movement. Intersections or approaches that “fail” (operate at LOS F) are shown in bold type.

Table 3 – No-Build Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|--|----------------|---------------|----------------|---------------|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. Macland Rd at Villa Rica Rd / Old Villa Rica Rd | D | 47.7 | F | 93.1 |
| northbound approach | E | 65.2 | E | 60.5 |
| southbound approach | E | 56.6 | F | 147.4 |
| eastbound approach | E | 56.6 | D | 37.7 |
| westbound approach | C | 26.1 | F | 106.8 |
| 2. Macland Rd at Lost Mountain Rd / New Macland Rd | F | 128.3 | F | 139.3 |
| northbound approach | F | 174.4 | F | 93.8 |
| southbound approach | F | 134.0 | F | 141.0 |
| eastbound approach | F | 141.5 | D | 36.5 |
| westbound approach | E | 62.0 | F | 176.5 |
| 3. Lost Mountain Rd / Thayer Dr | A | 1.1 | A | 0.4 |
| northbound left turn | B | 11.3 | A | 9.1 |
| eastbound approach | D | 34.2 | D | 34.0 |
| 4. Lost Mountain Rd / Bullard Rd | E | 66.1 | F | 87.2 |
| northbound approach | B | 15.8 | F | 124.0 |
| southbound approach | F | 86.0 | C | 31.9 |
| eastbound approach | E | 76.9 | F | 155.6 |
| westbound approach | C | 33.5 | D | 40.5 |

The strong growth projected for this area in the next four years will result in deterioration in operations at all intersections.

At the Macland / Villa Rica intersection, there will continue to be a benefit to adding the southbound right turn lane and overlap phase identified in the existing analysis. This right turn lane, coupled with the southbound right turn overlap phase, would allow all approaches to operate better than LOS F in the no-build condition.

The no-build analysis continues to indicate that the future intersection of Macland at Lost Mountain should include the planned second westbound through lane, a second southbound left turn lane, and a second westbound right turn lane with right turn overlap phase. The mitigation identified will allow most movements to

operate acceptably. However, this intersection will still fail on certain approaches, depending on time of day. Ultimately, additional capacity will be needed at this intersection, most likely in the form of third through lanes on Macland Road or second through lanes on Lost Mountain Road. The second through lanes on northbound/southbound Lost Mountain are consistent with other mitigation identified in this report.

The side street approach exiting Thayer will continue to incur modest delays. Again, this is not unusual on side street stop sign controlled approaches.

The Lost Mountain / Bullard intersection will see a pronounced deterioration in levels of service with the increases in background growth. The addition of an eastbound exclusive left turn lane with a protected/permissive phasing on Bullard and a southbound exclusive right turn lane on Lost Mountain will eliminate the no-build a.m. LOS Fs. But, p.m. Fs will remain and the southbound through volume of 1,074 in the a.m. peak hour and the northbound through volume of 1,079 in the p.m. peak hour, indicates that Lost Mountain should be considered for widening by the County to two through lanes per direction. This widening is compatible and consistent with the previously identified need for a second northbound lane on Lost Mountain to receive a second westbound right turn lane from Macland.

Project Traffic Characteristics

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

Project Description

The proposed development will consist of 87 active-adult single family homes. This will be a senior age-marketed community. Vehicular access will be provided at one access point on the east side of Lost Mountain Road, which will align with Thayer Drive. The site plan is presented in Figure 3.

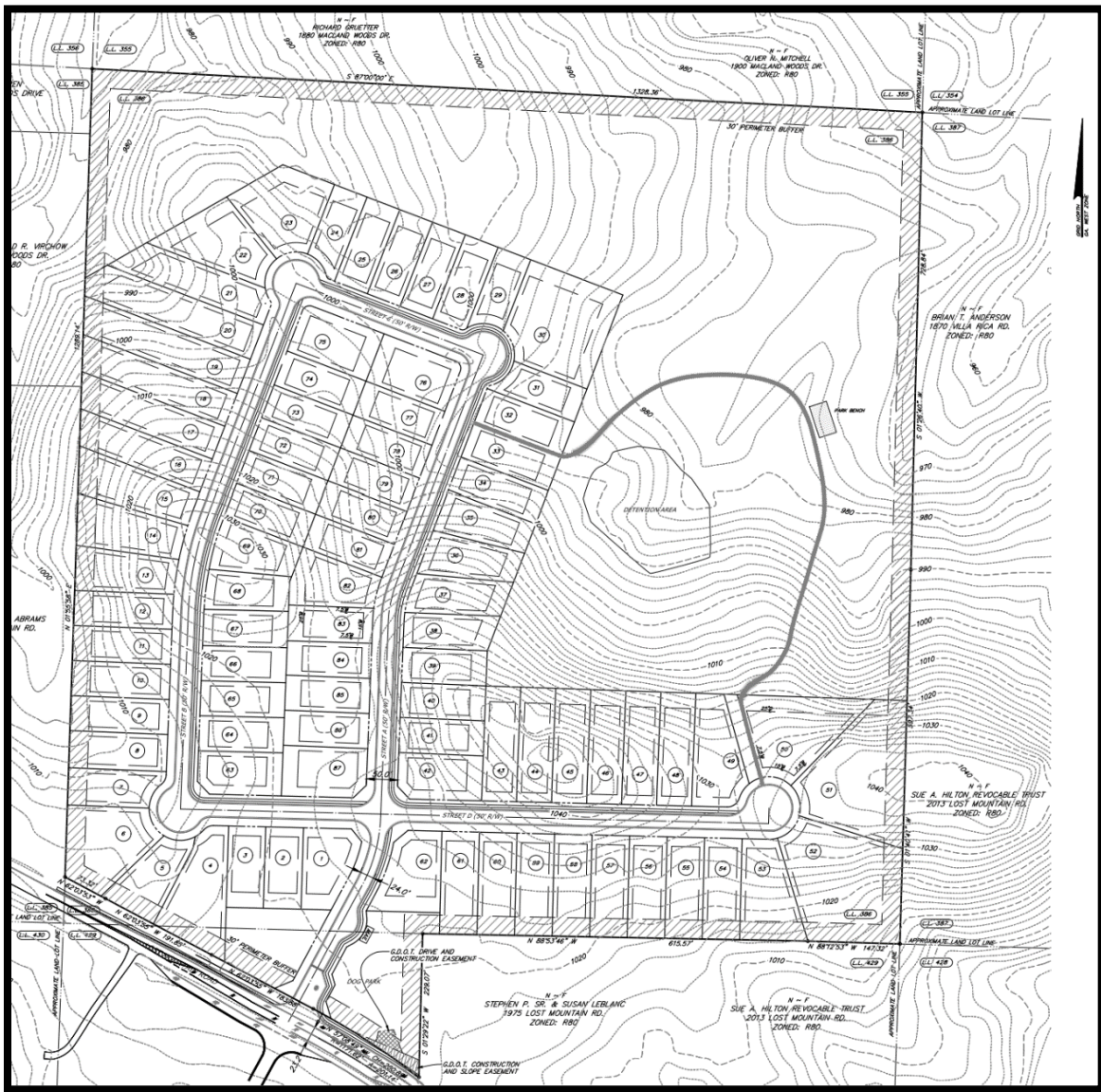


Figure 3 – Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the proposed active adult community was calculated using the equations in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. ITE Land Use 251 – Senior Adult Housing – Detached was selected as representative of the project. The trip generation for the proposed development is shown in Table 4.

Table 4 – Trip Generation

| Land Use | ITE Code | Size | A.M. Peak Hour | | | P.M. Peak Hour | | | 24-Hour |
|---------------------------------|----------|----------|----------------|-----|-------|----------------|-----|-------|---------|
| | | | In | Out | Total | In | Out | Total | 2-Way |
| Senior Adult Housing - Detached | 210 | 87 homes | 12 | 25 | 37 | 26 | 17 | 43 | 498 |

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages were developed for the active adult community based on the locations and proximity of area trip attractors such as recreation, retail and restaurants, and urban centers. The site trips, shown in Table 4, were assigned to the roadway network based on these trip distribution percentages. The project trip distribution percentages, and the a.m. and p.m. peak hour trips expected to be generated solely by the project, are shown in Figure 4.

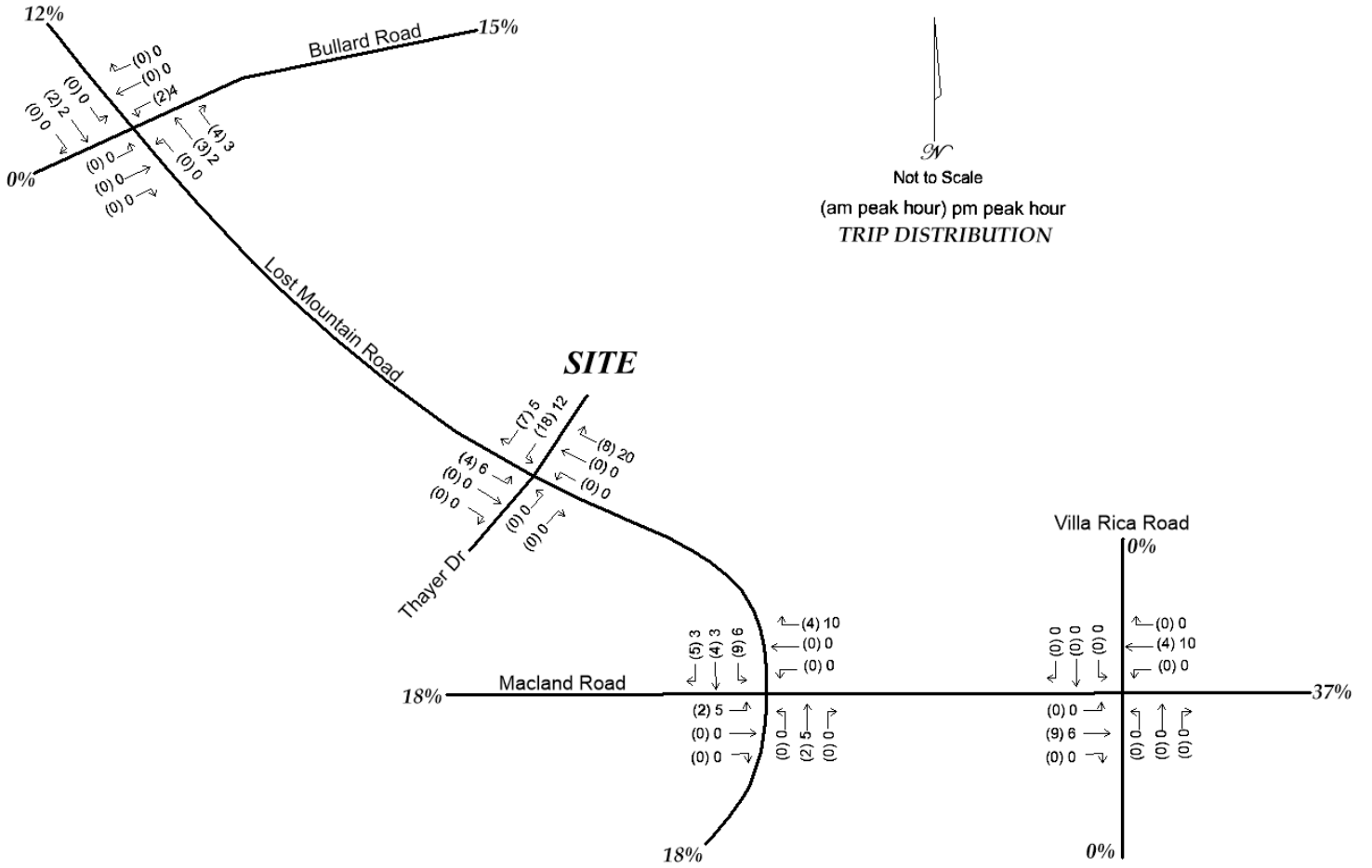


Figure 4 – Project Trip Distribution Percentages and Weekday A.M. and P.M. Peak Hour Site Trips

Future Traffic Conditions

The future traffic conditions provide a measure of the operations that are expected in the future after the full build-out of the active adult community. The future volumes consist of the no-build volumes plus the site-generated trips that will be produced by the 1949 Lost Mountain project. These future volumes are shown in Figure 5.

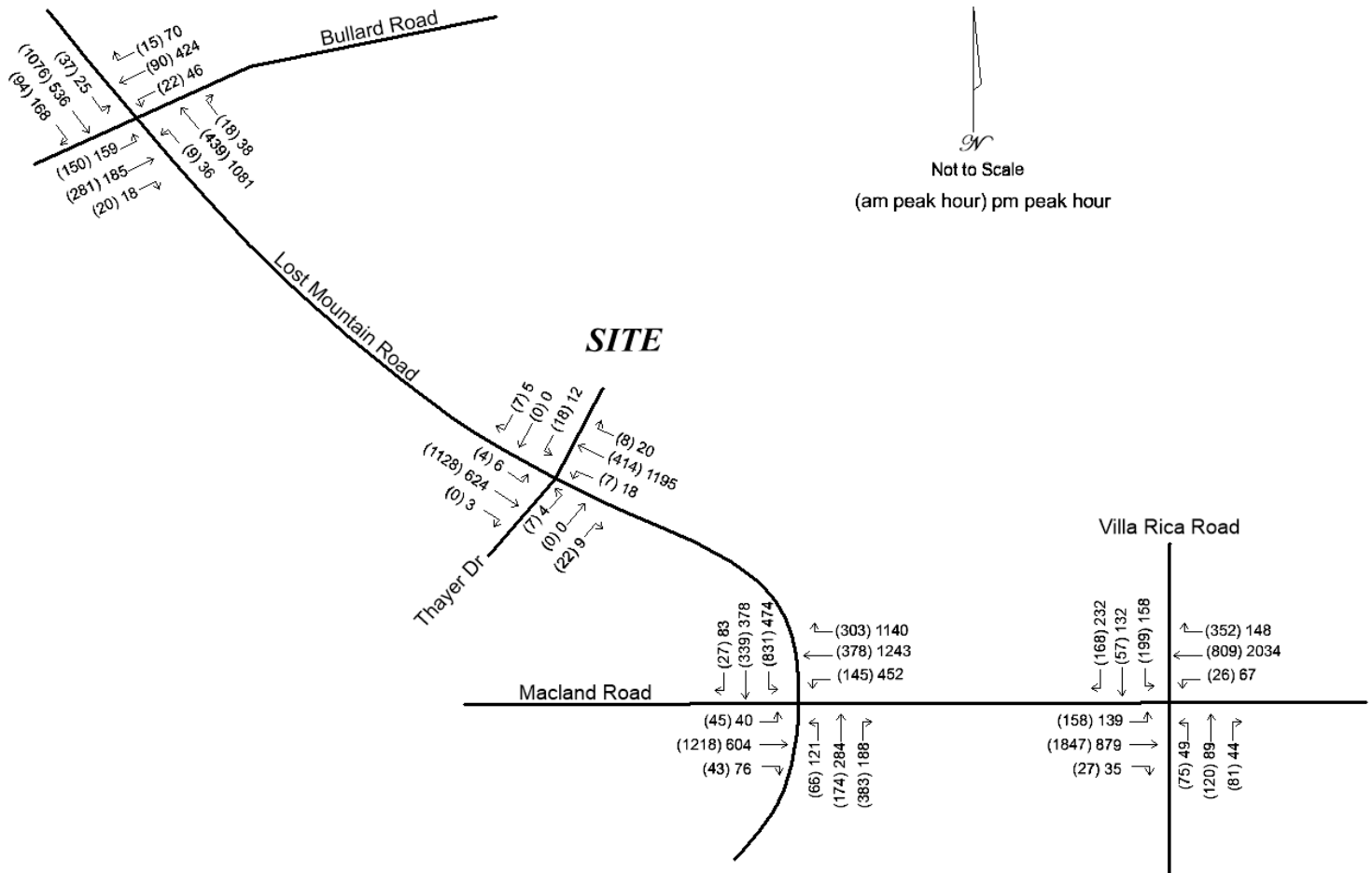


Figure 5 – Future Weekday A.M and P.M. Peak Hour Traffic Volume Projections

The future analysis assumes that a northbound exclusive right turn lane and southbound exclusive left turn lane will be added on Lost Mountain Road at the proposed development access, and these lanes are recommended by this study due to the high through volumes on Lost Mountain Road. These lanes should be constructed to satisfy Cobb County standards.

Future Intersection Operations

An operational analysis was performed for the anticipated future build-out at each study intersection. Table 5 presents the results of this analysis. Computer printouts containing detailed results of the analysis are located in Appendix E. Levels of service and delays are provided for the overall intersection and for each approach or controlled movement. Intersections or approaches that “fail” (operate at LOS F) are shown in bold type.

Table 5 – Future Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|--|----------------|---------------|----------------|---------------|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. Macland Rd at Villa Rica Rd / Old Villa Rica Rd | D | 48.0 | F | 94.3 |
| northbound approach | E | 66.2 | E | 60.5 |
| southbound approach | E | 57.5 | F | 147.4 |
| eastbound approach | E | 57.0 | D | 37.6 |
| westbound approach | C | 25.9 | F | 109.0 |
| 2. Macland Rd at Lost Mountain Rd / New Macland Rd | F | 128.4 | F | 144.8 |
| northbound approach | F | 159.9 | F | 90.2 |
| southbound approach | F | 142.0 | F | 144.0 |
| eastbound approach | F | 141.3 | D | 37.4 |
| westbound approach | E | 62.1 | F | 186.3 |
| 3. Lost Mountain Rd / Thayer Dr | A | 2.7 | A | 2.1 |
| northbound left turn | B | 11.3 | A | 9.1 |
| southbound left turn (entering site) | A | 8.2 | B | 12.2 |
| eastbound approach | E | 42.2 | F | 52.2 |
| westbound approach (exiting site) | F | 76.3 | F | 138.9 |
| 4. Lost Mountain Rd / Bullard Rd | E | 66.4 | F | 88.9 |
| northbound approach | B | 16.0 | F | 126.4 |
| southbound approach | F | 86.7 | C | 32.0 |
| eastbound approach | E | 77.2 | F | 160.0 |
| westbound approach | C | 33.6 | D | 41.5 |

The addition of the proposed active adult community will introduce small increases in delays, but, the volumes from the proposed development are relatively small and the development impact will be minimal. The mitigation identified previously, in the existing and no-build conditions are still applicable in the build condition.

At the site access, the exiting (westbound) approach from the site, as well as the Thayer Drive approach, will operate at LOS F. As noted previously, this is not unusual on a side street stop sign controlled approach at a busy thoroughfare such as Lost Mountain. In order to eliminate the side street LOS Fs, signalization would be required. However, due to the very low side street volumes, and the delays that a signal would add to the Lost Mountain approaches, this location is considered a weak candidate for signalization. The signal timing would likely favor Lost Mountain so heavily that the side street approaches might incur comparable delays as with stop sign control.

Findings and Recommendations

The following is a summary of the findings and recommendations of this traffic impact study:

1. The existing analysis indicates generally acceptable operations at the four studied intersections. Improvements identified for the existing include:
 - a. Add an exclusive right turn lane with overlap phase on southbound Villa Rica Road at Macland Road.
 - b. The need for a second westbound through lane on Macland Road at Lost Mountain Road was identified, and a long-term programmed road widening project to add this lane was also identified.
 - c. Also at the Macland / Lost Mountain intersection, a westbound second right turn lane with overlap phase and a southbound second left turn lane are also recommended. However, the second right turn lane would also require widening on Lost Mountain to provide a lane to receive this second lane.
2. The no-build analysis anticipates strong growth and reveals increases in delays. Improvements identified for the no-build include:
 - a. Add an eastbound left turn lane with protected/permissive phasing on Bullard Road at Lost Mountain Road and add a southbound right turn lane on Lost Mountain Road at Bullard Road.
 - b. A second through lane in each direction, northbound and southbound, will eventually be needed on Lost Mountain Road at Bullard Road. This widening is consistent with the second northbound lane that would be needed north of Macland Road to receive the second westbound right turn lane identified in the existing.
3. The proposed 87 home active adult community will generate a moderate volume of traffic, with 37 new trips in the a.m. peak hour, 43 new trips in the p.m. peak hour, and 498 new daily trips. The impact of the project on adjacent intersections will be small.
4. The project access will align with Thayer Drive. The site plan for the development includes a northbound right turn lane and a southbound left turn lane on Lost Mountain Road at the project access and these lanes are recommended by this study due to the heavy through volumes on Lost Mountain Road.
5. The westbound approach exiting the site (as well as the Thayer Drive approach) will operate at LOS F during peak times. This is not unusual for side street stop controlled approaches at a busy thoroughfare such as Lost Mountain Road. The LOS F could potentially be mitigated by signaling the intersection. However, signalization would introduce new delays to Lost Mountain. A signal warrant analysis based on

the MUTCD would determine if signalization is appropriate. However, this intersection is expected to be a weak candidate for signalization.

6. The site access should include one entering and one exiting lane, with the exiting (westbound) approach controlled by stop sign and accompanying stop bar.

Appendix A

Traffic Count Data and Volume Worksheets

1949 Lost Mountain Road Active Adult Community Traffic Impact Study
Cobb County, Georgia

June 2018

Intersection: 1. Macland Road (Georgia State Route 360) at Villa Rica Road / Old Villa Rica Road

| Weekday A.M. Peak Hour | Northbound Old Villa Rica Road | | | | Southbound Villa Rica Road | | | | Eastbound Macland Road | | | | Westbound Macland Road | | | |
|---|--------------------------------|------------|-----------|------------|----------------------------|-----------|------------|------------|------------------------|-------------|-----------|-------------|------------------------|------------|------------|-------------|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Tuesday, May 15, 2018) school | 62 | 99 | 67 | 228 | 164 | 47 | 138 | 349 | 130 | 1512 | 22 | 1664 | 21 | 662 | 290 | 973 |
| Counted Volumes (Wednesday, June 20, 2018) no school | 18 | 56 | 59 | 133 | 57 | 23 | 63 | 143 | 96 | 1681 | 10 | 1787 | 14 | 431 | 54 | 499 |
| Percent Difference | -71% | -43% | -12% | -42% | -65% | -51% | -54% | -59% | -26% | 11% | -55% | 7% | -33% | -35% | -81% | -49% |
| Total Annual Background Growth to No-Build (2022) | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | |
| 2022 No-Build Volumes | 75 | 120 | 81 | 277 | 199 | 57 | 168 | 424 | 158 | 1838 | 27 | 2023 | 26 | 805 | 352 | 1183 |
| 1949 Lost Mountain Community Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 4 | 0 | 4 |
| 2022 Build Volumes | 75 | 120 | 81 | 277 | 199 | 57 | 168 | 424 | 158 | 1847 | 27 | 2032 | 26 | 809 | 352 | 1187 |

| Weekday P.M. Peak Hour | Northbound Old Villa Rica Road | | | | Southbound Villa Rica Road | | | | Eastbound Macland Road | | | | Westbound Macland Road | | | |
|---|--------------------------------|-----------|-----------|------------|----------------------------|------------|------------|------------|------------------------|------------|-----------|-------------|------------------------|-------------|------------|-------------|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Tuesday, May 15, 2018) school | 40 | 73 | 36 | 149 | 130 | 109 | 191 | 430 | 114 | 718 | 29 | 861 | 55 | 1665 | 122 | 1842 |
| Counted Volumes (Wednesday, June 20, 2018) no school | 32 | 72 | 22 | 126 | 69 | 108 | 229 | 406 | 95 | 721 | 33 | 849 | 45 | 1749 | 88 | 1882 |
| Percent Difference | -20% | -1% | -39% | -15% | -47% | -1% | 20% | -6% | -17% | 0% | 14% | -1% | -18% | 5% | -28% | 2% |
| Total Annual Background Growth to No-Build (2022) | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | |
| 2022 No-Build Volumes | 49 | 89 | 44 | 181 | 158 | 132 | 232 | 523 | 139 | 873 | 35 | 1047 | 67 | 2024 | 148 | 2239 |
| 1949 Lost Mountain Community Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 10 | 0 | 10 |
| 2022 Build Volumes | 49 | 89 | 44 | 181 | 158 | 132 | 232 | 523 | 139 | 879 | 35 | 1053 | 67 | 2034 | 148 | 2249 |

MARC R. ACAMPORA, PE, LLC

1949 Lost Mountain Road Active Adult Community Traffic Impact Study
Cobb County, Georgia

June 2018

Intersection: 2. Macland Road (Georgia State Route 360) at Lost Mountain Road / New Macland Road

| Weekday A.M. Peak Hour | Northbound New Macland Road | | | | Southbound Lost Mountain Road | | | | Eastbound Macland Road | | | | Westbound Macland Road | | | |
|--|-----------------------------|------------|------------|------------|-------------------------------|------------|-----------|-------------|------------------------|-------------|-----------|-------------|------------------------|------------|------------|------------|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Wednesday, June 20, 2018) no school | 39 | 101 | 225 | 365 | 483 | 197 | 13 | 693 | 25 | 1002 | 25 | 1052 | 85 | 311 | 176 | 572 |
| Seasonal Adjustment for School Not In Session | 1.4 | 1.4 | 1.4 | | 1.4 | 1.4 | 1.4 | | 1.4 | 1.0 | 1.4 | | 1.4 | 1.0 | 1.4 | |
| Adjusted Existing Volumes | 55 | 141 | 315 | 511 | 676 | 276 | 18 | 970 | 35 | 1002 | 35 | 1072 | 119 | 311 | 246 | 676 |
| Total Annual Background Growth to No-Build (2022) | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | |
| 2022 No-Build Volumes | 66 | 172 | 383 | 621 | 822 | 335 | 22 | 1179 | 43 | 1218 | 43 | 1303 | 145 | 378 | 299 | 822 |
| 1949 Lost Mountain Community Trips | 0 | 2 | 0 | 2 | 9 | 4 | 5 | 18 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 4 |
| 2022 Build Volumes | 66 | 174 | 383 | 623 | 831 | 339 | 27 | 1197 | 45 | 1218 | 43 | 1305 | 145 | 378 | 303 | 826 |

| Weekday P.M. Peak Hour | Northbound New Macland Road | | | | Southbound Lost Mountain Road | | | | Eastbound Macland Road | | | | Westbound Macland Road | | | |
|--|-----------------------------|------------|------------|------------|-------------------------------|------------|-----------|------------|------------------------|------------|-----------|------------|------------------------|-------------|-------------|-------------|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Wednesday, June 20, 2018) no school | 83 | 191 | 129 | 403 | 321 | 257 | 55 | 633 | 24 | 497 | 52 | 573 | 310 | 1023 | 775 | 2108 |
| Seasonal Adjustment for School Not In Session | 1.2 | 1.2 | 1.2 | | 1.2 | 1.2 | 1.2 | | 1.2 | 1.0 | 1.2 | | 1.2 | 1.0 | 1.2 | |
| Adjusted Existing Volumes | 100 | 229 | 155 | 484 | 385 | 308 | 66 | 760 | 29 | 497 | 62 | 588 | 372 | 1023 | 930 | 2325 |
| Total Annual Background Growth to No-Build (2022) | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | |
| 2022 No-Build Volumes | 121 | 279 | 188 | 588 | 468 | 375 | 80 | 923 | 35 | 604 | 76 | 715 | 452 | 1243 | 1130 | 2826 |
| 1949 Lost Mountain Community Trips | 0 | 5 | 0 | 5 | 6 | 3 | 3 | 12 | 5 | 0 | 0 | 5 | 0 | 0 | 10 | 10 |
| 2022 Build Volumes | 121 | 284 | 188 | 593 | 474 | 378 | 83 | 935 | 40 | 604 | 76 | 720 | 452 | 1243 | 1140 | 2836 |

MARC R. ACAMPORA, PE, LLC

1949 Lost Mountain Road Active Adult Community Traffic Impact Study
Cobb County, Georgia

June 2018

Intersection: 3. Lost Mountain Road / Thayer Drive / Site Access

| Weekday A.M. Peak Hour | Northbound Lost Mountain Road | | | | Southbound Lost Mountain Road | | | | Eastbound Thayer Drive | | | | Westbound Site Access | | | |
|--|-------------------------------|------------|----------|------------|-------------------------------|-------------|----------|-------------|------------------------|----------|-----------|-----------|-----------------------|----------|----------|-----------|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Wednesday, June 20, 2018) no school | 4 | 243 | | 247 | | 663 | 0 | 663 | 4 | | 13 | 17 | | | | |
| Seasonal Adjustment for School Not In Session | 1.4 | 1.4 | | | | 1.4 | 1.4 | | 1.4 | | 1.4 | | | | | |
| Adjusted Existing Volumes | 6 | 340 | | 346 | | 928 | 0 | 928 | 6 | | 18 | 24 | | | | |
| Total Annual Background Growth to No-Build (2022) | 21.6% | 21.6% | | | | 21.6% | 21.6% | | 21.6% | | 21.6% | | | | | |
| 2022 No-Build Volumes | 7 | 414 | | 420 | | 1128 | 0 | 1128 | 7 | | 22 | 29 | | | | |
| 1949 Lost Mountain Community Trips | 0 | 0 | 8 | 8 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 18 | 0 | 7 | 25 |
| 2022 Build Volumes | 7 | 414 | 8 | 428 | 4 | 1128 | 0 | 1132 | 7 | 0 | 22 | 29 | 18 | 0 | 7 | 25 |

| Weekday P.M. Peak Hour | Northbound Lost Mountain Road | | | | Southbound Lost Mountain Road | | | | Eastbound Thayer Drive | | | | Westbound Site Access | | | |
|--|-------------------------------|-------------|-----------|-------------|-------------------------------|------------|----------|------------|------------------------|----------|----------|-----------|-----------------------|----------|----------|-----------|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Wednesday, June 20, 2018) no school | 12 | 819 | | 831 | | 428 | 2 | 430 | 3 | | 6 | 9 | | | | |
| Seasonal Adjustment for School Not In Session | 1.2 | 1.2 | | | | 1.2 | 1.2 | | 1.2 | | 1.2 | | | | | |
| Adjusted Existing Volumes | 14 | 983 | | 997 | | 514 | 2 | 516 | 4 | | 7 | 11 | | | | |
| Total Annual Background Growth to No-Build (2022) | 21.6% | 21.6% | | | | 21.6% | 21.6% | | 21.6% | | 21.6% | | | | | |
| 2022 No-Build Volumes | 18 | 1195 | | 1212 | | 624 | 3 | 627 | 4 | | 9 | 13 | | | | |
| 1949 Lost Mountain Community Trips | 0 | 0 | 20 | 20 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 17 |
| 2022 Build Volumes | 18 | 1195 | 20 | 1232 | 6 | 624 | 3 | 633 | 4 | 0 | 9 | 13 | 12 | 0 | 5 | 17 |

MARC R. ACAMPORA, PE, LLC

1949 Lost Mountain Road Active Adult Community Traffic Impact Study
Cobb County, Georgia

June 2018

Intersection: 4. Lost Mountain Road / Bullard Road

| Weekday A.M. Peak Hour | Northbound Lost Mountain Road | | | | Southbound Lost Mountain Road | | | | Eastbound Bullard Road | | | | Westbound Bullard Road | | | |
|--|-------------------------------|------------|-----------|------------|-------------------------------|-------------|-----------|-------------|------------------------|------------|-----------|------------|------------------------|-----------|-----------|------------|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Wednesday, June 20, 2018) no school | 5 | 256 | 8 | 269 | 22 | 631 | 55 | 708 | 88 | 165 | 12 | 265 | 12 | 53 | 9 | 74 |
| Seasonal Adjustment for School Not In Session | 1.4 | 1.4 | 1.4 | | 1.4 | 1.4 | 1.4 | | 1.4 | 1.4 | 1.4 | | 1.4 | 1.4 | 1.4 | |
| Adjusted Existing Volumes | 7 | 358 | 11 | 377 | 31 | 883 | 77 | 991 | 123 | 231 | 17 | 371 | 17 | 74 | 13 | 104 |
| Total Annual Background Growth to No-Build (2022) | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | |
| 2022 No-Build Volumes | 9 | 436 | 14 | 458 | 37 | 1074 | 94 | 1205 | 150 | 281 | 20 | 451 | 20 | 90 | 15 | 126 |
| 1949 Lost Mountain Community Trips | 0 | 3 | 4 | 7 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 2022 Build Volumes | 9 | 439 | 18 | 465 | 37 | 1076 | 94 | 1207 | 150 | 281 | 20 | 451 | 22 | 90 | 15 | 128 |

| Weekday P.M. Peak Hour | Northbound Lost Mountain Road | | | | Southbound Lost Mountain Road | | | | Eastbound Bullard Road | | | | Westbound Bullard Road | | | |
|--|-------------------------------|-------------|-----------|-------------|-------------------------------|------------|------------|------------|------------------------|------------|-----------|------------|------------------------|------------|-----------|------------|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Wednesday, June 20, 2018) no school | 25 | 740 | 24 | 789 | 17 | 366 | 115 | 498 | 109 | 127 | 12 | 248 | 29 | 291 | 48 | 368 |
| Seasonal Adjustment for School Not In Session | 1.2 | 1.2 | 1.2 | | 1.2 | 1.2 | 1.2 | | 1.2 | 1.2 | 1.2 | | 1.2 | 1.2 | 1.2 | |
| Adjusted Existing Volumes | 30 | 888 | 29 | 947 | 20 | 439 | 138 | 598 | 131 | 152 | 14 | 298 | 35 | 349 | 58 | 442 |
| Total Annual Background Growth to No-Build (2022) | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | | 21.6% | 21.6% | 21.6% | |
| 2022 No-Build Volumes | 36 | 1079 | 35 | 1151 | 25 | 534 | 168 | 726 | 159 | 185 | 18 | 362 | 42 | 424 | 70 | 537 |
| 1949 Lost Mountain Community Trips | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 2022 Build Volumes | 36 | 1081 | 38 | 1156 | 25 | 536 | 168 | 728 | 159 | 185 | 18 | 362 | 46 | 424 | 70 | 541 |

MARC R. ACAMPORA, PE, LLC

Reliable Traffic Data Services, LLC

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

TMC Data
 Macland Rd (SR360) @ Villa Rica Rd

File Name : 42230001
 Site Code : 42230001
 Start Date : 6/20/2018
 Page No : 1

7-9am | 4-6pm

Groups Printed- Cars, Trucks, Buses

| Start Time | Old Villa Rica Rd Northbound | | | | | Villa Rica 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 | 7 | 11 | 19 | 0 | 37 | 26 | 4 | 9 | 0 | 39 | 20 | 431 | 3 | 0 | 454 | 1 | 61 | 8 | 0 | 70 | 600 |
| 07:15 AM | 4 | 21 | 14 | 0 | 39 | 8 | 5 | 15 | 0 | 28 | 26 | 489 | 1 | 0 | 516 | 3 | 121 | 15 | 0 | 139 | 722 |
| 07:30 AM | 5 | 11 | 16 | 0 | 32 | 16 | 5 | 17 | 0 | 38 | 33 | 399 | 2 | 0 | 434 | 3 | 129 | 18 | 0 | 150 | 654 |
| 07:45 AM | 2 | 13 | 10 | 0 | 25 | 7 | 9 | 22 | 0 | 38 | 17 | 362 | 4 | 0 | 383 | 7 | 120 | 13 | 0 | 140 | 586 |
| Total | 18 | 56 | 59 | 0 | 133 | 57 | 23 | 63 | 0 | 143 | 96 | 1681 | 10 | 0 | 1787 | 14 | 431 | 54 | 0 | 499 | 2562 |
| 08:00 AM | 7 | 13 | 16 | 0 | 36 | 22 | 11 | 11 | 0 | 44 | 25 | 354 | 1 | 0 | 380 | 3 | 129 | 8 | 0 | 140 | 600 |
| 08:15 AM | 6 | 14 | 11 | 0 | 31 | 24 | 7 | 21 | 0 | 52 | 15 | 345 | 1 | 0 | 361 | 4 | 149 | 9 | 0 | 162 | 606 |
| 08:30 AM | 7 | 8 | 9 | 0 | 24 | 15 | 4 | 32 | 0 | 51 | 19 | 347 | 1 | 0 | 367 | 2 | 138 | 10 | 0 | 150 | 592 |
| 08:45 AM | 12 | 12 | 17 | 0 | 41 | 21 | 6 | 30 | 0 | 57 | 19 | 318 | 2 | 0 | 339 | 6 | 140 | 13 | 0 | 159 | 596 |
| Total | 32 | 47 | 53 | 0 | 132 | 82 | 28 | 94 | 0 | 204 | 78 | 1364 | 5 | 0 | 1447 | 15 | 556 | 40 | 0 | 611 | 2394 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 7 | 13 | 10 | 0 | 30 | 14 | 17 | 35 | 0 | 66 | 24 | 143 | 7 | 0 | 174 | 8 | 391 | 20 | 0 | 419 | 689 |
| 04:15 PM | 4 | 7 | 12 | 0 | 23 | 13 | 14 | 36 | 0 | 63 | 27 | 156 | 7 | 0 | 190 | 9 | 437 | 16 | 0 | 462 | 738 |
| 04:30 PM | 8 | 10 | 5 | 0 | 23 | 19 | 19 | 39 | 0 | 77 | 24 | 163 | 9 | 0 | 196 | 11 | 441 | 11 | 0 | 463 | 759 |
| 04:45 PM | 6 | 7 | 5 | 0 | 18 | 17 | 16 | 44 | 0 | 77 | 24 | 170 | 5 | 0 | 199 | 8 | 423 | 25 | 0 | 456 | 750 |
| Total | 25 | 37 | 32 | 0 | 94 | 63 | 66 | 154 | 0 | 283 | 99 | 632 | 28 | 0 | 759 | 36 | 1692 | 72 | 0 | 1800 | 2936 |
| 05:00 PM | 6 | 14 | 4 | 0 | 24 | 20 | 22 | 55 | 0 | 97 | 28 | 199 | 6 | 0 | 233 | 13 | 376 | 16 | 0 | 405 | 759 |
| 05:15 PM | 13 | 16 | 5 | 0 | 34 | 10 | 28 | 40 | 0 | 78 | 25 | 186 | 7 | 0 | 218 | 13 | 414 | 22 | 0 | 449 | 779 |
| 05:30 PM | 6 | 19 | 9 | 0 | 34 | 20 | 33 | 73 | 0 | 126 | 22 | 174 | 9 | 0 | 205 | 10 | 448 | 24 | 0 | 482 | 847 |
| 05:45 PM | 7 | 23 | 4 | 0 | 34 | 19 | 25 | 61 | 0 | 105 | 20 | 162 | 11 | 0 | 193 | 9 | 511 | 26 | 0 | 546 | 878 |
| Total | 32 | 72 | 22 | 0 | 126 | 69 | 108 | 229 | 0 | 406 | 95 | 721 | 33 | 0 | 849 | 45 | 1749 | 88 | 0 | 1882 | 3263 |
| Grand Total | 107 | 212 | 166 | 0 | 485 | 271 | 225 | 540 | 0 | 1036 | 368 | 4398 | 76 | 0 | 4842 | 110 | 4428 | 254 | 0 | 4792 | 11155 |
| Apprch % | 22.1 | 43.7 | 34.2 | 0 | | 26.2 | 21.7 | 52.1 | 0 | | 7.6 | 90.8 | 1.6 | 0 | | 2.3 | 92.4 | 5.3 | 0 | | |
| Total % | 1 | 1.9 | 1.5 | 0 | 4.3 | 2.4 | 2 | 4.8 | 0 | 9.3 | 3.3 | 39.4 | 0.7 | 0 | 43.4 | 1 | 39.7 | 2.3 | 0 | 43 | |

Reliable Traffic Data Services, LLC

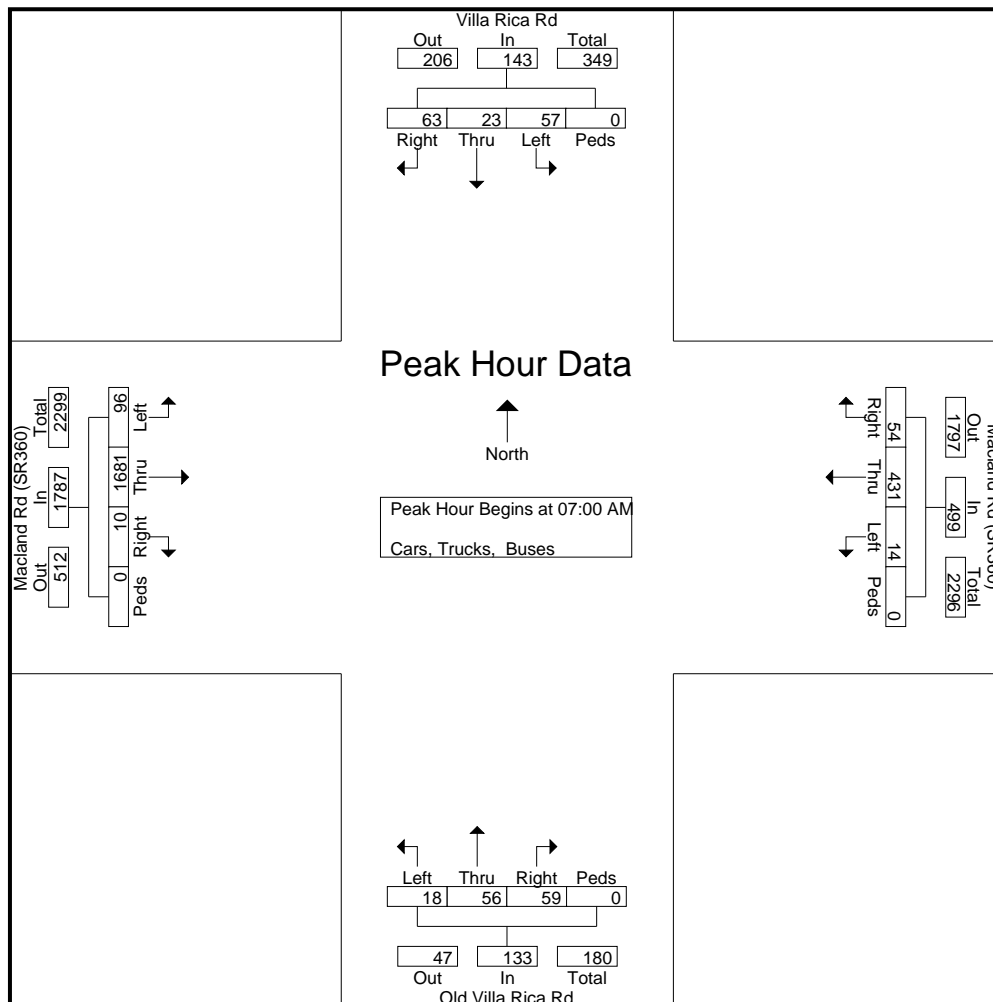
Tel: (770) 578-8158 | Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
 Macland Rd (SR360) @ Villa Rica Rd

File Name : 42230001
 Site Code : 42230001
 Start Date : 6/20/2018
 Page No : 2

7-9am | 4-6pm

| Start Time | Old Villa Rica Rd Northbound | | | | | Villa Rica 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 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 7 | 11 | 19 | 0 | 37 | 26 | 4 | 9 | 0 | 39 | 20 | 431 | 3 | 0 | 454 | 1 | 61 | 8 | 0 | 70 | 600 |
| 07:15 AM | 4 | 21 | 14 | 0 | 39 | 8 | 5 | 15 | 0 | 28 | 26 | 489 | 1 | 0 | 516 | 3 | 121 | 15 | 0 | 139 | 722 |
| 07:30 AM | 5 | 11 | 16 | 0 | 32 | 16 | 5 | 17 | 0 | 38 | 33 | 399 | 2 | 0 | 434 | 3 | 129 | 18 | 0 | 150 | 654 |
| 07:45 AM | 2 | 13 | 10 | 0 | 25 | 7 | 9 | 22 | 0 | 38 | 17 | 362 | 4 | 0 | 383 | 7 | 120 | 13 | 0 | 140 | 586 |
| Total Volume | 18 | 56 | 59 | 0 | 133 | 57 | 23 | 63 | 0 | 143 | 96 | 1681 | 10 | 0 | 1787 | 14 | 431 | 54 | 0 | 499 | 2562 |
| % App. Total | 13.5 | 42.1 | 44.4 | 0 | | 39.9 | 16.1 | 44.1 | 0 | | 5.4 | 94.1 | 0.6 | 0 | | 2.8 | 86.4 | 10.8 | 0 | | |
| PHF | .643 | .667 | .776 | .000 | .853 | .548 | .639 | .716 | .000 | .917 | .727 | .859 | .625 | .000 | .866 | .500 | .835 | .750 | .000 | .832 | .887 |



Reliable Traffic Data Services, LLC

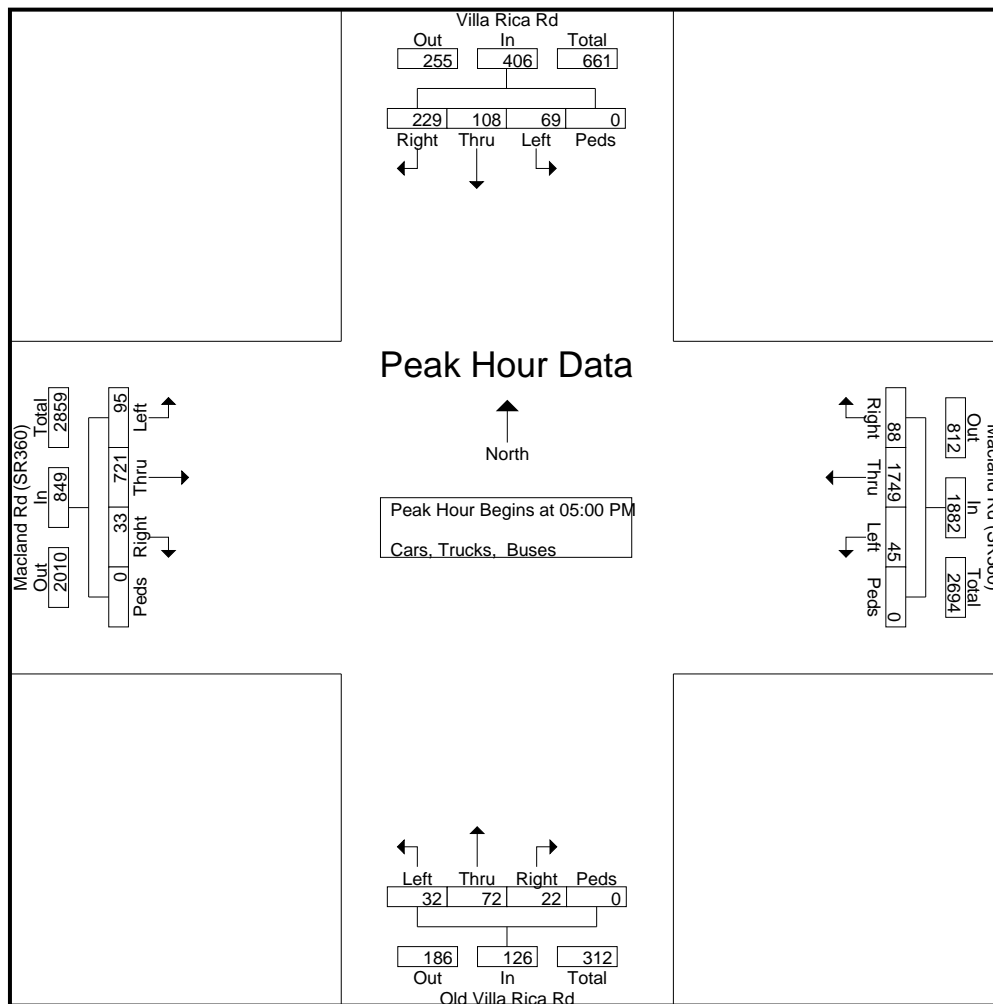
Tel: (770) 578-8158 | Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
 Macland Rd (SR360) @ Villa Rica Rd

File Name : 42230001
 Site Code : 42230001
 Start Date : 6/20/2018
 Page No : 3

7-9am | 4-6pm

| Start Time | Old Villa Rica Rd Northbound | | | | | Villa Rica 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 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 6 | 14 | 4 | 0 | 24 | 20 | 22 | 55 | 0 | 97 | 28 | 199 | 6 | 0 | 233 | 13 | 376 | 16 | 0 | 405 | 759 |
| 05:15 PM | 13 | 16 | 5 | 0 | 34 | 10 | 28 | 40 | 0 | 78 | 25 | 186 | 7 | 0 | 218 | 13 | 414 | 22 | 0 | 449 | 779 |
| 05:30 PM | 6 | 19 | 9 | 0 | 34 | 20 | 33 | 73 | 0 | 126 | 22 | 174 | 9 | 0 | 205 | 10 | 448 | 24 | 0 | 482 | 847 |
| 05:45 PM | 7 | 23 | 4 | 0 | 34 | 19 | 25 | 61 | 0 | 105 | 20 | 162 | 11 | 0 | 193 | 9 | 511 | 26 | 0 | 546 | 878 |
| Total Volume | 32 | 72 | 22 | 0 | 126 | 69 | 108 | 229 | 0 | 406 | 95 | 721 | 33 | 0 | 849 | 45 | 1749 | 88 | 0 | 1882 | 3263 |
| % App. Total | 25.4 | 57.1 | 17.5 | 0 | | 17 | 26.6 | 56.4 | 0 | | 11.2 | 84.9 | 3.9 | 0 | | 2.4 | 92.9 | 4.7 | 0 | | |
| PHF | .615 | .783 | .611 | .000 | .926 | .863 | .818 | .784 | .000 | .806 | .848 | .906 | .750 | .000 | .911 | .865 | .856 | .846 | .000 | .862 | .929 |



Reliable Traffic Data Services, LLC

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

TMC Data
 Macland Rd (SR360) @
 Lost Mountain Rd/New Macland Rd
 7-9am | 4-6pm

File Name : 42230002
 Site Code : 42230002
 Start Date : 6/20/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

| Start Time | New Macland Rd Northbound | | | | | 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 | 3 | 24 | 57 | 0 | 84 | 144 | 38 | 2 | 0 | 184 | 3 | 264 | 9 | 0 | 276 | 15 | 36 | 31 | 0 | 82 | 626 |
| 07:15 AM | 9 | 21 | 69 | 0 | 99 | 155 | 36 | 1 | 0 | 192 | 8 | 290 | 4 | 0 | 302 | 20 | 78 | 32 | 0 | 130 | 723 |
| 07:30 AM | 10 | 27 | 61 | 0 | 98 | 101 | 48 | 3 | 0 | 152 | 3 | 259 | 10 | 0 | 272 | 21 | 77 | 44 | 0 | 142 | 664 |
| 07:45 AM | 8 | 24 | 49 | 0 | 81 | 118 | 58 | 4 | 0 | 180 | 8 | 227 | 5 | 0 | 240 | 31 | 74 | 49 | 0 | 154 | 655 |
| Total | 30 | 96 | 236 | 0 | 362 | 518 | 180 | 10 | 0 | 708 | 22 | 1040 | 28 | 0 | 1090 | 87 | 265 | 156 | 0 | 508 | 2668 |
| 08:00 AM | 12 | 29 | 46 | 0 | 87 | 109 | 55 | 5 | 0 | 169 | 6 | 226 | 6 | 0 | 238 | 13 | 82 | 51 | 0 | 146 | 640 |
| 08:15 AM | 8 | 28 | 43 | 0 | 79 | 98 | 49 | 7 | 0 | 154 | 2 | 231 | 3 | 0 | 236 | 23 | 86 | 52 | 0 | 161 | 630 |
| 08:30 AM | 14 | 23 | 54 | 0 | 91 | 103 | 48 | 5 | 0 | 156 | 5 | 205 | 10 | 0 | 220 | 33 | 78 | 56 | 0 | 167 | 634 |
| 08:45 AM | 21 | 32 | 45 | 0 | 98 | 107 | 53 | 4 | 0 | 164 | 6 | 193 | 20 | 0 | 219 | 43 | 88 | 47 | 0 | 178 | 659 |
| Total | 55 | 112 | 188 | 0 | 355 | 417 | 205 | 21 | 0 | 643 | 19 | 855 | 39 | 0 | 913 | 112 | 334 | 206 | 0 | 652 | 2563 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 18 | 45 | 33 | 0 | 96 | 45 | 46 | 11 | 0 | 102 | 3 | 89 | 6 | 0 | 98 | 70 | 251 | 133 | 0 | 454 | 750 |
| 04:15 PM | 10 | 47 | 33 | 0 | 90 | 63 | 52 | 13 | 0 | 128 | 8 | 104 | 13 | 0 | 125 | 74 | 256 | 176 | 0 | 506 | 849 |
| 04:30 PM | 19 | 41 | 40 | 0 | 100 | 73 | 41 | 8 | 0 | 122 | 7 | 123 | 9 | 0 | 139 | 64 | 262 | 192 | 0 | 518 | 879 |
| 04:45 PM | 11 | 53 | 42 | 0 | 106 | 80 | 62 | 16 | 0 | 158 | 11 | 114 | 12 | 0 | 137 | 67 | 267 | 194 | 0 | 528 | 929 |
| Total | 58 | 186 | 148 | 0 | 392 | 261 | 201 | 48 | 0 | 510 | 29 | 430 | 40 | 0 | 499 | 275 | 1036 | 695 | 0 | 2006 | 3407 |
| 05:00 PM | 31 | 51 | 27 | 0 | 109 | 84 | 48 | 15 | 0 | 147 | 1 | 129 | 9 | 0 | 139 | 70 | 258 | 191 | 0 | 519 | 914 |
| 05:15 PM | 22 | 50 | 24 | 0 | 96 | 82 | 64 | 11 | 0 | 157 | 8 | 136 | 12 | 0 | 156 | 77 | 245 | 203 | 0 | 525 | 934 |
| 05:30 PM | 19 | 39 | 35 | 0 | 93 | 78 | 72 | 12 | 0 | 162 | 6 | 131 | 11 | 0 | 148 | 79 | 258 | 196 | 0 | 533 | 936 |
| 05:45 PM | 11 | 51 | 43 | 0 | 105 | 77 | 73 | 17 | 0 | 167 | 9 | 101 | 20 | 0 | 130 | 84 | 262 | 185 | 0 | 531 | 933 |
| Total | 83 | 191 | 129 | 0 | 403 | 321 | 257 | 55 | 0 | 633 | 24 | 497 | 52 | 0 | 573 | 310 | 1023 | 775 | 0 | 2108 | 3717 |
| Grand Total | 226 | 585 | 701 | 0 | 1512 | 1517 | 843 | 134 | 0 | 2494 | 94 | 2822 | 159 | 0 | 3075 | 784 | 2658 | 1832 | 0 | 5274 | 12355 |
| Apprch % | 14.9 | 38.7 | 46.4 | 0 | | 60.8 | 33.8 | 5.4 | 0 | | 3.1 | 91.8 | 5.2 | 0 | | 14.9 | 50.4 | 34.7 | 0 | | |
| Total % | 1.8 | 4.7 | 5.7 | 0 | 12.2 | 12.3 | 6.8 | 1.1 | 0 | 20.2 | 0.8 | 22.8 | 1.3 | 0 | 24.9 | 6.3 | 21.5 | 14.8 | 0 | 42.7 | |

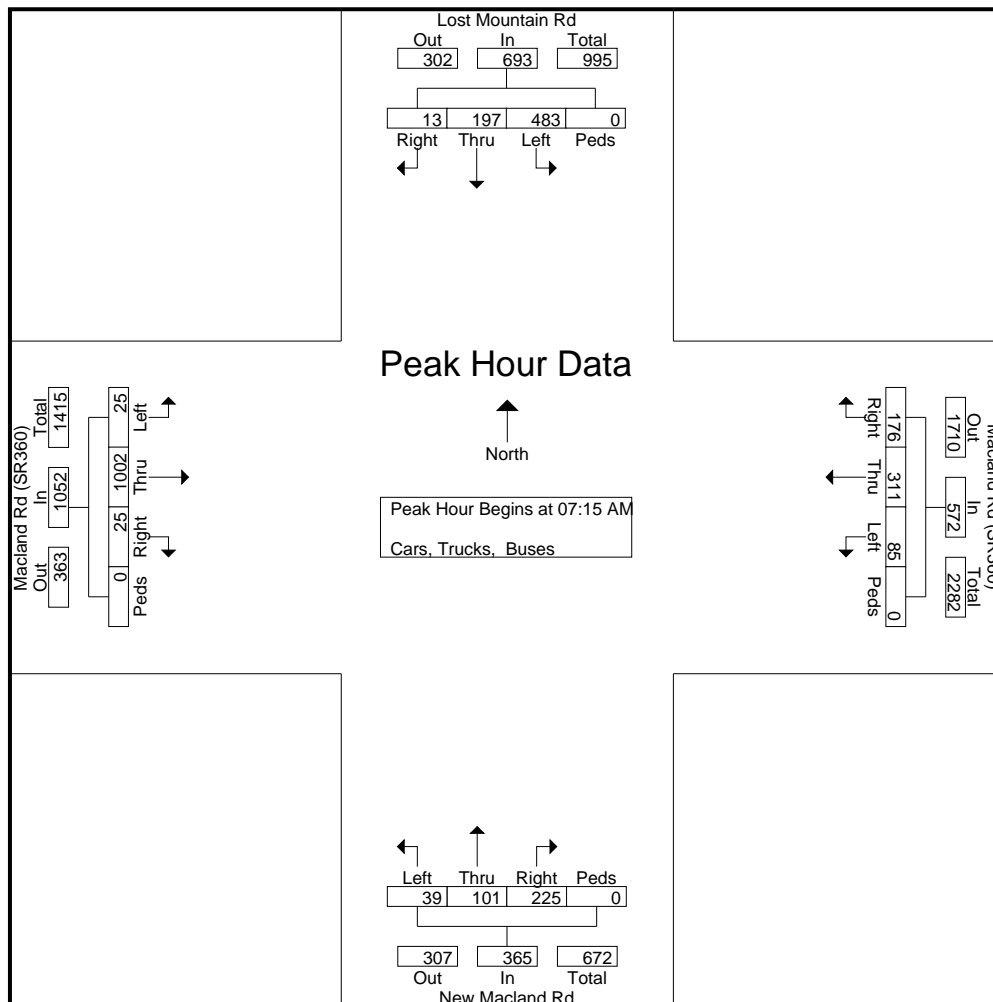
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TMC Data
 Macland Rd (SR360) @
 Lost Mountain Rd/New Macland Rd
 7-9am | 4-6pm

File Name : 42230002
 Site Code : 42230002
 Start Date : 6/20/2018
 Page No : 2

| Start Time | New Macland Rd Northbound | | | | | 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 | 9 | 21 | 69 | 0 | 99 | 155 | 36 | 1 | 0 | 192 | 8 | 290 | 4 | 0 | 302 | 20 | 78 | 32 | 0 | 130 | 723 |
| 07:30 AM | 10 | 27 | 61 | 0 | 98 | 101 | 48 | 3 | 0 | 152 | 3 | 259 | 10 | 0 | 272 | 21 | 77 | 44 | 0 | 142 | 664 |
| 07:45 AM | 8 | 24 | 49 | 0 | 81 | 118 | 58 | 4 | 0 | 180 | 8 | 227 | 5 | 0 | 240 | 31 | 74 | 49 | 0 | 154 | 655 |
| 08:00 AM | 12 | 29 | 46 | 0 | 87 | 109 | 55 | 5 | 0 | 169 | 6 | 226 | 6 | 0 | 238 | 13 | 82 | 51 | 0 | 146 | 640 |
| Total Volume | 39 | 101 | 225 | 0 | 365 | 483 | 197 | 13 | 0 | 693 | 25 | 1002 | 25 | 0 | 1052 | 85 | 311 | 176 | 0 | 572 | 2682 |
| % App. Total | 10.7 | 27.7 | 61.6 | 0 | | 69.7 | 28.4 | 1.9 | 0 | | 2.4 | 95.2 | 2.4 | 0 | | 14.9 | 54.4 | 30.8 | 0 | | |
| PHF | .813 | .871 | .815 | .000 | .922 | .779 | .849 | .650 | .000 | .902 | .781 | .864 | .625 | .000 | .871 | .685 | .948 | .863 | .000 | .929 | .927 |



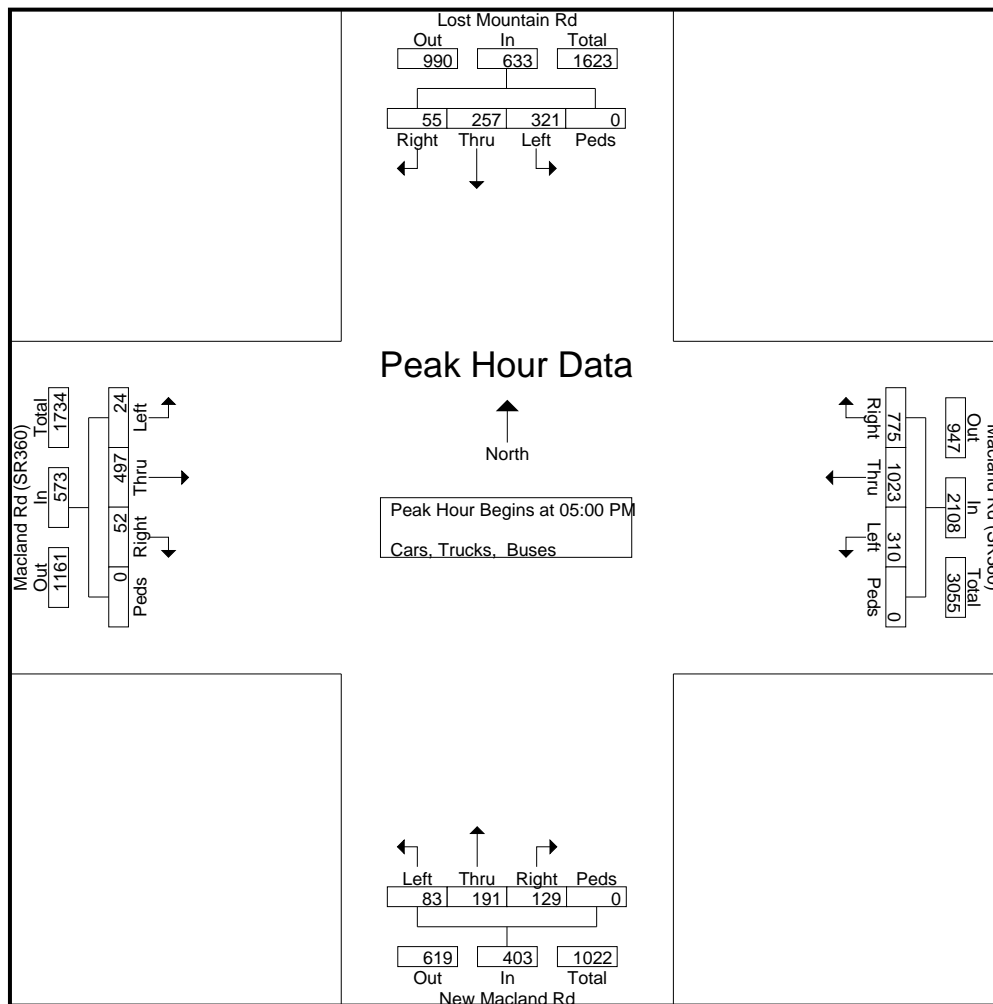
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TMC Data
 Macland Rd (SR360) @
 Lost Mountain Rd/New Macland Rd
 7-9am | 4-6pm

File Name : 42230002
 Site Code : 42230002
 Start Date : 6/20/2018
 Page No : 3

| Start Time | New Macland Rd Northbound | | | | | 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 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 31 | 51 | 27 | 0 | 109 | 84 | 48 | 15 | 0 | 147 | 1 | 129 | 9 | 0 | 139 | 70 | 258 | 191 | 0 | 519 | 914 |
| 05:15 PM | 22 | 50 | 24 | 0 | 96 | 82 | 64 | 11 | 0 | 157 | 8 | 136 | 12 | 0 | 156 | 77 | 245 | 203 | 0 | 525 | 934 |
| 05:30 PM | 19 | 39 | 35 | 0 | 93 | 78 | 72 | 12 | 0 | 162 | 6 | 131 | 11 | 0 | 148 | 79 | 258 | 196 | 0 | 533 | 936 |
| 05:45 PM | 11 | 51 | 43 | 0 | 105 | 77 | 73 | 17 | 0 | 167 | 9 | 101 | 20 | 0 | 130 | 84 | 262 | 185 | 0 | 531 | 933 |
| Total Volume | 83 | 191 | 129 | 0 | 403 | 321 | 257 | 55 | 0 | 633 | 24 | 497 | 52 | 0 | 573 | 310 | 1023 | 775 | 0 | 2108 | 3717 |
| % App. Total | 20.6 | 47.4 | 32 | 0 | | 50.7 | 40.6 | 8.7 | 0 | | 4.2 | 86.7 | 9.1 | 0 | | 14.7 | 48.5 | 36.8 | 0 | | |
| PHF | .669 | .936 | .750 | .000 | .924 | .955 | .880 | .809 | .000 | .948 | .667 | .914 | .650 | .000 | .918 | .923 | .976 | .954 | .000 | .989 | .993 |



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TMC Data
 Lost Mountain Rd @ Thayer Dr

File Name : 42230003
 Site Code : 42230003
 Start Date : 6/20/2018
 Page No : 1

7-9am | 4-6pm

Groups Printed- Cars, Trucks, Buses

| Start Time | Lost Mountain Rd Northbound | | | | | Lost Mountain Rd Southbound | | | | | Thayer Dr 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 | 1 | 56 | 0 | 0 | 57 | 0 | 183 | 0 | 0 | 183 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 243 |
| 07:15 AM | 1 | 61 | 0 | 0 | 62 | 0 | 164 | 0 | 0 | 164 | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 07:30 AM | 2 | 60 | 0 | 0 | 62 | 0 | 159 | 0 | 0 | 159 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 07:45 AM | 0 | 66 | 0 | 0 | 66 | 0 | 157 | 0 | 0 | 157 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| Total | 4 | 243 | 0 | 0 | 247 | 0 | 663 | 0 | 0 | 663 | 4 | 0 | 13 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 927 |
| 08:00 AM | 1 | 82 | 0 | 0 | 83 | 0 | 138 | 1 | 0 | 139 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 224 |
| 08:15 AM | 1 | 87 | 0 | 0 | 88 | 0 | 129 | 0 | 0 | 129 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 08:30 AM | 0 | 84 | 0 | 0 | 84 | 0 | 134 | 0 | 0 | 134 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 08:45 AM | 1 | 85 | 0 | 0 | 86 | 0 | 137 | 1 | 0 | 138 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 228 |
| Total | 3 | 338 | 0 | 0 | 341 | 0 | 538 | 2 | 0 | 540 | 2 | 0 | 11 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 894 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 2 | 155 | 0 | 0 | 157 | 0 | 89 | 1 | 0 | 90 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 04:15 PM | 5 | 192 | 0 | 0 | 197 | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| 04:30 PM | 0 | 191 | 0 | 0 | 191 | 0 | 92 | 1 | 0 | 93 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| 04:45 PM | 6 | 195 | 0 | 0 | 201 | 0 | 102 | 1 | 0 | 103 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| Total | 13 | 733 | 0 | 0 | 746 | 0 | 374 | 3 | 0 | 377 | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1131 |
| 05:00 PM | 5 | 181 | 0 | 0 | 186 | 0 | 92 | 0 | 0 | 92 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 05:15 PM | 4 | 208 | 0 | 0 | 212 | 0 | 97 | 2 | 0 | 99 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| 05:30 PM | 1 | 198 | 0 | 0 | 199 | 0 | 123 | 0 | 0 | 123 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 323 |
| 05:45 PM | 2 | 232 | 0 | 0 | 234 | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 352 |
| Total | 12 | 819 | 0 | 0 | 831 | 0 | 428 | 2 | 0 | 430 | 3 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1270 |
| Grand Total | 32 | 2133 | 0 | 0 | 2165 | 0 | 2003 | 7 | 0 | 2010 | 11 | 0 | 36 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 4222 |
| Apprch % | 1.5 | 98.5 | 0 | 0 | | 0 | 99.7 | 0.3 | 0 | | 23.4 | 0 | 76.6 | 0 | | 0 | 0 | 0 | 0 | 0 | | |
| Total % | 0.8 | 50.5 | 0 | 0 | 51.3 | 0 | 47.4 | 0.2 | 0 | 47.6 | 0.3 | 0 | 0.9 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | | |

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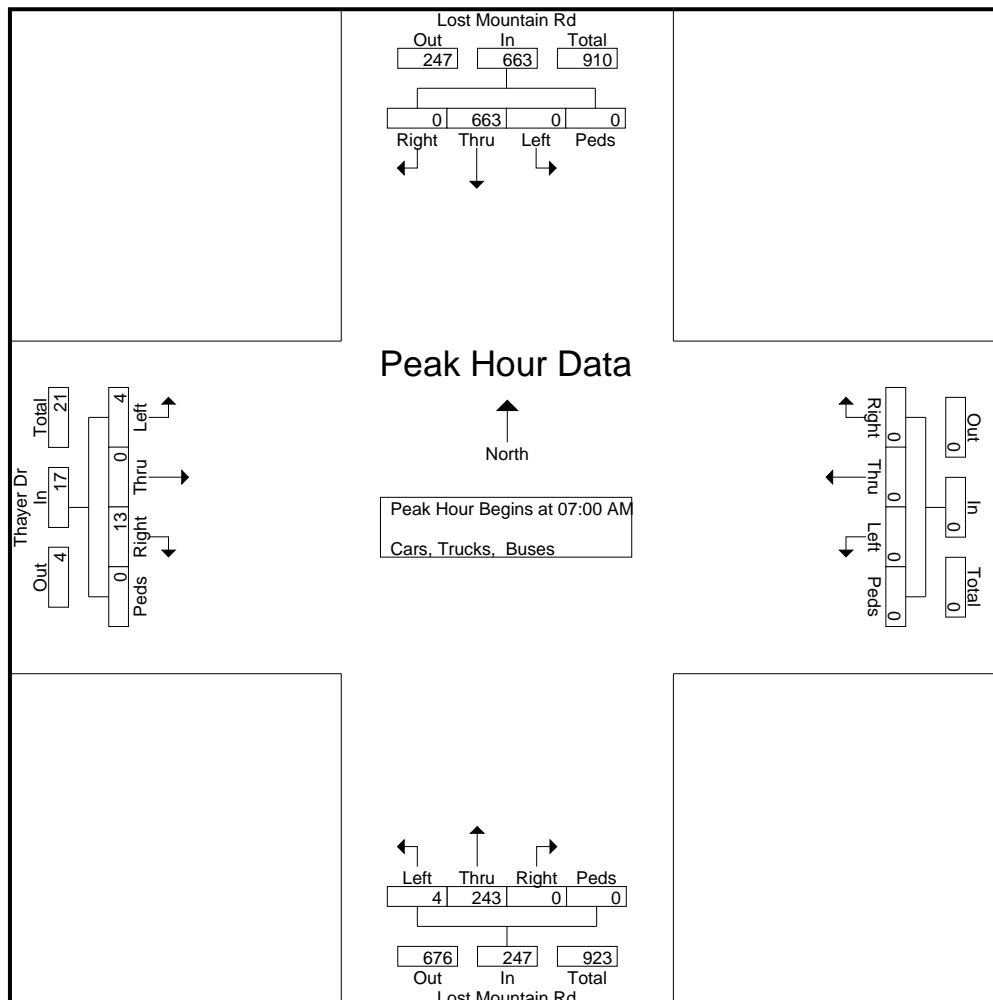
Tel: (770) 578-8158 | Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
 Lost Mountain Rd @ Thayer Dr

File Name : 42230003
 Site Code : 42230003
 Start Date : 6/20/2018
 Page No : 2

7-9am | 4-6pm

| Start Time | Lost Mountain Rd Northbound | | | | | Lost Mountain Rd Southbound | | | | | Thayer Dr 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 07:00 AM | | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 1 | 56 | 0 | 0 | 57 | 0 | 183 | 0 | 0 | 183 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 243 |
| 07:15 AM | 1 | 61 | 0 | 0 | 62 | 0 | 164 | 0 | 0 | 164 | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 07:30 AM | 2 | 60 | 0 | 0 | 62 | 0 | 159 | 0 | 0 | 159 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 07:45 AM | 0 | 66 | 0 | 0 | 66 | 0 | 157 | 0 | 0 | 157 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| Total Volume | 4 | 243 | 0 | 0 | 247 | 0 | 663 | 0 | 0 | 663 | 4 | 0 | 13 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 927 |
| % App. Total | 1.6 | 98.4 | 0 | 0 | | 0 | 100 | 0 | 0 | | 23.5 | 0 | 76.5 | 0 | | 0 | 0 | 0 | 0 | 0 | | |
| PHF | .500 | .920 | .000 | .000 | .936 | .000 | .906 | .000 | .000 | .906 | .500 | .000 | .542 | .000 | .531 | .000 | .000 | .000 | .000 | .000 | .000 | .954 |



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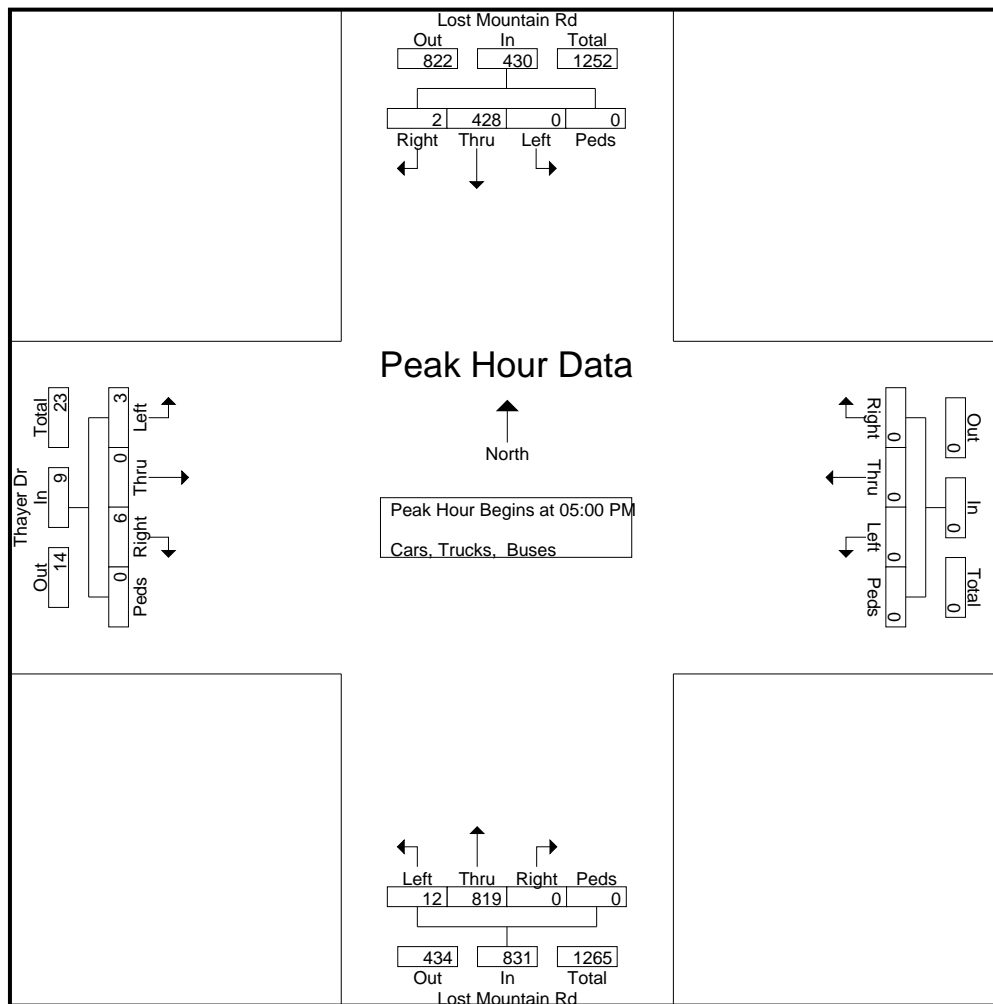
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TMC Data
 Lost Mountain Rd @ Thayer Dr

File Name : 42230003
 Site Code : 42230003
 Start Date : 6/20/2018
 Page No : 3

7-9am | 4-6pm

| Start Time | Lost Mountain Rd Northbound | | | | | Lost Mountain Rd Southbound | | | | | Thayer Dr 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 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 5 | 181 | 0 | 0 | 186 | 0 | 92 | 0 | 0 | 92 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 282 |
| 05:15 PM | 4 | 208 | 0 | 0 | 212 | 0 | 97 | 2 | 0 | 99 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 313 |
| 05:30 PM | 1 | 198 | 0 | 0 | 199 | 0 | 123 | 0 | 0 | 123 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 323 |
| 05:45 PM | 2 | 232 | 0 | 0 | 234 | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 352 |
| Total Volume | 12 | 819 | 0 | 0 | 831 | 0 | 428 | 2 | 0 | 430 | 3 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1270 |
| % App. Total | 1.4 | 98.6 | 0 | 0 | | 0 | 99.5 | 0.5 | 0 | | 33.3 | 0 | 66.7 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .600 | .883 | .000 | .000 | .888 | .000 | .870 | .250 | .000 | .874 | .375 | .000 | .750 | .000 | .563 | .000 | .000 | .000 | .000 | .000 | .902 |



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TMC Data
 Lost Mountain Rd @ Bullard Rd

7-9am | 4-6pm

File Name : 42230004
 Site Code : 42230004
 Start Date : 6/20/2018
 Page No : 1

Groups Printed- Cars, Trucks, Buses

| Start Time | Lost Mountain Rd Northbound | | | | | Lost Mountain Rd Southbound | | | | | Bullard Rd Eastbound | | | | | Bullard 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 | 2 | 51 | 1 | 0 | 54 | 5 | 173 | 13 | 0 | 191 | 15 | 37 | 1 | 0 | 53 | 3 | 9 | 4 | 0 | 16 | 314 |
| 07:15 AM | 0 | 68 | 3 | 0 | 71 | 9 | 151 | 13 | 0 | 173 | 22 | 50 | 4 | 0 | 76 | 2 | 9 | 1 | 0 | 12 | 332 |
| 07:30 AM | 2 | 64 | 2 | 0 | 68 | 3 | 149 | 18 | 0 | 170 | 26 | 41 | 2 | 0 | 69 | 4 | 15 | 2 | 0 | 21 | 328 |
| 07:45 AM | 1 | 73 | 2 | 0 | 76 | 5 | 158 | 11 | 0 | 174 | 25 | 37 | 5 | 0 | 67 | 3 | 20 | 2 | 0 | 25 | 342 |
| Total | 5 | 256 | 8 | 0 | 269 | 22 | 631 | 55 | 0 | 708 | 88 | 165 | 12 | 0 | 265 | 12 | 53 | 9 | 0 | 74 | 1316 |
| 08:00 AM | 2 | 84 | 6 | 0 | 92 | 7 | 109 | 28 | 0 | 144 | 17 | 39 | 0 | 0 | 56 | 7 | 13 | 1 | 0 | 21 | 313 |
| 08:15 AM | 0 | 75 | 8 | 0 | 83 | 4 | 108 | 13 | 0 | 125 | 26 | 38 | 5 | 0 | 69 | 4 | 17 | 4 | 0 | 25 | 302 |
| 08:30 AM | 1 | 74 | 6 | 0 | 81 | 3 | 134 | 27 | 0 | 164 | 8 | 31 | 3 | 0 | 42 | 4 | 23 | 4 | 0 | 31 | 318 |
| 08:45 AM | 2 | 76 | 4 | 0 | 82 | 7 | 116 | 17 | 0 | 140 | 15 | 36 | 3 | 0 | 54 | 9 | 18 | 5 | 0 | 32 | 308 |
| Total | 5 | 309 | 24 | 0 | 338 | 21 | 467 | 85 | 0 | 573 | 66 | 144 | 11 | 0 | 221 | 24 | 71 | 14 | 0 | 109 | 1241 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 4 | 141 | 3 | 0 | 148 | 1 | 70 | 20 | 0 | 91 | 28 | 14 | 5 | 0 | 47 | 5 | 41 | 13 | 0 | 59 | 345 |
| 04:15 PM | 6 | 170 | 10 | 0 | 186 | 11 | 100 | 15 | 0 | 126 | 18 | 22 | 3 | 0 | 43 | 5 | 44 | 7 | 0 | 56 | 411 |
| 04:30 PM | 2 | 166 | 3 | 0 | 171 | 6 | 92 | 30 | 0 | 128 | 29 | 23 | 2 | 0 | 54 | 7 | 66 | 8 | 0 | 81 | 434 |
| 04:45 PM | 1 | 193 | 6 | 0 | 200 | 8 | 87 | 24 | 0 | 119 | 26 | 30 | 3 | 0 | 59 | 6 | 72 | 11 | 0 | 89 | 467 |
| Total | 13 | 670 | 22 | 0 | 705 | 26 | 349 | 89 | 0 | 464 | 101 | 89 | 13 | 0 | 203 | 23 | 223 | 39 | 0 | 285 | 1657 |
| 05:00 PM | 6 | 189 | 6 | 0 | 201 | 4 | 92 | 32 | 0 | 128 | 25 | 29 | 3 | 0 | 57 | 6 | 80 | 13 | 0 | 99 | 485 |
| 05:15 PM | 6 | 186 | 5 | 0 | 197 | 4 | 77 | 29 | 0 | 110 | 21 | 35 | 2 | 0 | 58 | 3 | 66 | 11 | 0 | 80 | 445 |
| 05:30 PM | 7 | 194 | 5 | 0 | 206 | 6 | 98 | 27 | 0 | 131 | 33 | 29 | 5 | 0 | 67 | 8 | 66 | 10 | 0 | 84 | 488 |
| 05:45 PM | 6 | 171 | 8 | 0 | 185 | 3 | 99 | 27 | 0 | 129 | 30 | 34 | 2 | 0 | 66 | 12 | 79 | 14 | 0 | 105 | 485 |
| Total | 25 | 740 | 24 | 0 | 789 | 17 | 366 | 115 | 0 | 498 | 109 | 127 | 12 | 0 | 248 | 29 | 291 | 48 | 0 | 368 | 1903 |
| Grand Total | 48 | 1975 | 78 | 0 | 2101 | 86 | 1813 | 344 | 0 | 2243 | 364 | 525 | 48 | 0 | 937 | 88 | 638 | 110 | 0 | 836 | 6117 |
| Apprch % | 2.3 | 94 | 3.7 | 0 | | 3.8 | 80.8 | 15.3 | 0 | | 38.8 | 56 | 5.1 | 0 | | 10.5 | 76.3 | 13.2 | 0 | | |
| Total % | 0.8 | 32.3 | 1.3 | 0 | 34.3 | 1.4 | 29.6 | 5.6 | 0 | 36.7 | 6 | 8.6 | 0.8 | 0 | 15.3 | 1.4 | 10.4 | 1.8 | 0 | 13.7 | |

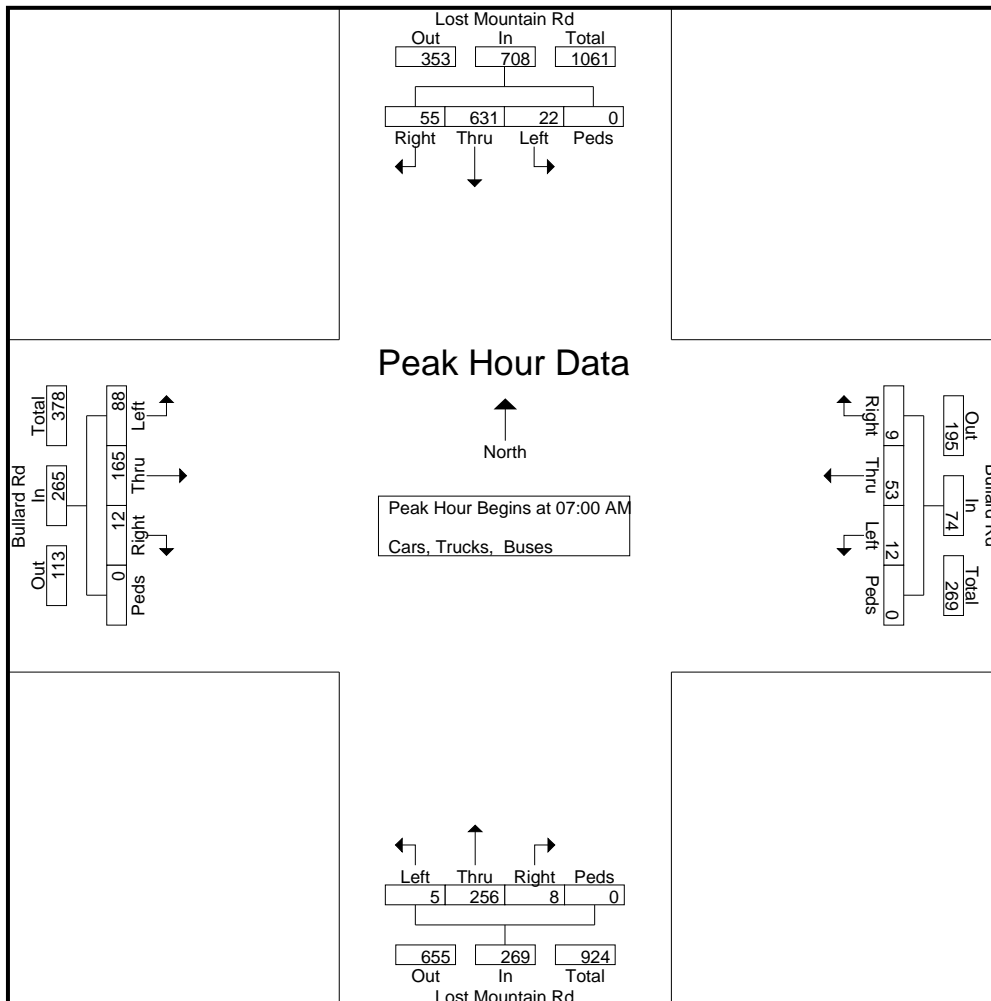
Reliable Traffic Data Services, LLC

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TMC Data
 Lost Mountain Rd @ Bullard Rd
 7-9am | 4-6pm

File Name : 42230004
 Site Code : 42230004
 Start Date : 6/20/2018
 Page No : 2

| Start Time | Lost Mountain Rd Northbound | | | | | Lost Mountain Rd Southbound | | | | | Bullard Rd Eastbound | | | | | Bullard 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 | 2 | 51 | 1 | 0 | 54 | 5 | 173 | 13 | 0 | 191 | 15 | 37 | 1 | 0 | 53 | 3 | 9 | 4 | 0 | 16 | 314 |
| 07:15 AM | 0 | 68 | 3 | 0 | 71 | 9 | 151 | 13 | 0 | 173 | 22 | 50 | 4 | 0 | 76 | 2 | 9 | 1 | 0 | 12 | 332 |
| 07:30 AM | 2 | 64 | 2 | 0 | 68 | 3 | 149 | 18 | 0 | 170 | 26 | 41 | 2 | 0 | 69 | 4 | 15 | 2 | 0 | 21 | 328 |
| 07:45 AM | 1 | 73 | 2 | 0 | 76 | 5 | 158 | 11 | 0 | 174 | 25 | 37 | 5 | 0 | 67 | 3 | 20 | 2 | 0 | 25 | 342 |
| Total Volume | 5 | 256 | 8 | 0 | 269 | 22 | 631 | 55 | 0 | 708 | 88 | 165 | 12 | 0 | 265 | 12 | 53 | 9 | 0 | 74 | 1316 |
| % App. Total | 1.9 | 95.2 | 3 | 0 | | 3.1 | 89.1 | 7.8 | 0 | | 33.2 | 62.3 | 4.5 | 0 | | 16.2 | 71.6 | 12.2 | 0 | | |
| PHF | .625 | .877 | .667 | .000 | .885 | .611 | .912 | .764 | .000 | .927 | .846 | .825 | .600 | .000 | .872 | .750 | .663 | .563 | .000 | .740 | .962 |



Reliable Traffic Data Services, LLC

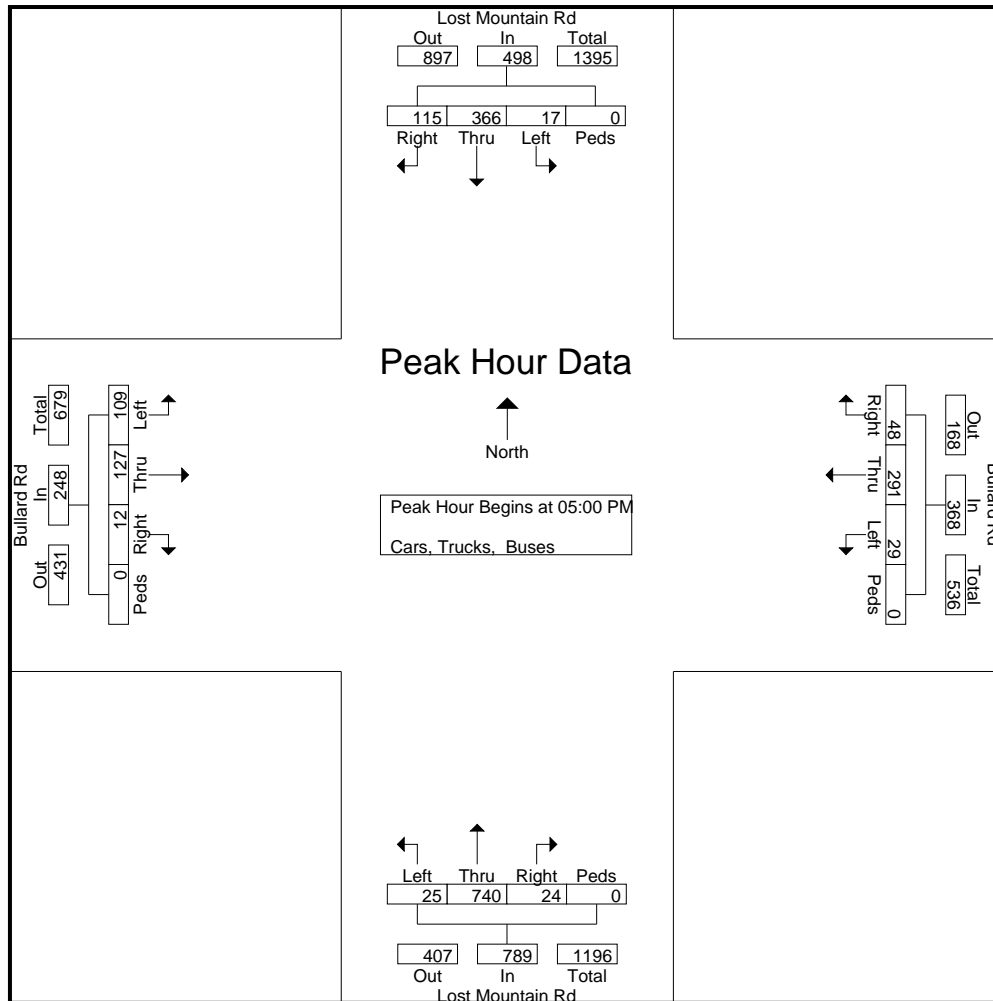
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 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
 Lost Mountain Rd @ Bullard Rd

7-9am | 4-6pm

File Name : 42230004
 Site Code : 42230004
 Start Date : 6/20/2018
 Page No : 3

| Start Time | Lost Mountain Rd Northbound | | | | | Lost Mountain Rd Southbound | | | | | Bullard Rd Eastbound | | | | | Bullard 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 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 6 | 189 | 6 | 0 | 201 | 4 | 92 | 32 | 0 | 128 | 25 | 29 | 3 | 0 | 57 | 6 | 80 | 13 | 0 | 99 | 485 |
| 05:15 PM | 6 | 186 | 5 | 0 | 197 | 4 | 77 | 29 | 0 | 110 | 21 | 35 | 2 | 0 | 58 | 3 | 66 | 11 | 0 | 80 | 445 |
| 05:30 PM | 7 | 194 | 5 | 0 | 206 | 6 | 98 | 27 | 0 | 131 | 33 | 29 | 5 | 0 | 67 | 8 | 66 | 10 | 0 | 84 | 488 |
| 05:45 PM | 6 | 171 | 8 | 0 | 185 | 3 | 99 | 27 | 0 | 129 | 30 | 34 | 2 | 0 | 66 | 12 | 79 | 14 | 0 | 105 | 485 |
| Total Volume | 25 | 740 | 24 | 0 | 789 | 17 | 366 | 115 | 0 | 498 | 109 | 127 | 12 | 0 | 248 | 29 | 291 | 48 | 0 | 368 | 1903 |
| % App. Total | 3.2 | 93.8 | 3 | 0 | | 3.4 | 73.5 | 23.1 | 0 | | 44 | 51.2 | 4.8 | 0 | | 7.9 | 79.1 | 13 | 0 | | |
| PHF | .893 | .954 | .750 | .000 | .958 | .708 | .924 | .898 | .000 | .950 | .826 | .907 | .600 | .000 | .925 | .604 | .909 | .857 | .000 | .876 | .975 |



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

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

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

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

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

Source: Highway Capacity Manual 6

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

Table B – Level of Service Criteria for Unsignalized Intersections

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

Source: Highway Capacity Manual 6

Appendix C

Existing Intersection Operational Analysis

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

existing a.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 130 | 1512 | 22 | 21 | 662 | 290 | 62 | 99 | 67 | 164 | 47 | 138 |
| Future Volume (veh/h) | 130 | 1512 | 22 | 21 | 662 | 290 | 62 | 99 | 67 | 164 | 47 | 138 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 149 | 1738 | 25 | 25 | 798 | 349 | 73 | 116 | 79 | 178 | 51 | 150 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.83 | 0.83 | 0.83 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 177 | 1879 | 845 | 123 | 1611 | 724 | 310 | 213 | 145 | 342 | 104 | 306 |
| Arrive On Green | 0.10 | 0.53 | 0.53 | 0.02 | 0.46 | 0.46 | 0.04 | 0.21 | 0.21 | 0.09 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1037 | 706 | 1781 | 418 | 1231 |
| Grp Volume(v), veh/h | 149 | 1738 | 25 | 25 | 798 | 349 | 73 | 0 | 195 | 178 | 0 | 201 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1743 | 1781 | 0 | 1649 |
| Q Serve(g_s), s | 9.9 | 54.5 | 0.9 | 0.9 | 19.1 | 18.4 | 3.8 | 0.0 | 12.0 | 9.2 | 0.0 | 12.5 |
| Cycle Q Clear(g_c), s | 9.9 | 54.5 | 0.9 | 0.9 | 19.1 | 18.4 | 3.8 | 0.0 | 12.0 | 9.2 | 0.0 | 12.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.41 | 1.00 | | 0.75 |
| Lane Grp Cap(c), veh/h | 177 | 1879 | 845 | 123 | 1611 | 724 | 310 | 0 | 359 | 342 | 0 | 410 |
| V/C Ratio(X) | 0.84 | 0.92 | 0.03 | 0.20 | 0.50 | 0.48 | 0.24 | 0.00 | 0.54 | 0.52 | 0.00 | 0.49 |
| Avail Cap(c_a), veh/h | 272 | 1954 | 878 | 156 | 1611 | 724 | 320 | 0 | 359 | 342 | 0 | 410 |
| 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 | 53.1 | 25.8 | 13.3 | 25.9 | 22.9 | 22.7 | 35.4 | 0.0 | 42.6 | 32.7 | 0.0 | 38.5 |
| Incr Delay (d2), s/veh | 13.1 | 7.9 | 0.0 | 0.8 | 0.2 | 0.5 | 0.4 | 0.0 | 5.8 | 1.4 | 0.0 | 4.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.9 | 22.7 | 0.3 | 0.4 | 7.6 | 6.6 | 1.7 | 0.0 | 5.7 | 4.1 | 0.0 | 5.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 66.2 | 33.7 | 13.3 | 26.7 | 23.1 | 23.2 | 35.8 | 0.0 | 48.4 | 34.1 | 0.0 | 42.7 |
| LnGrp LOS | E | C | B | C | C | C | D | A | D | C | A | D |
| Approach Vol, veh/h | | 1912 | | | 1172 | | | 268 | | | | 379 |
| Approach Delay, s/veh | | 36.0 | | | 23.2 | | | 45.0 | | | | 38.7 |
| Approach LOS | | D | | | C | | | D | | | | D |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 29.2 | 7.3 | 68.5 | 9.8 | 34.4 | 16.5 | 59.3 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 10.5 | 20.0 | 5.0 | 66.5 | 6.0 | 24.5 | 18.3 | 53.2 | | | | |
| Max Q Clear Time (g_c+l1), s | 11.2 | 14.0 | 2.9 | 56.5 | 5.8 | 14.5 | 11.9 | 21.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.5 | 0.0 | 7.5 | 0.0 | 0.7 | 0.2 | 7.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | | | | | | | | 32.9 | |
| HCM 6th LOS | | | | | | | | | | | C | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

existing a.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|-------|-------|------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ |
| Traffic Volume (veh/h) | 35 | 1002 | 35 | 119 | 311 | 246 | 55 | 141 | 315 | 676 | 276 | 18 |
| Future Volume (veh/h) | 35 | 1002 | 35 | 119 | 311 | 246 | 55 | 141 | 315 | 676 | 276 | 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 40 | 1152 | 40 | 128 | 334 | 265 | 60 | 153 | 342 | 751 | 307 | 20 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 272 | 1131 | 509 | 148 | 630 | 534 | 298 | 301 | 255 | 701 | 826 | 694 |
| Arrive On Green | 0.03 | 0.32 | 0.32 | 0.05 | 0.34 | 0.34 | 0.04 | 0.16 | 0.16 | 0.32 | 0.44 | 0.44 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Grp Volume(v), veh/h | 40 | 1152 | 40 | 128 | 334 | 265 | 60 | 153 | 342 | 751 | 307 | 20 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Q Serve(g_s), s | 1.8 | 38.5 | 2.1 | 5.9 | 17.4 | 16.1 | 3.3 | 9.0 | 19.3 | 38.3 | 13.2 | 0.9 |
| Cycle Q Clear(g_c), s | 1.8 | 38.5 | 2.1 | 5.9 | 17.4 | 16.1 | 3.3 | 9.0 | 19.3 | 38.3 | 13.2 | 0.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 272 | 1131 | 509 | 148 | 630 | 534 | 298 | 301 | 255 | 701 | 826 | 694 |
| V/C Ratio(X) | 0.15 | 1.02 | 0.08 | 0.87 | 0.53 | 0.50 | 0.20 | 0.51 | 1.34 | 1.07 | 0.37 | 0.03 |
| Avail Cap(c_a), veh/h | 293 | 1131 | 509 | 148 | 630 | 534 | 312 | 301 | 255 | 701 | 826 | 694 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.8 | 40.8 | 28.4 | 31.8 | 31.9 | 31.5 | 39.8 | 46.0 | 50.3 | 26.9 | 22.4 | 19.0 |
| Incr Delay (d2), s/veh | 0.2 | 31.5 | 0.1 | 38.4 | 0.8 | 0.7 | 0.3 | 6.0 | 177.7 | 54.7 | 1.3 | 0.1 |
| 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 | 0.8 | 20.8 | 0.8 | 4.0 | 7.7 | 6.0 | 1.5 | 4.6 | 20.0 | 26.0 | 5.8 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.1 | 72.2 | 28.5 | 70.3 | 32.8 | 32.2 | 40.1 | 52.0 | 228.0 | 81.6 | 23.7 | 19.0 |
| LnGrp LOS | C | F | C | E | C | C | D | D | F | F | C | B |
| Approach Vol, veh/h | | 1232 | | | 727 | | | 555 | | | 1078 | |
| Approach Delay, s/veh | | 69.3 | | | 39.2 | | | 159.2 | | | 63.9 | |
| Approach LOS | | E | | | D | | | F | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 42.8 | 23.8 | 10.4 | 43.0 | 9.1 | 57.5 | 8.2 | 45.2 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 38.3 | 19.3 | 5.9 | 38.5 | 5.6 | 52.0 | 5.1 | 39.3 | | | | |
| Max Q Clear Time (g_c+l1), s | 40.3 | 21.3 | 7.9 | 40.5 | 5.3 | 15.2 | 3.8 | 19.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 2.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 75.5 | | | | | | | | |
| HCM 6th LOS | | | | E | | | | | | | | |

Lost Mountain Active Adult Community
 3: Lost Mountain Road & Thayer Drive

existing a.m.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↔ | | ↔ | ↑ | ↑ | ↔ |
| Traffic Vol, veh/h | 6 | 18 | 6 | 340 | 928 | 0 |
| Future Vol, veh/h | 6 | 18 | 6 | 340 | 928 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 150 | - | - | 125 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 53 | 53 | 94 | 94 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 |
| Mvmt Flow | 11 | 34 | 6 | 362 | 1020 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1394 | 1020 | 1020 | 0 | - | 0 |
| Stage 1 | 1020 | - | - | - | - | - |
| Stage 2 | 374 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 158 | 290 | 688 | - | - | - |
| Stage 1 | 351 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 157 | 290 | 688 | - | - | - |
| Mov Cap-2 Maneuver | 157 | - | - | - | - | - |
| Stage 1 | 348 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 23.6 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 688 | - | 239 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.189 | - | - |
| HCM Control Delay (s) | 10.3 | - | 23.6 | - | - |
| HCM Lane LOS | B | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.7 | - | - |

Lost Mountain Active Adult Community
4: Lost Mountain Road & Bullard Road

existing a.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Volume (veh/h) | 123 | 231 | 17 | 17 | 74 | 13 | 7 | 358 | 11 | 31 | 883 | 77 |
| Future Volume (veh/h) | 123 | 231 | 17 | 17 | 74 | 13 | 7 | 358 | 11 | 31 | 883 | 77 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 141 | 266 | 20 | 23 | 100 | 18 | 8 | 402 | 12 | 33 | 949 | 83 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.74 | 0.74 | 0.74 | 0.89 | 0.89 | 0.89 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 3 |
| Cap, veh/h | 200 | 304 | 22 | 97 | 369 | 60 | 143 | 1084 | 32 | 569 | 1018 | 89 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 496 | 1085 | 78 | 156 | 1317 | 216 | 547 | 1792 | 54 | 972 | 1682 | 147 |
| Grp Volume(v), veh/h | 427 | 0 | 0 | 141 | 0 | 0 | 8 | 0 | 414 | 33 | 0 | 1032 |
| Grp Sat Flow(s),veh/h/ln | 1659 | 0 | 0 | 1689 | 0 | 0 | 547 | 0 | 1846 | 972 | 0 | 1829 |
| Q Serve(g_s), s | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 9.0 | 1.4 | 0.0 | 40.1 |
| Cycle Q Clear(g_c), s | 19.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 41.2 | 0.0 | 9.0 | 10.4 | 0.0 | 40.1 |
| Prop In Lane | 0.33 | | 0.05 | 0.16 | | 0.13 | 1.00 | | 0.03 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 526 | 0 | 0 | 527 | 0 | 0 | 143 | 0 | 1117 | 569 | 0 | 1107 |
| V/C Ratio(X) | 0.81 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.06 | 0.00 | 0.37 | 0.06 | 0.00 | 0.93 |
| Avail Cap(c_a), veh/h | 557 | 0 | 0 | 558 | 0 | 0 | 143 | 0 | 1117 | 569 | 0 | 1107 |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.1 | 0.0 | 0.0 | 22.0 | 0.0 | 0.0 | 32.7 | 0.0 | 7.9 | 10.5 | 0.0 | 14.1 |
| Incr Delay (d2), s/veh | 8.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.7 | 0.0 | 0.9 | 0.2 | 0.0 | 15.0 |
| 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 | 8.4 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.2 | 0.0 | 3.0 | 0.3 | 0.0 | 16.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.6 | 0.0 | 0.0 | 22.3 | 0.0 | 0.0 | 33.5 | 0.0 | 8.8 | 10.7 | 0.0 | 29.1 |
| LnGrp LOS | D | A | A | C | A | A | C | A | A | B | A | C |
| Approach Vol, veh/h | | 427 | | | 141 | | | 422 | | | 1065 | |
| Approach Delay, s/veh | | 35.6 | | | 22.3 | | | 9.3 | | | 28.5 | |
| Approach LOS | | D | | | C | | | A | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 52.0 | | 26.5 | | 52.0 | | 26.5 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 47.5 | | 23.5 | | 47.5 | | 23.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 43.2 | | 21.5 | | 42.1 | | 6.7 | | | | |
| Green Ext Time (p_c), s | | 0.9 | | 0.5 | | 3.3 | | 0.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 25.6 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

existing p.m.

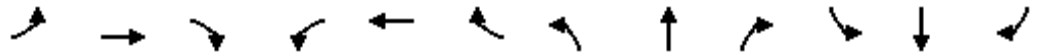


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 114 | 718 | 29 | 55 | 1665 | 122 | 40 | 73 | 36 | 130 | 109 | 191 |
| Future Volume (veh/h) | 114 | 718 | 29 | 55 | 1665 | 122 | 40 | 73 | 36 | 130 | 109 | 191 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 125 | 789 | 32 | 64 | 1936 | 142 | 43 | 78 | 39 | 160 | 135 | 236 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.93 | 0.93 | 0.93 | 0.81 | 0.81 | 0.81 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 136 | 2106 | 947 | 430 | 1952 | 877 | 103 | 181 | 90 | 327 | 130 | 227 |
| Arrive On Green | 0.08 | 0.60 | 0.60 | 0.03 | 0.55 | 0.55 | 0.03 | 0.15 | 0.15 | 0.09 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1176 | 588 | 1781 | 611 | 1068 |
| Grp Volume(v), veh/h | 125 | 789 | 32 | 64 | 1936 | 142 | 43 | 0 | 117 | 160 | 0 | 371 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1764 | 1781 | 0 | 1678 |
| Q Serve(g_s), s | 9.8 | 16.3 | 1.2 | 2.2 | 76.1 | 6.2 | 2.8 | 0.0 | 8.4 | 10.3 | 0.0 | 29.7 |
| Cycle Q Clear(g_c), s | 9.8 | 16.3 | 1.2 | 2.2 | 76.1 | 6.2 | 2.8 | 0.0 | 8.4 | 10.3 | 0.0 | 29.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 136 | 2106 | 947 | 430 | 1952 | 877 | 103 | 0 | 271 | 327 | 0 | 356 |
| V/C Ratio(X) | 0.92 | 0.37 | 0.03 | 0.15 | 0.99 | 0.16 | 0.42 | 0.00 | 0.43 | 0.49 | 0.00 | 1.04 |
| Avail Cap(c_a), veh/h | 136 | 2106 | 947 | 437 | 1952 | 877 | 115 | 0 | 271 | 329 | 0 | 356 |
| 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 | 64.2 | 14.6 | 11.6 | 12.8 | 30.9 | 15.3 | 49.6 | 0.0 | 53.7 | 43.0 | 0.0 | 55.1 |
| Incr Delay (d2), s/veh | 53.0 | 0.1 | 0.0 | 0.2 | 18.4 | 0.1 | 2.7 | 0.0 | 4.9 | 1.1 | 0.0 | 58.6 |
| 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 | 6.4 | 6.2 | 0.4 | 0.8 | 34.6 | 2.2 | 1.3 | 0.0 | 4.1 | 4.6 | 0.0 | 18.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 117.2 | 14.7 | 11.6 | 13.0 | 49.4 | 15.4 | 52.2 | 0.0 | 58.6 | 44.2 | 0.0 | 113.8 |
| LnGrp LOS | F | B | B | B | D | B | D | A | E | D | A | F |
| Approach Vol, veh/h | | 946 | | | 2142 | | | 160 | | | | 531 |
| Approach Delay, s/veh | | 28.2 | | | 46.0 | | | 56.9 | | | | 92.8 |
| Approach LOS | | C | | | D | | | E | | | | F |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.8 | 26.0 | 9.1 | 88.1 | 8.6 | 34.2 | 15.2 | 82.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 12.4 | 21.4 | 5.1 | 83.1 | 5.0 | 28.8 | 10.7 | 77.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 12.3 | 10.4 | 4.2 | 18.3 | 4.8 | 31.7 | 11.8 | 78.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.4 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 48.6 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

existing p.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|-------|------|------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 29 | 497 | 62 | 372 | 1023 | 930 | 100 | 229 | 155 | 385 | 308 | 66 |
| Future Volume (veh/h) | 29 | 497 | 62 | 372 | 1023 | 930 | 100 | 229 | 155 | 385 | 308 | 66 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 32 | 540 | 67 | 376 | 1033 | 939 | 109 | 249 | 168 | 405 | 324 | 69 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.99 | 0.99 | 0.99 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 96 | 1430 | 643 | 539 | 961 | 814 | 263 | 278 | 236 | 386 | 532 | 447 |
| Arrive On Green | 0.03 | 0.41 | 0.41 | 0.14 | 0.52 | 0.52 | 0.04 | 0.15 | 0.15 | 0.18 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Grp Volume(v), veh/h | 32 | 540 | 67 | 376 | 1033 | 939 | 109 | 249 | 168 | 405 | 324 | 69 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Q Serve(g_s), s | 1.5 | 15.1 | 3.7 | 16.6 | 72.5 | 72.5 | 6.1 | 18.3 | 14.1 | 25.1 | 21.0 | 4.6 |
| Cycle Q Clear(g_c), s | 1.5 | 15.1 | 3.7 | 16.6 | 72.5 | 72.5 | 6.1 | 18.3 | 14.1 | 25.1 | 21.0 | 4.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 96 | 1430 | 643 | 539 | 961 | 814 | 263 | 278 | 236 | 386 | 532 | 447 |
| V/C Ratio(X) | 0.33 | 0.38 | 0.10 | 0.70 | 1.08 | 1.15 | 0.42 | 0.89 | 0.71 | 1.05 | 0.61 | 0.15 |
| Avail Cap(c_a), veh/h | 115 | 1430 | 643 | 630 | 961 | 814 | 263 | 278 | 236 | 386 | 532 | 447 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 34.6 | 29.2 | 25.8 | 19.3 | 33.8 | 33.8 | 49.0 | 58.5 | 56.7 | 40.9 | 43.3 | 37.5 |
| Incr Delay (d2), s/veh | 2.0 | 0.2 | 0.1 | 2.8 | 51.4 | 82.8 | 1.0 | 32.5 | 16.7 | 59.5 | 5.1 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 6.3 | 1.4 | 6.9 | 44.0 | 44.4 | 3.4 | 11.0 | 6.6 | 17.2 | 10.3 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 36.6 | 29.4 | 25.9 | 22.1 | 85.1 | 116.5 | 50.1 | 91.0 | 73.4 | 100.4 | 48.4 | 38.2 |
| LnGrp LOS | D | C | C | C | F | F | D | F | E | F | D | D |
| Approach Vol, veh/h | | 639 | | | 2348 | | | 526 | | | 798 | |
| Approach Delay, s/veh | | 29.4 | | | 87.6 | | | 76.9 | | | 73.9 | |
| Approach LOS | | C | | | F | | | E | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 29.6 | 25.3 | 23.8 | 61.3 | 10.6 | 44.3 | 8.1 | 77.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 25.1 | 19.4 | 26.4 | 51.1 | 6.1 | 38.4 | 5.0 | 72.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 27.1 | 20.3 | 18.6 | 17.1 | 8.1 | 23.0 | 3.5 | 74.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.7 | 3.8 | 0.0 | 1.7 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 75.1 | | | | | | | | |
| HCM 6th LOS | | | | E | | | | | | | | |

Lost Mountain Active Adult Community
3: Lost Mountain Road & Thayer Drive

existing p.m.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↘↗ | | ↘ | ↑ | ↑ | ↘ |
| Traffic Vol, veh/h | 4 | 7 | 14 | 983 | 514 | 2 |
| Future Vol, veh/h | 4 | 7 | 14 | 983 | 514 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 150 | - | - | 125 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 56 | 56 | 89 | 89 | 87 | 87 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 |
| Mvmt Flow | 7 | 13 | 16 | 1104 | 591 | 2 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1727 | 591 | 593 | 0 | - | 0 |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 1136 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 99 | 511 | 993 | - | - | - |
| Stage 1 | 557 | - | - | - | - | - |
| Stage 2 | 309 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 97 | 511 | 993 | - | - | - |
| Mov Cap-2 Maneuver | 97 | - | - | - | - | - |
| Stage 1 | 548 | - | - | - | - | - |
| Stage 2 | 309 | - | - | - | - | - |

| 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) | 993 | - | 200 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | 0.098 | - | - |
| HCM Control Delay (s) | 8.7 | - | 25 | - | - |
| HCM Lane LOS | A | - | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

Lost Mountain Active Adult Community
4: Lost Mountain Road & Bullard Road

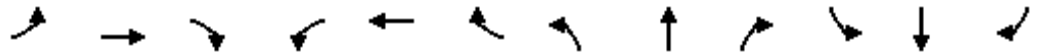
existing p.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Volume (veh/h) | 131 | 152 | 14 | 35 | 349 | 58 | 30 | 888 | 29 | 20 | 439 | 138 |
| Future Volume (veh/h) | 131 | 152 | 14 | 35 | 349 | 58 | 30 | 888 | 29 | 20 | 439 | 138 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 141 | 163 | 15 | 40 | 397 | 66 | 31 | 925 | 30 | 21 | 462 | 145 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 3 |
| Cap, veh/h | 183 | 195 | 16 | 72 | 522 | 84 | 325 | 974 | 32 | 106 | 738 | 232 |
| Arrive On Green | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 |
| Sat Flow, veh/h | 357 | 537 | 44 | 89 | 1433 | 230 | 813 | 1787 | 58 | 588 | 1354 | 425 |
| Grp Volume(v), veh/h | 319 | 0 | 0 | 503 | 0 | 0 | 31 | 0 | 955 | 21 | 0 | 607 |
| Grp Sat Flow(s),veh/h/ln | 938 | 0 | 0 | 1752 | 0 | 0 | 813 | 0 | 1845 | 588 | 0 | 1779 |
| Q Serve(g_s), s | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 0.0 | 48.3 | 3.5 | 0.0 | 23.3 |
| Cycle Q Clear(g_c), s | 33.7 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 26.0 | 0.0 | 48.3 | 51.7 | 0.0 | 23.3 |
| Prop In Lane | 0.44 | | 0.05 | 0.08 | | 0.13 | 1.00 | | 0.03 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 394 | 0 | 0 | 677 | 0 | 0 | 325 | 0 | 1006 | 106 | 0 | 970 |
| V/C Ratio(X) | 0.81 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.10 | 0.00 | 0.95 | 0.20 | 0.00 | 0.63 |
| Avail Cap(c_a), veh/h | 409 | 0 | 0 | 697 | 0 | 0 | 325 | 0 | 1006 | 106 | 0 | 970 |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.4 | 0.0 | 0.0 | 27.8 | 0.0 | 0.0 | 24.5 | 0.0 | 21.2 | 45.6 | 0.0 | 15.5 |
| Incr Delay (d2), s/veh | 11.3 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.6 | 0.0 | 18.5 | 4.1 | 0.0 | 3.1 |
| 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 | 8.5 | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | 0.5 | 0.0 | 22.9 | 0.6 | 0.0 | 9.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 42.6 | 0.0 | 0.0 | 32.0 | 0.0 | 0.0 | 25.1 | 0.0 | 39.7 | 49.7 | 0.0 | 18.6 |
| LnGrp LOS | D | A | A | C | A | A | C | A | D | D | A | B |
| Approach Vol, veh/h | | 319 | | | 503 | | | 986 | | | | 628 |
| Approach Delay, s/veh | | 42.6 | | | 32.0 | | | 39.3 | | | | 19.6 |
| Approach LOS | | D | | | C | | | D | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 58.4 | | 40.5 | | 58.4 | | 40.5 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 53.9 | | 37.1 | | 53.9 | | 37.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 50.3 | | 35.7 | | 53.7 | | 27.0 | | | | |
| Green Ext Time (p_c), s | | 2.2 | | 0.3 | | 0.1 | | 2.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 33.1 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

existing a.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 130 | 1512 | 22 | 21 | 662 | 290 | 62 | 99 | 67 | 164 | 47 | 138 |
| Future Volume (veh/h) | 130 | 1512 | 22 | 21 | 662 | 290 | 62 | 99 | 67 | 164 | 47 | 138 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 149 | 1738 | 25 | 25 | 798 | 349 | 73 | 116 | 79 | 178 | 51 | 150 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.83 | 0.83 | 0.83 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 184 | 1704 | 766 | 126 | 1431 | 643 | 427 | 243 | 165 | 345 | 457 | 551 |
| Arrive On Green | 0.10 | 0.48 | 0.48 | 0.03 | 0.41 | 0.41 | 0.05 | 0.23 | 0.23 | 0.06 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1037 | 706 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 149 | 1738 | 25 | 25 | 798 | 349 | 73 | 0 | 195 | 178 | 51 | 150 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1743 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 7.4 | 43.5 | 0.7 | 0.7 | 15.6 | 15.1 | 2.8 | 0.0 | 8.7 | 5.1 | 1.9 | 6.1 |
| Cycle Q Clear(g_c), s | 7.4 | 43.5 | 0.7 | 0.7 | 15.6 | 15.1 | 2.8 | 0.0 | 8.7 | 5.1 | 1.9 | 6.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.41 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 184 | 1704 | 766 | 126 | 1431 | 643 | 427 | 0 | 408 | 345 | 457 | 551 |
| V/C Ratio(X) | 0.81 | 1.02 | 0.03 | 0.20 | 0.56 | 0.54 | 0.17 | 0.00 | 0.48 | 0.52 | 0.11 | 0.27 |
| Avail Cap(c_a), veh/h | 299 | 1704 | 766 | 179 | 1431 | 643 | 442 | 0 | 408 | 345 | 457 | 551 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.5 | 23.3 | 12.2 | 22.2 | 20.5 | 20.4 | 24.3 | 0.0 | 29.7 | 27.8 | 26.4 | 21.2 |
| Incr Delay (d2), s/veh | 8.2 | 27.0 | 0.0 | 0.8 | 0.5 | 0.9 | 0.2 | 0.0 | 4.0 | 1.3 | 0.5 | 1.2 |
| 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 | 3.5 | 21.8 | 0.2 | 0.3 | 5.9 | 5.2 | 1.2 | 0.0 | 4.0 | 1.0 | 0.9 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.7 | 50.2 | 12.2 | 22.9 | 21.0 | 21.3 | 24.5 | 0.0 | 33.7 | 29.1 | 26.9 | 22.4 |
| LnGrp LOS | D | F | B | C | C | C | C | A | C | C | C | C |
| Approach Vol, veh/h | | 1912 | | | 1172 | | | 268 | | | 379 | |
| Approach Delay, s/veh | | 49.5 | | | 21.1 | | | 31.2 | | | 26.2 | |
| Approach LOS | | D | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.6 | 25.6 | 6.8 | 48.0 | 8.7 | 26.5 | 13.8 | 41.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 5.1 | 18.4 | 5.0 | 43.5 | 5.0 | 18.5 | 15.1 | 33.4 | | | | |
| Max Q Clear Time (g_c+l1), s | 7.1 | 10.7 | 2.7 | 45.5 | 4.8 | 8.1 | 9.4 | 17.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.5 | 0.2 | 5.7 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 36.9 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

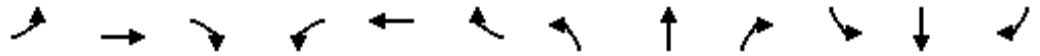
existing a.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|-------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 35 | 1002 | 35 | 119 | 311 | 246 | 55 | 141 | 315 | 676 | 276 | 18 |
| Future Volume (veh/h) | 35 | 1002 | 35 | 119 | 311 | 246 | 55 | 141 | 315 | 676 | 276 | 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 40 | 1152 | 40 | 128 | 334 | 265 | 60 | 153 | 342 | 751 | 307 | 20 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 304 | 1140 | 512 | 179 | 638 | 1563 | 367 | 374 | 317 | 758 | 707 | 594 |
| Arrive On Green | 0.04 | 0.32 | 0.32 | 0.06 | 0.34 | 0.34 | 0.04 | 0.20 | 0.20 | 0.22 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 1856 | 2768 | 1781 | 1870 | 1585 | 3428 | 1870 | 1572 |
| Grp Volume(v), veh/h | 40 | 1152 | 40 | 128 | 334 | 265 | 60 | 153 | 342 | 751 | 307 | 20 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1856 | 1384 | 1781 | 1870 | 1585 | 1714 | 1870 | 1572 |
| Q Serve(g_s), s | 1.3 | 29.1 | 1.6 | 4.3 | 13.0 | 4.1 | 2.4 | 6.4 | 18.0 | 19.7 | 11.0 | 0.7 |
| Cycle Q Clear(g_c), s | 1.3 | 29.1 | 1.6 | 4.3 | 13.0 | 4.1 | 2.4 | 6.4 | 18.0 | 19.7 | 11.0 | 0.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 304 | 1140 | 512 | 179 | 638 | 1563 | 367 | 374 | 317 | 758 | 707 | 594 |
| V/C Ratio(X) | 0.13 | 1.01 | 0.08 | 0.72 | 0.52 | 0.17 | 0.16 | 0.41 | 1.08 | 0.99 | 0.43 | 0.03 |
| Avail Cap(c_a), veh/h | 343 | 1140 | 512 | 179 | 638 | 1563 | 392 | 374 | 317 | 758 | 707 | 594 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.7 | 30.5 | 21.1 | 23.4 | 23.6 | 9.4 | 26.7 | 31.4 | 36.0 | 35.0 | 20.8 | 17.6 |
| Incr Delay (d2), s/veh | 0.2 | 29.3 | 0.1 | 12.7 | 0.8 | 0.1 | 0.2 | 3.3 | 73.2 | 30.3 | 1.9 | 0.1 |
| 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 | 0.5 | 15.9 | 0.6 | 2.3 | 5.4 | 1.1 | 1.0 | 3.1 | 13.0 | 10.8 | 4.8 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.9 | 59.7 | 21.2 | 36.1 | 24.4 | 9.5 | 26.9 | 34.7 | 109.2 | 65.2 | 22.8 | 17.7 |
| LnGrp LOS | B | F | C | D | C | A | C | C | F | E | C | B |
| Approach Vol, veh/h | | 1232 | | | 727 | | | 555 | | | 1078 | |
| Approach Delay, s/veh | | 57.2 | | | 21.0 | | | 79.7 | | | 52.3 | |
| Approach LOS | | E | | | C | | | E | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 24.4 | 22.5 | 9.5 | 33.6 | 8.4 | 38.5 | 7.7 | 35.4 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 19.9 | 18.0 | 5.0 | 29.1 | 5.1 | 32.8 | 5.1 | 29.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 21.7 | 20.0 | 6.3 | 31.1 | 4.4 | 13.0 | 3.3 | 15.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 2.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 51.9 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

existing p.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 114 | 718 | 29 | 55 | 1665 | 122 | 40 | 73 | 36 | 130 | 109 | 191 |
| Future Volume (veh/h) | 114 | 718 | 29 | 55 | 1665 | 122 | 40 | 73 | 36 | 130 | 109 | 191 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 125 | 789 | 32 | 64 | 1936 | 142 | 43 | 78 | 39 | 160 | 135 | 236 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.93 | 0.93 | 0.93 | 0.81 | 0.81 | 0.81 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 149 | 2180 | 980 | 456 | 2007 | 902 | 225 | 196 | 98 | 267 | 334 | 415 |
| Arrive On Green | 0.08 | 0.62 | 0.62 | 0.03 | 0.57 | 0.57 | 0.03 | 0.17 | 0.17 | 0.04 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1176 | 588 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 125 | 789 | 32 | 64 | 1936 | 142 | 43 | 0 | 117 | 160 | 135 | 236 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1764 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 9.0 | 14.3 | 1.0 | 1.9 | 68.2 | 5.5 | 2.6 | 0.0 | 7.7 | 5.5 | 8.3 | 16.8 |
| Cycle Q Clear(g_c), s | 9.0 | 14.3 | 1.0 | 1.9 | 68.2 | 5.5 | 2.6 | 0.0 | 7.7 | 5.5 | 8.3 | 16.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 149 | 2180 | 980 | 456 | 2007 | 902 | 225 | 0 | 293 | 267 | 334 | 415 |
| V/C Ratio(X) | 0.84 | 0.36 | 0.03 | 0.14 | 0.96 | 0.16 | 0.19 | 0.00 | 0.40 | 0.60 | 0.40 | 0.57 |
| Avail Cap(c_a), veh/h | 158 | 2194 | 986 | 464 | 2020 | 908 | 241 | 0 | 293 | 267 | 334 | 415 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 58.7 | 12.2 | 9.7 | 10.8 | 26.8 | 13.3 | 43.2 | 0.0 | 48.4 | 48.6 | 47.3 | 41.6 |
| Incr Delay (d2), s/veh | 30.0 | 0.1 | 0.0 | 0.1 | 12.7 | 0.1 | 0.4 | 0.0 | 4.0 | 3.6 | 3.6 | 5.5 |
| 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 | 5.2 | 5.2 | 0.3 | 0.7 | 29.4 | 1.9 | 1.2 | 0.0 | 3.7 | 2.5 | 4.2 | 7.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 88.6 | 12.3 | 9.7 | 11.0 | 39.5 | 13.3 | 43.6 | 0.0 | 52.4 | 52.2 | 50.9 | 47.1 |
| LnGrp LOS | F | B | A | B | D | B | D | A | D | D | D | D |
| Approach Vol, veh/h | | 946 | | | 2142 | | | 160 | | | 531 | |
| Approach Delay, s/veh | | 22.3 | | | 36.9 | | | 50.0 | | | 49.6 | |
| Approach LOS | | C | | | D | | | D | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 26.1 | 9.0 | 84.9 | 8.4 | 27.7 | 15.4 | 78.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 5.5 | 20.5 | 5.1 | 80.9 | 5.1 | 20.9 | 11.5 | 74.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.5 | 9.7 | 3.9 | 16.3 | 4.6 | 18.8 | 11.0 | 70.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.4 | 0.0 | 6.0 | 0.0 | 0.3 | 0.0 | 3.8 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 35.6 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

existing p.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑ | ↗↗ | ↘ | ↑ | ↗ | ↗↗ | ↑ | ↗ |
| Traffic Volume (veh/h) | 29 | 497 | 62 | 372 | 1023 | 930 | 100 | 229 | 155 | 385 | 308 | 66 |
| Future Volume (veh/h) | 29 | 497 | 62 | 372 | 1023 | 930 | 100 | 229 | 155 | 385 | 308 | 66 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 32 | 540 | 67 | 376 | 1033 | 939 | 109 | 249 | 168 | 405 | 324 | 69 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.99 | 0.99 | 0.99 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 102 | 1607 | 722 | 575 | 1035 | 1878 | 207 | 293 | 248 | 414 | 434 | 365 |
| Arrive On Green | 0.03 | 0.46 | 0.46 | 0.13 | 0.56 | 0.56 | 0.05 | 0.16 | 0.16 | 0.12 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 1856 | 2768 | 1781 | 1870 | 1585 | 3428 | 1870 | 1572 |
| Grp Volume(v), veh/h | 32 | 540 | 67 | 376 | 1033 | 939 | 109 | 249 | 168 | 405 | 324 | 69 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1856 | 1384 | 1781 | 1870 | 1585 | 1714 | 1870 | 1572 |
| Q Serve(g_s), s | 1.2 | 12.8 | 3.1 | 13.9 | 72.2 | 21.5 | 5.9 | 16.8 | 13.0 | 15.3 | 20.9 | 4.6 |
| Cycle Q Clear(g_c), s | 1.2 | 12.8 | 3.1 | 13.9 | 72.2 | 21.5 | 5.9 | 16.8 | 13.0 | 15.3 | 20.9 | 4.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 102 | 1607 | 722 | 575 | 1035 | 1878 | 207 | 293 | 248 | 414 | 434 | 365 |
| V/C Ratio(X) | 0.31 | 0.34 | 0.09 | 0.65 | 1.00 | 0.50 | 0.53 | 0.85 | 0.68 | 0.98 | 0.75 | 0.19 |
| Avail Cap(c_a), veh/h | 124 | 1607 | 722 | 678 | 1035 | 1878 | 207 | 293 | 248 | 414 | 434 | 365 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.3 | 22.7 | 20.1 | 14.8 | 28.7 | 10.2 | 45.9 | 53.3 | 51.7 | 57.0 | 46.4 | 40.1 |
| Incr Delay (d2), s/veh | 1.7 | 0.1 | 0.1 | 1.8 | 27.5 | 0.2 | 2.5 | 25.2 | 13.8 | 38.4 | 11.1 | 1.1 |
| 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 | 0.5 | 5.2 | 1.1 | 5.5 | 36.8 | 5.8 | 0.5 | 9.8 | 6.0 | 8.7 | 10.8 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.0 | 22.9 | 20.2 | 16.6 | 56.2 | 10.4 | 48.4 | 78.6 | 65.5 | 95.3 | 57.5 | 41.2 |
| LnGrp LOS | C | C | C | B | E | B | D | E | E | F | E | D |
| Approach Vol, veh/h | | 639 | | | 2348 | | | 526 | | | 798 | |
| Approach Delay, s/veh | | 23.1 | | | 31.5 | | | 68.1 | | | 75.3 | |
| Approach LOS | | C | | | C | | | E | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 20.2 | 24.9 | 21.2 | 63.7 | 10.4 | 34.7 | 7.9 | 77.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 15.7 | 18.8 | 24.2 | 53.3 | 5.9 | 28.6 | 5.0 | 72.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 17.3 | 18.8 | 15.9 | 14.8 | 7.9 | 22.9 | 3.2 | 74.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.7 | 3.8 | 0.0 | 0.9 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 42.8 |
| HCM 6th LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.

Appendix D

No-Build Intersection Operational Analysis

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

no-build a.m.

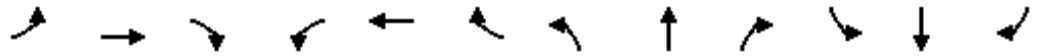


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 158 | 1838 | 27 | 26 | 805 | 352 | 75 | 120 | 81 | 199 | 57 | 168 |
| Future Volume (veh/h) | 158 | 1838 | 27 | 26 | 805 | 352 | 75 | 120 | 81 | 199 | 57 | 168 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 178 | 2065 | 30 | 31 | 947 | 414 | 88 | 141 | 95 | 216 | 62 | 183 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 204 | 2022 | 909 | 96 | 1707 | 768 | 238 | 182 | 123 | 278 | 95 | 280 |
| Arrive On Green | 0.11 | 0.57 | 0.57 | 0.03 | 0.48 | 0.48 | 0.05 | 0.17 | 0.17 | 0.10 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1042 | 702 | 1781 | 417 | 1231 |
| Grp Volume(v), veh/h | 178 | 2065 | 30 | 31 | 947 | 414 | 88 | 0 | 236 | 216 | 0 | 245 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1744 | 1781 | 0 | 1649 |
| Q Serve(g_s), s | 13.8 | 80.3 | 1.2 | 1.2 | 26.5 | 25.5 | 5.7 | 0.0 | 18.1 | 13.7 | 0.0 | 18.9 |
| Cycle Q Clear(g_c), s | 13.8 | 80.3 | 1.2 | 1.2 | 26.5 | 25.5 | 5.7 | 0.0 | 18.1 | 13.7 | 0.0 | 18.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 | 1.00 | | 0.75 |
| Lane Grp Cap(c), veh/h | 204 | 2022 | 909 | 96 | 1707 | 768 | 238 | 0 | 305 | 278 | 0 | 374 |
| V/C Ratio(X) | 0.87 | 1.02 | 0.03 | 0.32 | 0.55 | 0.54 | 0.37 | 0.00 | 0.77 | 0.78 | 0.00 | 0.65 |
| Avail Cap(c_a), veh/h | 300 | 2022 | 909 | 121 | 1707 | 768 | 238 | 0 | 305 | 278 | 0 | 374 |
| 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 | 61.0 | 29.9 | 13.0 | 33.6 | 25.5 | 25.2 | 45.2 | 0.0 | 55.1 | 42.3 | 0.0 | 49.1 |
| Incr Delay (d2), s/veh | 17.0 | 25.5 | 0.0 | 1.9 | 0.4 | 0.8 | 1.0 | 0.0 | 17.2 | 12.9 | 0.0 | 8.6 |
| 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 | 7.1 | 38.0 | 0.4 | 0.5 | 10.8 | 9.4 | 2.6 | 0.0 | 9.4 | 7.0 | 0.0 | 8.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 78.0 | 55.4 | 13.0 | 35.5 | 25.9 | 26.0 | 46.2 | 0.0 | 72.3 | 55.3 | 0.0 | 57.7 |
| LnGrp LOS | E | F | B | D | C | C | D | A | E | E | A | E |
| Approach Vol, veh/h | | 2273 | | | 1392 | | | 324 | | | | 461 |
| Approach Delay, s/veh | | 56.6 | | | 26.1 | | | 65.2 | | | | 56.6 |
| Approach LOS | | E | | | C | | | E | | | | E |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 18.2 | 29.0 | 8.0 | 84.8 | 10.9 | 36.3 | 20.5 | 72.3 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 13.7 | 22.5 | 5.5 | 80.3 | 6.4 | 29.8 | 23.6 | 62.2 | | | | |
| Max Q Clear Time (g_c+I1), s | 15.7 | 20.1 | 3.2 | 82.3 | 7.7 | 20.9 | 15.8 | 28.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.9 | 0.3 | 9.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | | | | | | | | 47.7 | |
| HCM 6th LOS | | | | | | | | | | | D | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

no-build a.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 43 | 1218 | 43 | 145 | 378 | 299 | 66 | 172 | 383 | 822 | 335 | 22 |
| Future Volume (veh/h) | 43 | 1218 | 43 | 145 | 378 | 299 | 66 | 172 | 383 | 822 | 335 | 22 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 49 | 1384 | 49 | 154 | 402 | 318 | 72 | 187 | 416 | 893 | 364 | 24 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 221 | 1146 | 515 | 134 | 633 | 536 | 315 | 354 | 300 | 681 | 856 | 720 |
| Arrive On Green | 0.03 | 0.32 | 0.32 | 0.05 | 0.34 | 0.34 | 0.04 | 0.19 | 0.19 | 0.31 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Grp Volume(v), veh/h | 49 | 1384 | 49 | 154 | 402 | 318 | 72 | 187 | 416 | 893 | 364 | 24 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Q Serve(g_s), s | 2.6 | 45.5 | 3.0 | 6.5 | 25.5 | 23.4 | 4.5 | 12.6 | 26.5 | 43.5 | 18.3 | 1.2 |
| Cycle Q Clear(g_c), s | 2.6 | 45.5 | 3.0 | 6.5 | 25.5 | 23.4 | 4.5 | 12.6 | 26.5 | 43.5 | 18.3 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 221 | 1146 | 515 | 134 | 633 | 536 | 315 | 354 | 300 | 681 | 856 | 720 |
| V/C Ratio(X) | 0.22 | 1.21 | 0.10 | 1.15 | 0.64 | 0.59 | 0.23 | 0.53 | 1.39 | 1.31 | 0.43 | 0.03 |
| Avail Cap(c_a), veh/h | 232 | 1146 | 515 | 134 | 633 | 536 | 315 | 354 | 300 | 681 | 856 | 720 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.0 | 47.2 | 32.9 | 39.9 | 38.8 | 38.1 | 43.1 | 51.1 | 56.8 | 30.1 | 25.5 | 20.9 |
| Incr Delay (d2), s/veh | 0.5 | 101.9 | 0.1 | 123.0 | 2.1 | 1.8 | 0.4 | 5.5 | 193.3 | 150.5 | 1.5 | 0.1 |
| 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 | 1.1 | 35.5 | 1.2 | 7.6 | 11.7 | 9.1 | 2.0 | 6.4 | 26.5 | 45.9 | 8.3 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.5 | 149.2 | 33.0 | 163.0 | 40.9 | 39.9 | 43.5 | 56.7 | 250.1 | 180.6 | 27.1 | 21.0 |
| LnGrp LOS | C | F | C | F | D | D | D | E | F | F | C | C |
| Approach Vol, veh/h | | 1482 | | | 874 | | | 675 | | | 1281 | |
| Approach Delay, s/veh | | 141.5 | | | 62.0 | | | 174.4 | | | 134.0 | |
| Approach LOS | | F | | | E | | | F | | | F | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 48.0 | 31.0 | 11.0 | 50.0 | 10.4 | 68.6 | 8.8 | 52.2 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 43.5 | 26.5 | 6.5 | 45.5 | 5.9 | 64.1 | 5.2 | 46.8 | | | | |
| Max Q Clear Time (g_c+l1), s | 45.5 | 28.5 | 8.5 | 47.5 | 6.5 | 20.3 | 4.6 | 27.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 3.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | | | | | | | | | 128.3 |
| HCM 6th LOS | | | | | | | | | | | | F |

Lost Mountain Active Adult Community
3: Lost Mountain Road & Thayer Drive

no-build a.m.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 22 | 7 | 414 | 1128 | 0 |
| Future Vol, veh/h | 7 | 22 | 7 | 414 | 1128 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 150 | - | - | 125 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 53 | 53 | 95 | 95 | 93 | 93 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 |
| Mvmt Flow | 13 | 42 | 7 | 436 | 1213 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1663 | 1213 | 1213 | 0 | - | 0 |
| Stage 1 | 1213 | - | - | - | - | - |
| Stage 2 | 450 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 108 | 224 | 582 | - | - | - |
| Stage 1 | 284 | - | - | - | - | - |
| Stage 2 | 647 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 107 | 224 | 582 | - | - | - |
| Mov Cap-2 Maneuver | 107 | - | - | - | - | - |
| Stage 1 | 281 | - | - | - | - | - |
| Stage 2 | 647 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 34.2 | 0.2 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 582 | - | 177 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.309 | - | - |
| HCM Control Delay (s) | 11.3 | - | 34.2 | - | - |
| HCM Lane LOS | B | - | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.2 | - | - |

Lost Mountain Active Adult Community
4: Lost Mountain Road & Bullard Road

no-build a.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Volume (veh/h) | 150 | 281 | 20 | 20 | 90 | 15 | 9 | 436 | 14 | 37 | 1074 | 94 |
| Future Volume (veh/h) | 150 | 281 | 20 | 20 | 90 | 15 | 9 | 436 | 14 | 37 | 1074 | 94 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 172 | 323 | 23 | 27 | 122 | 20 | 10 | 484 | 16 | 39 | 1143 | 100 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.74 | 0.74 | 0.74 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 3 |
| Cap, veh/h | 198 | 313 | 22 | 87 | 376 | 58 | 55 | 1092 | 36 | 475 | 1029 | 90 |
| Arrive On Green | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 506 | 982 | 69 | 172 | 1177 | 181 | 447 | 1786 | 59 | 898 | 1682 | 147 |
| Grp Volume(v), veh/h | 518 | 0 | 0 | 169 | 0 | 0 | 10 | 0 | 500 | 39 | 0 | 1243 |
| Grp Sat Flow(s),veh/h/ln | 1556 | 0 | 0 | 1530 | 0 | 0 | 447 | 0 | 1845 | 898 | 0 | 1829 |
| Q Serve(g_s), s | 32.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.8 | 3.1 | 0.0 | 79.5 |
| Cycle Q Clear(g_c), s | 41.5 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 79.5 | 0.0 | 18.8 | 21.9 | 0.0 | 79.5 |
| Prop In Lane | 0.33 | | 0.04 | 0.16 | | 0.12 | 1.00 | | 0.03 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 534 | 0 | 0 | 520 | 0 | 0 | 55 | 0 | 1128 | 475 | 0 | 1119 |
| V/C Ratio(X) | 0.97 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.18 | 0.00 | 0.44 | 0.08 | 0.00 | 1.11 |
| Avail Cap(c_a), veh/h | 534 | 0 | 0 | 520 | 0 | 0 | 55 | 0 | 1128 | 475 | 0 | 1119 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.4 | 0.0 | 0.0 | 33.2 | 0.0 | 0.0 | 65.0 | 0.0 | 13.5 | 19.3 | 0.0 | 25.3 |
| Incr Delay (d2), s/veh | 31.5 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 7.0 | 0.0 | 1.3 | 0.3 | 0.0 | 62.9 |
| 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 | 21.3 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.4 | 0.0 | 7.6 | 0.7 | 0.0 | 49.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 76.9 | 0.0 | 0.0 | 33.5 | 0.0 | 0.0 | 72.0 | 0.0 | 14.7 | 19.6 | 0.0 | 88.1 |
| LnGrp LOS | E | A | A | C | A | A | E | A | B | B | A | F |
| Approach Vol, veh/h | | 518 | | | 169 | | | 510 | | | 1282 | |
| Approach Delay, s/veh | | 76.9 | | | 33.5 | | | 15.8 | | | 86.0 | |
| Approach LOS | | E | | | C | | | B | | | F | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 84.0 | | 46.0 | | 84.0 | | 46.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 79.5 | | 41.5 | | 79.5 | | 41.5 | | | | |
| Max Q Clear Time (g_c+l1), s | | 81.5 | | 43.5 | | 81.5 | | 11.0 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | 0.0 | | 1.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 66.1 | | | | | | | | |
| HCM 6th LOS | | | | E | | | | | | | | |

Lost Mountain Active Adult Community

1: Old Villa Rica Road/Villa Rica Road & Macland Road

no build p.m.

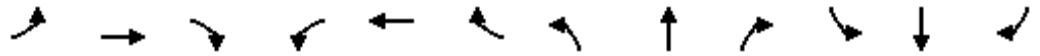


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|------|------|------|------|------|-------|-------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Volume (veh/h) | 139 | 873 | 35 | 67 | 2024 | 148 | 49 | 89 | 44 | 158 | 132 | 232 |
| Future Volume (veh/h) | 139 | 873 | 35 | 67 | 2024 | 148 | 49 | 89 | 44 | 158 | 132 | 232 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 151 | 949 | 38 | 76 | 2300 | 168 | 53 | 96 | 47 | 193 | 161 | 283 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 137 | 2120 | 953 | 364 | 1963 | 882 | 107 | 197 | 96 | 307 | 130 | 228 |
| Arrive On Green | 0.08 | 0.60 | 0.60 | 0.03 | 0.56 | 0.56 | 0.03 | 0.17 | 0.17 | 0.08 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1185 | 580 | 1781 | 608 | 1069 |
| Grp Volume(v), veh/h | 151 | 949 | 38 | 76 | 2300 | 168 | 53 | 0 | 143 | 193 | 0 | 444 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1766 | 1781 | 0 | 1678 |
| Q Serve(g_s), s | 11.5 | 22.0 | 1.5 | 2.8 | 83.5 | 7.9 | 3.7 | 0.0 | 11.0 | 12.1 | 0.0 | 32.0 |
| Cycle Q Clear(g_c), s | 11.5 | 22.0 | 1.5 | 2.8 | 83.5 | 7.9 | 3.7 | 0.0 | 11.0 | 12.1 | 0.0 | 32.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 137 | 2120 | 953 | 364 | 1963 | 882 | 107 | 0 | 293 | 307 | 0 | 358 |
| V/C Ratio(X) | 1.11 | 0.45 | 0.04 | 0.21 | 1.17 | 0.19 | 0.49 | 0.00 | 0.49 | 0.63 | 0.00 | 1.24 |
| Avail Cap(c_a), veh/h | 137 | 2120 | 953 | 377 | 1963 | 882 | 107 | 0 | 293 | 307 | 0 | 358 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 69.2 | 16.3 | 12.2 | 14.2 | 33.2 | 16.5 | 51.6 | 0.0 | 56.8 | 47.9 | 0.0 | 59.0 |
| Incr Delay (d2), s/veh | 108.2 | 0.1 | 0.0 | 0.3 | 83.2 | 0.1 | 3.5 | 0.0 | 5.7 | 4.1 | 0.0 | 129.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.3 | 8.5 | 0.5 | 1.1 | 55.7 | 2.8 | 1.8 | 0.0 | 5.4 | 1.2 | 0.0 | 26.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 177.4 | 16.5 | 12.2 | 14.4 | 116.4 | 16.6 | 55.1 | 0.0 | 62.5 | 52.0 | 0.0 | 188.8 |
| LnGrp LOS | F | B | B | B | F | B | E | A | E | D | A | F |
| Approach Vol, veh/h | | 1138 | | | 2544 | | | 196 | | | 637 | |
| Approach Delay, s/veh | | 37.7 | | | 106.8 | | | 60.5 | | | 147.4 | |
| Approach LOS | | D | | | F | | | E | | | F | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.6 | 29.4 | 9.3 | 94.7 | 9.5 | 36.5 | 16.0 | 88.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 12.1 | 24.9 | 5.9 | 89.1 | 5.0 | 32.0 | 11.5 | 83.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 14.1 | 13.0 | 4.8 | 24.0 | 5.7 | 34.0 | 13.5 | 85.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 93.1 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

no build p.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|-------|-------|------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 35 | 604 | 76 | 452 | 1243 | 1130 | 121 | 279 | 188 | 468 | 375 | 80 |
| Future Volume (veh/h) | 35 | 604 | 76 | 452 | 1243 | 1130 | 121 | 279 | 188 | 468 | 375 | 80 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 38 | 649 | 82 | 457 | 1256 | 1141 | 132 | 303 | 204 | 488 | 391 | 83 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.99 | 0.99 | 0.99 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 95 | 1301 | 585 | 523 | 959 | 812 | 232 | 300 | 254 | 360 | 523 | 440 |
| Arrive On Green | 0.03 | 0.37 | 0.37 | 0.17 | 0.52 | 0.52 | 0.06 | 0.16 | 0.16 | 0.18 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Grp Volume(v), veh/h | 38 | 649 | 82 | 457 | 1256 | 1141 | 132 | 303 | 204 | 488 | 391 | 83 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Q Serve(g_s), s | 2.0 | 21.4 | 5.2 | 23.0 | 77.5 | 77.5 | 8.6 | 24.0 | 18.6 | 26.5 | 28.6 | 6.0 |
| Cycle Q Clear(g_c), s | 2.0 | 21.4 | 5.2 | 23.0 | 77.5 | 77.5 | 8.6 | 24.0 | 18.6 | 26.5 | 28.6 | 6.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 95 | 1301 | 585 | 523 | 959 | 812 | 232 | 300 | 254 | 360 | 523 | 440 |
| V/C Ratio(X) | 0.40 | 0.50 | 0.14 | 0.87 | 1.31 | 1.40 | 0.57 | 1.01 | 0.80 | 1.35 | 0.75 | 0.19 |
| Avail Cap(c_a), veh/h | 107 | 1301 | 585 | 662 | 959 | 812 | 232 | 300 | 254 | 360 | 523 | 440 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.2 | 36.6 | 31.5 | 24.7 | 36.3 | 36.3 | 50.9 | 63.0 | 60.7 | 47.0 | 49.2 | 41.1 |
| Incr Delay (d2), s/veh | 2.7 | 0.3 | 0.1 | 10.4 | 147.1 | 189.4 | 3.3 | 54.9 | 23.0 | 176.9 | 9.4 | 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 | 0.9 | 9.1 | 2.0 | 10.7 | 72.0 | 70.6 | 4.3 | 15.8 | 9.0 | 29.1 | 14.4 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 40.9 | 36.9 | 31.6 | 35.1 | 183.3 | 225.6 | 54.2 | 117.9 | 83.7 | 223.9 | 58.7 | 42.1 |
| LnGrp LOS | D | D | C | D | F | F | D | F | F | F | E | D |
| Approach Vol, veh/h | | 769 | | | 2854 | | | 639 | | | 962 | |
| Approach Delay, s/veh | | 36.5 | | | 176.5 | | | 93.8 | | | 141.0 | |
| Approach LOS | | D | | | F | | | F | | | F | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 31.0 | 28.5 | 30.6 | 59.8 | 13.1 | 46.4 | 8.5 | 82.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 26.5 | 23.0 | 37.9 | 44.6 | 8.6 | 40.9 | 5.0 | 77.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 28.5 | 26.0 | 25.0 | 23.4 | 10.6 | 30.6 | 4.0 | 79.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 1.2 | 4.3 | 0.0 | 1.7 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | | | | | | | | | 139.3 |
| HCM 6th LOS | | | | | | | | | | | | F |

Lost Mountain Active Adult Community
3: Lost Mountain Road & Thayer Drive

no build p.m.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↘↗ | | ↘ | ↑ | ↑ | ↘ |
| Traffic Vol, veh/h | 4 | 9 | 18 | 1195 | 624 | 3 |
| Future Vol, veh/h | 4 | 9 | 18 | 1195 | 624 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 150 | - | - | 125 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 56 | 56 | 90 | 90 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 |
| Mvmt Flow | 7 | 16 | 20 | 1328 | 709 | 3 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 2077 | 709 | 712 | 0 | - | 0 |
| Stage 1 | 709 | - | - | - | - | - |
| Stage 2 | 1368 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 60 | 438 | 897 | - | - | - |
| Stage 1 | 491 | - | - | - | - | - |
| Stage 2 | 239 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 59 | 438 | 897 | - | - | - |
| Mov Cap-2 Maneuver | 59 | - | - | - | - | - |
| Stage 1 | 480 | - | - | - | - | - |
| Stage 2 | 239 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 34 | 0.1 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 897 | - | 147 | - | - |
| HCM Lane V/C Ratio | 0.022 | - | 0.158 | - | - |
| HCM Control Delay (s) | 9.1 | - | 34 | - | - |
| HCM Lane LOS | A | - | D | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.5 | - | - |

Lost Mountain Active Adult Community
 4: Lost Mountain Road & Bullard Road

no build p.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|-------|------|------|------|------|------|-------|-------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Volume (veh/h) | 159 | 185 | 18 | 42 | 424 | 70 | 36 | 1079 | 35 | 25 | 534 | 168 |
| Future Volume (veh/h) | 159 | 185 | 18 | 42 | 424 | 70 | 36 | 1079 | 35 | 25 | 534 | 168 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 171 | 199 | 19 | 48 | 482 | 80 | 37 | 1112 | 36 | 26 | 556 | 175 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 3 |
| Cap, veh/h | 156 | 156 | 14 | 72 | 570 | 92 | 195 | 931 | 30 | 60 | 705 | 222 |
| Arrive On Green | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 |
| Sat Flow, veh/h | 278 | 386 | 34 | 97 | 1411 | 228 | 725 | 1787 | 58 | 490 | 1353 | 426 |
| Grp Volume(v), veh/h | 389 | 0 | 0 | 610 | 0 | 0 | 37 | 0 | 1148 | 26 | 0 | 731 |
| Grp Sat Flow(s),veh/h/ln | 698 | 0 | 0 | 1735 | 0 | 0 | 725 | 0 | 1845 | 490 | 0 | 1779 |
| Q Serve(g_s), s | 10.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 62.5 | 0.0 | 0.0 | 40.1 |
| Cycle Q Clear(g_c), s | 48.5 | 0.0 | 0.0 | 38.4 | 0.0 | 0.0 | 45.4 | 0.0 | 62.5 | 62.5 | 0.0 | 40.1 |
| Prop In Lane | 0.44 | | 0.05 | 0.08 | | 0.13 | 1.00 | | 0.03 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 325 | 0 | 0 | 734 | 0 | 0 | 195 | 0 | 961 | 60 | 0 | 927 |
| V/C Ratio(X) | 1.20 | 0.00 | 0.00 | 0.83 | 0.00 | 0.00 | 0.19 | 0.00 | 1.19 | 0.43 | 0.00 | 0.79 |
| Avail Cap(c_a), veh/h | 325 | 0 | 0 | 734 | 0 | 0 | 195 | 0 | 961 | 60 | 0 | 927 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.1 | 0.0 | 0.0 | 32.5 | 0.0 | 0.0 | 41.8 | 0.0 | 28.8 | 60.0 | 0.0 | 23.4 |
| Incr Delay (d2), s/veh | 114.4 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 2.1 | 0.0 | 97.9 | 21.2 | 0.0 | 6.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 20.2 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 1.0 | 0.0 | 51.0 | 1.1 | 0.0 | 17.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 155.6 | 0.0 | 0.0 | 40.5 | 0.0 | 0.0 | 44.0 | 0.0 | 126.6 | 81.2 | 0.0 | 30.2 |
| LnGrp LOS | F | A | A | D | A | A | D | A | F | F | A | C |
| Approach Vol, veh/h | | 389 | | | 610 | | | 1185 | | | | 757 |
| Approach Delay, s/veh | | 155.6 | | | 40.5 | | | 124.0 | | | | 31.9 |
| Approach LOS | | F | | | D | | | F | | | | C |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 67.0 | | 53.0 | | 67.0 | | 53.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 62.5 | | 48.5 | | 62.5 | | 48.5 | | | | |
| Max Q Clear Time (g_c+l1), s | | 64.5 | | 50.5 | | 64.5 | | 40.4 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | 0.0 | | 2.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 87.2 | | | | | | | | |
| HCM 6th LOS | | | | F | | | | | | | | |

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

no-build a.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 158 | 1838 | 27 | 26 | 805 | 352 | 75 | 120 | 81 | 199 | 57 | 168 |
| Future Volume (veh/h) | 158 | 1838 | 27 | 26 | 805 | 352 | 75 | 120 | 81 | 199 | 57 | 168 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 178 | 2065 | 30 | 31 | 947 | 414 | 88 | 141 | 95 | 216 | 62 | 183 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 205 | 2075 | 933 | 103 | 1759 | 791 | 323 | 164 | 110 | 245 | 369 | 495 |
| Arrive On Green | 0.12 | 0.59 | 0.59 | 0.03 | 0.50 | 0.50 | 0.05 | 0.16 | 0.16 | 0.09 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1042 | 702 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 178 | 2065 | 30 | 31 | 947 | 414 | 88 | 0 | 236 | 216 | 62 | 183 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1744 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 12.8 | 75.6 | 1.0 | 1.1 | 23.9 | 23.0 | 5.4 | 0.0 | 17.1 | 11.7 | 3.6 | 11.7 |
| Cycle Q Clear(g_c), s | 12.8 | 75.6 | 1.0 | 1.1 | 23.9 | 23.0 | 5.4 | 0.0 | 17.1 | 11.7 | 3.6 | 11.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 205 | 2075 | 933 | 103 | 1759 | 791 | 323 | 0 | 274 | 245 | 369 | 495 |
| V/C Ratio(X) | 0.87 | 1.00 | 0.03 | 0.30 | 0.54 | 0.52 | 0.27 | 0.00 | 0.86 | 0.88 | 0.17 | 0.37 |
| Avail Cap(c_a), veh/h | 300 | 2075 | 933 | 125 | 1759 | 791 | 323 | 0 | 274 | 245 | 369 | 495 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.5 | 26.6 | 11.2 | 31.1 | 22.3 | 22.1 | 43.0 | 0.0 | 53.4 | 43.8 | 43.3 | 34.7 |
| Incr Delay (d2), s/veh | 16.2 | 18.6 | 0.0 | 1.6 | 0.3 | 0.6 | 0.5 | 0.0 | 28.1 | 29.2 | 1.0 | 2.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.5 | 33.5 | 0.3 | 0.5 | 9.5 | 8.3 | 2.4 | 0.0 | 9.6 | 7.7 | 1.8 | 4.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 72.7 | 45.2 | 11.2 | 32.7 | 22.6 | 22.7 | 43.4 | 0.0 | 81.5 | 73.0 | 44.3 | 36.8 |
| LnGrp LOS | E | D | B | C | C | C | D | A | F | E | D | D |
| Approach Vol, veh/h | | 2273 | | | 1392 | | | 324 | | | 461 | |
| Approach Delay, s/veh | | 46.9 | | | 22.9 | | | 71.1 | | | 54.8 | |
| Approach LOS | | D | | | C | | | E | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.2 | 24.9 | 7.9 | 81.0 | 11.0 | 30.1 | 19.5 | 69.4 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 11.7 | 18.8 | 5.0 | 76.5 | 6.5 | 24.0 | 21.9 | 59.6 | | | | |
| Max Q Clear Time (g_c+I1), s | 13.7 | 19.1 | 3.1 | 77.6 | 7.4 | 13.7 | 14.8 | 25.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.2 | 9.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 42.0 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

no-build a.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|-------|------|------|------|-------|-------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 43 | 1218 | 43 | 145 | 378 | 299 | 66 | 172 | 383 | 822 | 335 | 22 |
| Future Volume (veh/h) | 43 | 1218 | 43 | 145 | 378 | 299 | 66 | 172 | 383 | 822 | 335 | 22 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 49 | 1384 | 49 | 154 | 402 | 318 | 72 | 187 | 416 | 893 | 364 | 24 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 338 | 1288 | 579 | 155 | 1374 | 1757 | 327 | 364 | 308 | 841 | 741 | 623 |
| Arrive On Green | 0.03 | 0.37 | 0.37 | 0.06 | 0.39 | 0.39 | 0.04 | 0.19 | 0.19 | 0.25 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 3526 | 2768 | 1781 | 1870 | 1585 | 3428 | 1870 | 1572 |
| Grp Volume(v), veh/h | 49 | 1384 | 49 | 154 | 402 | 318 | 72 | 187 | 416 | 893 | 364 | 24 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1763 | 1384 | 1781 | 1870 | 1585 | 1714 | 1870 | 1572 |
| Q Serve(g_s), s | 2.2 | 47.5 | 2.6 | 7.2 | 10.2 | 6.2 | 4.2 | 11.6 | 25.3 | 31.9 | 19.0 | 1.2 |
| Cycle Q Clear(g_c), s | 2.2 | 47.5 | 2.6 | 7.2 | 10.2 | 6.2 | 4.2 | 11.6 | 25.3 | 31.9 | 19.0 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 338 | 1288 | 579 | 155 | 1374 | 1757 | 327 | 364 | 308 | 841 | 741 | 623 |
| V/C Ratio(X) | 0.15 | 1.07 | 0.08 | 0.99 | 0.29 | 0.18 | 0.22 | 0.51 | 1.35 | 1.06 | 0.49 | 0.04 |
| Avail Cap(c_a), veh/h | 351 | 1288 | 579 | 155 | 1374 | 1757 | 330 | 364 | 308 | 841 | 741 | 623 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.5 | 41.3 | 27.0 | 33.2 | 27.3 | 9.8 | 39.3 | 46.8 | 52.4 | 49.0 | 29.4 | 24.1 |
| Incr Delay (d2), s/veh | 0.2 | 47.7 | 0.1 | 69.3 | 0.1 | 0.0 | 0.3 | 5.1 | 176.9 | 48.7 | 2.3 | 0.1 |
| 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 | 0.9 | 28.2 | 1.0 | 5.9 | 4.2 | 1.7 | 1.8 | 5.8 | 24.9 | 18.9 | 8.7 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.7 | 88.9 | 27.1 | 102.5 | 27.4 | 9.8 | 39.6 | 52.0 | 229.2 | 97.7 | 31.8 | 24.2 |
| LnGrp LOS | C | F | C | F | C | A | D | D | F | F | C | C |
| Approach Vol, veh/h | | 1482 | | | 874 | | | 675 | | | 1281 | |
| Approach Delay, s/veh | | 84.7 | | | 34.3 | | | 159.9 | | | 77.6 | |
| Approach LOS | | F | | | C | | | F | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 36.4 | 29.8 | 11.8 | 52.0 | 10.2 | 56.0 | 8.6 | 55.2 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 31.9 | 25.3 | 7.3 | 47.5 | 5.9 | 51.3 | 5.1 | 49.7 | | | | |
| Max Q Clear Time (g_c+l1), s | 33.9 | 27.3 | 9.2 | 49.5 | 6.2 | 21.0 | 4.2 | 12.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 3.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 84.2 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |

Lost Mountain Active Adult Community
4: Lost Mountain Road & Bullard Road

no-build a.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 150 | 281 | 20 | 20 | 90 | 15 | 9 | 436 | 14 | 37 | 1074 | 94 |
| Future Volume (veh/h) | 150 | 281 | 20 | 20 | 90 | 15 | 9 | 436 | 14 | 37 | 1074 | 94 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1870 |
| Adj Flow Rate, veh/h | 172 | 323 | 23 | 27 | 122 | 20 | 10 | 484 | 16 | 39 | 1143 | 100 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.74 | 0.74 | 0.74 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 2 |
| Cap, veh/h | 325 | 431 | 31 | 70 | 167 | 25 | 117 | 1147 | 38 | 544 | 1192 | 1018 |
| Arrive On Green | 0.06 | 0.25 | 0.25 | 0.14 | 0.14 | 0.14 | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 |
| Sat Flow, veh/h | 1781 | 1725 | 123 | 147 | 1231 | 185 | 447 | 1786 | 59 | 898 | 1856 | 1585 |
| Grp Volume(v), veh/h | 172 | 0 | 346 | 169 | 0 | 0 | 10 | 0 | 500 | 39 | 1143 | 100 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1848 | 1563 | 0 | 0 | 447 | 0 | 1845 | 898 | 1856 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.0 | 14.4 | 3.9 | 0.0 | 0.0 | 1.8 | 0.0 | 11.1 | 1.9 | 47.8 | 2.0 |
| Cycle Q Clear(g_c), s | 5.0 | 0.0 | 14.4 | 8.8 | 0.0 | 0.0 | 49.6 | 0.0 | 11.1 | 12.9 | 47.8 | 2.0 |
| Prop In Lane | 1.00 | | 0.07 | 0.16 | | 0.12 | 1.00 | | 0.03 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 325 | 0 | 461 | 262 | 0 | 0 | 117 | 0 | 1185 | 544 | 1192 | 1018 |
| V/C Ratio(X) | 0.53 | 0.00 | 0.75 | 0.64 | 0.00 | 0.00 | 0.09 | 0.00 | 0.42 | 0.07 | 0.96 | 0.10 |
| Avail Cap(c_a), veh/h | 325 | 0 | 610 | 393 | 0 | 0 | 117 | 0 | 1185 | 544 | 1192 | 1018 |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.5 | 0.0 | 28.8 | 34.8 | 0.0 | 0.0 | 37.0 | 0.0 | 7.3 | 10.5 | 13.9 | 5.7 |
| Incr Delay (d2), s/veh | 1.6 | 0.0 | 3.6 | 2.7 | 0.0 | 0.0 | 1.4 | 0.0 | 1.1 | 0.3 | 17.9 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 0.0 | 6.5 | 3.4 | 0.0 | 0.0 | 0.2 | 0.0 | 3.6 | 0.4 | 20.0 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.1 | 0.0 | 32.5 | 37.4 | 0.0 | 0.0 | 38.4 | 0.0 | 8.4 | 10.7 | 31.8 | 5.9 |
| LnGrp LOS | C | A | C | D | A | A | D | A | A | B | C | A |
| Approach Vol, veh/h | | 518 | | | 169 | | | 510 | | | 1282 | |
| Approach Delay, s/veh | | 31.7 | | | 37.4 | | | 9.0 | | | 29.1 | |
| Approach LOS | | C | | | D | | | A | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 58.0 | | 25.3 | | 58.0 | 9.5 | 15.8 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 53.5 | | 27.5 | | 53.5 | 5.0 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 51.6 | | 16.4 | | 49.8 | 7.0 | 10.8 | | | | |
| Green Ext Time (p_c), s | | 0.6 | | 1.5 | | 2.7 | 0.0 | 0.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 26.1 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

no build p.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 139 | 873 | 35 | 67 | 2024 | 148 | 49 | 89 | 44 | 158 | 132 | 232 |
| Future Volume (veh/h) | 139 | 873 | 35 | 67 | 2024 | 148 | 49 | 89 | 44 | 158 | 132 | 232 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 151 | 949 | 38 | 76 | 2300 | 168 | 53 | 96 | 47 | 193 | 161 | 283 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 137 | 2120 | 953 | 364 | 1963 | 882 | 239 | 197 | 96 | 307 | 399 | 338 |
| Arrive On Green | 0.08 | 0.60 | 0.60 | 0.03 | 0.56 | 0.56 | 0.03 | 0.17 | 0.17 | 0.08 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1185 | 580 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 151 | 949 | 38 | 76 | 2300 | 168 | 53 | 0 | 143 | 193 | 161 | 283 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1766 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 11.5 | 22.0 | 1.5 | 2.8 | 83.5 | 7.9 | 3.7 | 0.0 | 11.0 | 12.1 | 11.1 | 25.6 |
| Cycle Q Clear(g_c), s | 11.5 | 22.0 | 1.5 | 2.8 | 83.5 | 7.9 | 3.7 | 0.0 | 11.0 | 12.1 | 11.1 | 25.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 137 | 2120 | 953 | 364 | 1963 | 882 | 239 | 0 | 293 | 307 | 399 | 338 |
| V/C Ratio(X) | 1.11 | 0.45 | 0.04 | 0.21 | 1.17 | 0.19 | 0.22 | 0.00 | 0.49 | 0.63 | 0.40 | 0.84 |
| Avail Cap(c_a), veh/h | 137 | 2120 | 953 | 377 | 1963 | 882 | 239 | 0 | 293 | 307 | 399 | 338 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 69.2 | 16.3 | 12.2 | 14.2 | 33.2 | 16.5 | 49.6 | 0.0 | 56.8 | 47.9 | 50.8 | 56.5 |
| Incr Delay (d2), s/veh | 108.2 | 0.1 | 0.0 | 0.3 | 83.2 | 0.1 | 0.5 | 0.0 | 5.7 | 4.1 | 3.0 | 21.2 |
| 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 | 9.3 | 8.5 | 0.5 | 1.1 | 55.7 | 2.8 | 1.7 | 0.0 | 5.4 | 1.2 | 5.6 | 12.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 177.4 | 16.5 | 12.2 | 14.4 | 116.4 | 16.6 | 50.1 | 0.0 | 62.5 | 52.0 | 53.8 | 77.7 |
| LnGrp LOS | F | B | B | B | F | B | D | A | E | D | D | E |
| Approach Vol, veh/h | | 1138 | | | 2544 | | | 196 | | | 637 | |
| Approach Delay, s/veh | | 37.7 | | | 106.8 | | | 59.1 | | | 63.9 | |
| Approach LOS | | D | | | F | | | E | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.6 | 29.4 | 9.3 | 94.7 | 9.5 | 36.5 | 16.0 | 88.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 12.1 | 24.9 | 5.9 | 89.1 | 5.0 | 32.0 | 11.5 | 83.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 14.1 | 13.0 | 4.8 | 24.0 | 5.7 | 27.6 | 13.5 | 85.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.5 | 0.0 | 7.7 | 0.0 | 0.8 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 81.2 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

no build p.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑ | ↗ | ↗ | ↑ | ↗ |
| Traffic Volume (veh/h) | 35 | 604 | 76 | 452 | 1243 | 1130 | 121 | 279 | 188 | 468 | 375 | 80 |
| Future Volume (veh/h) | 35 | 604 | 76 | 452 | 1243 | 1130 | 121 | 279 | 188 | 468 | 375 | 80 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 38 | 649 | 82 | 457 | 1256 | 1141 | 132 | 303 | 204 | 488 | 391 | 83 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.99 | 0.99 | 0.99 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 148 | 733 | 330 | 489 | 1381 | 1407 | 307 | 482 | 408 | 756 | 594 | 499 |
| Arrive On Green | 0.03 | 0.21 | 0.21 | 0.22 | 0.39 | 0.39 | 0.06 | 0.26 | 0.26 | 0.12 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 3526 | 2768 | 1781 | 1870 | 1585 | 3428 | 1870 | 1572 |
| Grp Volume(v), veh/h | 38 | 649 | 82 | 457 | 1256 | 1141 | 132 | 303 | 204 | 488 | 391 | 83 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1763 | 1384 | 1781 | 1870 | 1585 | 1714 | 1870 | 1572 |
| Q Serve(g_s), s | 1.5 | 16.1 | 3.9 | 17.4 | 30.3 | 31.0 | 4.9 | 12.9 | 9.9 | 9.0 | 16.2 | 3.4 |
| Cycle Q Clear(g_c), s | 1.5 | 16.1 | 3.9 | 17.4 | 30.3 | 31.0 | 4.9 | 12.9 | 9.9 | 9.0 | 16.2 | 3.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 148 | 733 | 330 | 489 | 1381 | 1407 | 307 | 482 | 408 | 756 | 594 | 499 |
| V/C Ratio(X) | 0.26 | 0.89 | 0.25 | 0.93 | 0.91 | 0.81 | 0.43 | 0.63 | 0.50 | 0.65 | 0.66 | 0.17 |
| Avail Cap(c_a), veh/h | 186 | 764 | 343 | 507 | 1381 | 1407 | 307 | 482 | 408 | 756 | 594 | 499 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.8 | 34.6 | 29.8 | 21.3 | 25.9 | 18.5 | 23.6 | 29.6 | 28.5 | 20.8 | 26.5 | 22.1 |
| Incr Delay (d2), s/veh | 0.9 | 11.8 | 0.4 | 24.2 | 9.2 | 3.7 | 1.0 | 6.1 | 4.3 | 1.9 | 5.6 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 7.6 | 1.4 | 9.7 | 13.1 | 9.2 | 2.0 | 6.2 | 4.0 | 3.5 | 7.6 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.8 | 46.4 | 30.2 | 45.6 | 35.0 | 22.2 | 24.6 | 35.7 | 32.8 | 22.8 | 32.1 | 22.8 |
| LnGrp LOS | C | D | C | D | D | C | C | D | C | C | C | C |
| Approach Vol, veh/h | | 769 | | | 2854 | | | 639 | | | 962 | |
| Approach Delay, s/veh | | 43.8 | | | 31.6 | | | 32.5 | | | 26.6 | |
| Approach LOS | | D | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 27.7 | 24.1 | 23.2 | 9.6 | 33.1 | 7.6 | 39.8 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 10.5 | 21.5 | 20.5 | 19.5 | 5.1 | 26.9 | 5.0 | 35.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 11.0 | 14.9 | 19.4 | 18.1 | 6.9 | 18.2 | 3.5 | 33.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.3 | 0.2 | 0.6 | 0.0 | 1.6 | 0.0 | 1.8 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 32.6 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

Lost Mountain Active Adult Community
 4: Lost Mountain Road & Bullard Road

no build p.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 159 | 185 | 18 | 42 | 424 | 70 | 36 | 1079 | 35 | 25 | 534 | 168 |
| Future Volume (veh/h) | 159 | 185 | 18 | 42 | 424 | 70 | 36 | 1079 | 35 | 25 | 534 | 168 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1870 |
| Adj Flow Rate, veh/h | 171 | 199 | 19 | 48 | 482 | 80 | 37 | 1112 | 36 | 26 | 556 | 175 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 2 |
| Cap, veh/h | 356 | 830 | 79 | 83 | 535 | 86 | 293 | 1365 | 44 | 144 | 1381 | 621 |
| Arrive On Green | 0.07 | 0.49 | 0.49 | 0.37 | 0.37 | 0.37 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1781 | 1681 | 160 | 90 | 1451 | 233 | 725 | 3485 | 113 | 490 | 3526 | 1585 |
| Grp Volume(v), veh/h | 171 | 0 | 218 | 610 | 0 | 0 | 37 | 562 | 586 | 26 | 556 | 175 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1841 | 1774 | 0 | 0 | 725 | 1763 | 1835 | 490 | 1763 | 1585 |
| Q Serve(g_s), s | 4.5 | 0.0 | 5.3 | 15.9 | 0.0 | 0.0 | 3.0 | 22.3 | 22.4 | 3.9 | 8.9 | 5.9 |
| Cycle Q Clear(g_c), s | 4.5 | 0.0 | 5.3 | 25.9 | 0.0 | 0.0 | 12.0 | 22.3 | 22.4 | 26.3 | 8.9 | 5.9 |
| Prop In Lane | 1.00 | | 0.09 | 0.08 | | 0.13 | 1.00 | | 0.06 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 356 | 0 | 909 | 703 | 0 | 0 | 293 | 690 | 719 | 144 | 1381 | 621 |
| V/C Ratio(X) | 0.48 | 0.00 | 0.24 | 0.87 | 0.00 | 0.00 | 0.13 | 0.81 | 0.81 | 0.18 | 0.40 | 0.28 |
| Avail Cap(c_a), veh/h | 356 | 0 | 947 | 739 | 0 | 0 | 293 | 690 | 719 | 144 | 1381 | 621 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.6 | 0.0 | 11.4 | 23.7 | 0.0 | 0.0 | 21.6 | 21.3 | 21.3 | 33.1 | 17.2 | 16.3 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 0.1 | 10.4 | 0.0 | 0.0 | 0.9 | 10.2 | 9.9 | 2.7 | 0.9 | 1.1 |
| 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 | 1.7 | 0.0 | 2.0 | 11.9 | 0.0 | 0.0 | 0.5 | 10.0 | 10.3 | 0.5 | 3.4 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.6 | 0.0 | 11.5 | 34.0 | 0.0 | 0.0 | 22.4 | 31.5 | 31.2 | 35.8 | 18.1 | 17.4 |
| LnGrp LOS | B | A | B | C | A | A | C | C | C | D | B | B |
| Approach Vol, veh/h | | 389 | | | 610 | | | 1185 | | | | 757 |
| Approach Delay, s/veh | | 12.4 | | | 34.0 | | | 31.1 | | | | 18.6 |
| Approach LOS | | B | | | C | | | C | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 35.2 | | 43.2 | | 35.2 | 9.8 | 33.4 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 30.7 | | 40.3 | | 30.7 | 5.3 | 30.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 24.4 | | 7.3 | | 28.3 | 6.5 | 27.9 | | | | |
| Green Ext Time (p_c), s | | 3.6 | | 1.3 | | 1.0 | 0.0 | 1.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 26.0 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

Appendix E

Build Intersection Operational Analysis

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

build a.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 158 | 1847 | 27 | 26 | 809 | 352 | 75 | 120 | 81 | 199 | 57 | 168 |
| Future Volume (veh/h) | 158 | 1847 | 27 | 26 | 809 | 352 | 75 | 120 | 81 | 199 | 57 | 168 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 178 | 2075 | 30 | 31 | 952 | 414 | 88 | 141 | 95 | 216 | 62 | 183 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 203 | 2030 | 913 | 96 | 1716 | 771 | 235 | 180 | 121 | 275 | 94 | 276 |
| Arrive On Green | 0.11 | 0.58 | 0.58 | 0.03 | 0.49 | 0.49 | 0.05 | 0.17 | 0.17 | 0.10 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1042 | 702 | 1781 | 417 | 1231 |
| Grp Volume(v), veh/h | 178 | 2075 | 30 | 31 | 952 | 414 | 88 | 0 | 236 | 216 | 0 | 245 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1744 | 1781 | 0 | 1649 |
| Q Serve(g_s), s | 13.8 | 80.6 | 1.1 | 1.2 | 26.6 | 25.4 | 5.7 | 0.0 | 18.1 | 13.7 | 0.0 | 19.0 |
| Cycle Q Clear(g_c), s | 13.8 | 80.6 | 1.1 | 1.2 | 26.6 | 25.4 | 5.7 | 0.0 | 18.1 | 13.7 | 0.0 | 19.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 | 1.00 | | 0.75 |
| Lane Grp Cap(c), veh/h | 203 | 2030 | 913 | 96 | 1716 | 771 | 235 | 0 | 301 | 275 | 0 | 370 |
| V/C Ratio(X) | 0.88 | 1.02 | 0.03 | 0.32 | 0.55 | 0.54 | 0.37 | 0.00 | 0.78 | 0.78 | 0.00 | 0.66 |
| Avail Cap(c_a), veh/h | 272 | 2030 | 913 | 120 | 1716 | 771 | 235 | 0 | 301 | 275 | 0 | 370 |
| 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 | 61.0 | 29.7 | 12.8 | 33.6 | 25.3 | 25.0 | 45.4 | 0.0 | 55.4 | 42.7 | 0.0 | 49.5 |
| Incr Delay (d2), s/veh | 20.9 | 25.8 | 0.0 | 1.9 | 0.4 | 0.7 | 1.0 | 0.0 | 18.2 | 13.8 | 0.0 | 9.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.3 | 38.2 | 0.4 | 0.5 | 10.8 | 9.3 | 2.6 | 0.0 | 9.5 | 7.1 | 0.0 | 8.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 81.9 | 55.5 | 12.9 | 35.5 | 25.7 | 25.7 | 46.4 | 0.0 | 73.6 | 56.4 | 0.0 | 58.5 |
| LnGrp LOS | F | F | B | D | C | C | D | A | E | E | A | E |
| Approach Vol, veh/h | | 2283 | | | 1397 | | | 324 | | | | 461 |
| Approach Delay, s/veh | | 57.0 | | | 25.9 | | | 66.2 | | | | 57.5 |
| Approach LOS | | E | | | C | | | E | | | | E |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 18.2 | 28.7 | 8.0 | 85.1 | 11.0 | 35.9 | 20.5 | 72.6 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 13.7 | 22.3 | 5.4 | 80.6 | 6.5 | 29.5 | 21.4 | 64.6 | | | | |
| Max Q Clear Time (g_c+l1), s | 15.7 | 20.1 | 3.2 | 82.6 | 7.7 | 21.0 | 15.8 | 28.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.9 | 0.2 | 9.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 48.0 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Lost Mountain Active Adult Community
 2: New Macland Road/Lost Mountain Road & Macland Road

build a.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|-------|-------|------|------|------|-------|-------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ |
| Traffic Volume (veh/h) | 45 | 1218 | 43 | 145 | 378 | 303 | 66 | 174 | 383 | 831 | 339 | 27 |
| Future Volume (veh/h) | 45 | 1218 | 43 | 145 | 378 | 303 | 66 | 174 | 383 | 831 | 339 | 27 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 51 | 1384 | 49 | 154 | 402 | 322 | 72 | 189 | 416 | 903 | 368 | 29 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 220 | 1146 | 515 | 134 | 632 | 536 | 320 | 367 | 311 | 674 | 856 | 720 |
| Arrive On Green | 0.03 | 0.32 | 0.32 | 0.05 | 0.34 | 0.34 | 0.04 | 0.20 | 0.20 | 0.30 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Grp Volume(v), veh/h | 51 | 1384 | 49 | 154 | 402 | 322 | 72 | 189 | 416 | 903 | 368 | 29 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Q Serve(g_s), s | 2.7 | 45.5 | 3.0 | 6.5 | 25.5 | 23.8 | 4.5 | 12.6 | 27.5 | 42.5 | 18.6 | 1.4 |
| Cycle Q Clear(g_c), s | 2.7 | 45.5 | 3.0 | 6.5 | 25.5 | 23.8 | 4.5 | 12.6 | 27.5 | 42.5 | 18.6 | 1.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 220 | 1146 | 515 | 134 | 632 | 536 | 320 | 367 | 311 | 674 | 856 | 720 |
| V/C Ratio(X) | 0.23 | 1.21 | 0.10 | 1.15 | 0.64 | 0.60 | 0.22 | 0.51 | 1.34 | 1.34 | 0.43 | 0.04 |
| Avail Cap(c_a), veh/h | 235 | 1146 | 515 | 134 | 632 | 536 | 320 | 367 | 311 | 674 | 856 | 720 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.0 | 47.2 | 32.9 | 39.9 | 38.9 | 38.3 | 42.3 | 50.3 | 56.3 | 29.6 | 25.6 | 21.0 |
| Incr Delay (d2), s/veh | 0.5 | 101.9 | 0.1 | 123.0 | 2.1 | 1.9 | 0.4 | 5.1 | 171.5 | 163.1 | 1.6 | 0.1 |
| 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 | 1.2 | 35.5 | 1.2 | 7.6 | 11.7 | 9.2 | 2.0 | 6.3 | 25.6 | 47.5 | 8.4 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.5 | 149.2 | 33.0 | 163.0 | 41.0 | 40.1 | 42.6 | 55.4 | 227.8 | 192.7 | 27.2 | 21.1 |
| LnGrp LOS | C | F | C | F | D | D | D | E | F | F | C | C |
| Approach Vol, veh/h | | 1484 | | | 878 | | | 677 | | | 1300 | |
| Approach Delay, s/veh | | 141.3 | | | 62.1 | | | 159.9 | | | 142.0 | |
| Approach LOS | | F | | | E | | | F | | | F | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 47.0 | 32.0 | 11.0 | 50.0 | 10.4 | 68.6 | 8.8 | 52.2 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 42.5 | 27.5 | 6.5 | 45.5 | 5.9 | 64.1 | 5.5 | 46.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 44.5 | 29.5 | 8.5 | 47.5 | 6.5 | 20.6 | 4.7 | 27.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 3.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 128.4 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |

Lost Mountain Active Adult Community
 3: Lost Mountain Road & Thayer Drive/site access

build a.m.

| 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 | 7 | 0 | 22 | 18 | 0 | 7 | 7 | 414 | 8 | 4 | 1128 | 0 |
| Future Vol, veh/h | 7 | 0 | 22 | 18 | 0 | 7 | 7 | 414 | 8 | 4 | 1128 | 0 |
| 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 | - | - | - | - | - | - | 150 | - | 150 | 125 | - | 125 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 80 | 80 | 80 | 95 | 95 | 95 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 3 | 2 | 2 | 3 | 0 |
| Mvmt Flow | 13 | 0 | 42 | 23 | 0 | 9 | 7 | 436 | 8 | 4 | 1213 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|------|--------|---|-------|---|---|
| Conflicting Flow All | 1680 | 1679 | 1213 | 1692 | 1671 | 436 | 1213 | 0 | 0 | 444 | 0 | 0 |
| Stage 1 | 1221 | 1221 | - | 450 | 450 | - | - | - | - | - | - | - |
| Stage 2 | 459 | 458 | - | 1242 | 1221 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.52 | 6.2 | 7.12 | 6.52 | 6.22 | 4.1 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.018 | 3.3 | 3.518 | 4.018 | 3.318 | 2.2 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 76 | 95 | 224 | 74 | 96 | 620 | 582 | - | - | 1116 | - | - |
| Stage 1 | 222 | 252 | - | 589 | 572 | - | - | - | - | - | - | - |
| Stage 2 | 586 | 567 | - | 214 | 252 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 74 | 93 | 224 | 60 | 94 | 620 | 582 | - | - | 1116 | - | - |
| Mov Cap-2 Maneuver | 74 | 93 | - | 60 | 94 | - | - | - | - | - | - | - |
| Stage 1 | 219 | 251 | - | 582 | 565 | - | - | - | - | - | - | - |
| Stage 2 | 571 | 560 | - | 174 | 251 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | | SB | | |
|----------------------|------|--|------|--|-----|--|--|----|--|--|
| HCM Control Delay, s | 42.2 | | 76.3 | | 0.2 | | | 0 | | |
| HCM LOS | E | | F | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 582 | - | - | 150 | 80 | 1116 | - |
| HCM Lane V/C Ratio | 0.013 | - | - | 0.365 | 0.391 | 0.004 | - |
| HCM Control Delay (s) | 11.3 | - | - | 42.2 | 76.3 | 8.2 | - |
| HCM Lane LOS | B | - | - | E | F | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.5 | 1.5 | 0 | - |

Lost Mountain Active Adult Community
4: Lost Mountain Road & Bullard Road

build a.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Volume (veh/h) | 150 | 281 | 20 | 22 | 90 | 15 | 9 | 439 | 18 | 37 | 1076 | 94 |
| Future Volume (veh/h) | 150 | 281 | 20 | 22 | 90 | 15 | 9 | 439 | 18 | 37 | 1076 | 94 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 172 | 323 | 23 | 30 | 122 | 20 | 10 | 488 | 20 | 39 | 1145 | 100 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.74 | 0.74 | 0.74 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 3 |
| Cap, veh/h | 198 | 313 | 22 | 93 | 362 | 56 | 55 | 1082 | 44 | 469 | 1029 | 90 |
| Arrive On Green | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 505 | 980 | 69 | 189 | 1133 | 174 | 447 | 1770 | 73 | 891 | 1682 | 147 |
| Grp Volume(v), veh/h | 518 | 0 | 0 | 172 | 0 | 0 | 10 | 0 | 508 | 39 | 0 | 1245 |
| Grp Sat Flow(s),veh/h/ln | 1554 | 0 | 0 | 1496 | 0 | 0 | 447 | 0 | 1842 | 891 | 0 | 1829 |
| Q Serve(g_s), s | 32.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.2 | 3.2 | 0.0 | 79.5 |
| Cycle Q Clear(g_c), s | 41.5 | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 | 79.5 | 0.0 | 19.2 | 22.4 | 0.0 | 79.5 |
| Prop In Lane | 0.33 | | 0.04 | 0.17 | | 0.12 | 1.00 | | 0.04 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 533 | 0 | 0 | 510 | 0 | 0 | 55 | 0 | 1127 | 469 | 0 | 1119 |
| V/C Ratio(X) | 0.97 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.18 | 0.00 | 0.45 | 0.08 | 0.00 | 1.11 |
| Avail Cap(c_a), veh/h | 533 | 0 | 0 | 510 | 0 | 0 | 55 | 0 | 1127 | 469 | 0 | 1119 |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.5 | 0.0 | 0.0 | 33.2 | 0.0 | 0.0 | 65.0 | 0.0 | 13.5 | 19.6 | 0.0 | 25.3 |
| Incr Delay (d2), s/veh | 31.7 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 7.0 | 0.0 | 1.3 | 0.3 | 0.0 | 63.5 |
| 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 | 21.4 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.4 | 0.0 | 7.7 | 0.7 | 0.0 | 49.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 77.2 | 0.0 | 0.0 | 33.6 | 0.0 | 0.0 | 72.0 | 0.0 | 14.8 | 19.9 | 0.0 | 88.8 |
| LnGrp LOS | E | A | A | C | A | A | E | A | B | B | A | F |
| Approach Vol, veh/h | | 518 | | | 172 | | | 518 | | | 1284 | |
| Approach Delay, s/veh | | 77.2 | | | 33.6 | | | 16.0 | | | 86.7 | |
| Approach LOS | | E | | | C | | | B | | | F | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 84.0 | | 46.0 | | 84.0 | | 46.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 79.5 | | 41.5 | | 79.5 | | 41.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 81.5 | | 43.5 | | 81.5 | | 11.2 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | 0.0 | | 1.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 66.4 | | | | | | | | |
| HCM 6th LOS | | | | E | | | | | | | | |

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

build p.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|------|------|------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 139 | 879 | 35 | 67 | 2034 | 148 | 49 | 89 | 44 | 158 | 132 | 232 |
| Future Volume (veh/h) | 139 | 879 | 35 | 67 | 2034 | 148 | 49 | 89 | 44 | 158 | 132 | 232 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 151 | 955 | 38 | 76 | 2311 | 168 | 53 | 96 | 47 | 193 | 161 | 283 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 137 | 2120 | 953 | 362 | 1963 | 882 | 107 | 197 | 96 | 307 | 130 | 228 |
| Arrive On Green | 0.08 | 0.60 | 0.60 | 0.03 | 0.56 | 0.56 | 0.03 | 0.17 | 0.17 | 0.08 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1185 | 580 | 1781 | 608 | 1069 |
| Grp Volume(v), veh/h | 151 | 955 | 38 | 76 | 2311 | 168 | 53 | 0 | 143 | 193 | 0 | 444 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1766 | 1781 | 0 | 1678 |
| Q Serve(g_s), s | 11.5 | 22.2 | 1.5 | 2.8 | 83.5 | 7.9 | 3.7 | 0.0 | 11.0 | 12.1 | 0.0 | 32.0 |
| Cycle Q Clear(g_c), s | 11.5 | 22.2 | 1.5 | 2.8 | 83.5 | 7.9 | 3.7 | 0.0 | 11.0 | 12.1 | 0.0 | 32.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 137 | 2120 | 953 | 362 | 1963 | 882 | 107 | 0 | 293 | 307 | 0 | 358 |
| V/C Ratio(X) | 1.11 | 0.45 | 0.04 | 0.21 | 1.18 | 0.19 | 0.49 | 0.00 | 0.49 | 0.63 | 0.00 | 1.24 |
| Avail Cap(c_a), veh/h | 137 | 2120 | 953 | 375 | 1963 | 882 | 107 | 0 | 293 | 307 | 0 | 358 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 69.2 | 16.3 | 12.2 | 14.2 | 33.2 | 16.5 | 51.6 | 0.0 | 56.8 | 47.9 | 0.0 | 59.0 |
| Incr Delay (d2), s/veh | 108.2 | 0.2 | 0.0 | 0.3 | 85.6 | 0.1 | 3.5 | 0.0 | 5.7 | 4.1 | 0.0 | 129.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.3 | 8.6 | 0.5 | 1.1 | 56.3 | 2.8 | 1.8 | 0.0 | 5.4 | 1.2 | 0.0 | 26.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 177.4 | 16.5 | 12.2 | 14.5 | 118.8 | 16.6 | 55.1 | 0.0 | 62.5 | 52.0 | 0.0 | 188.8 |
| LnGrp LOS | F | B | B | B | F | B | E | A | E | D | A | F |
| Approach Vol, veh/h | | 1144 | | | 2555 | | | 196 | | | 637 | |
| Approach Delay, s/veh | | 37.6 | | | 109.0 | | | 60.5 | | | 147.4 | |
| Approach LOS | | D | | | F | | | E | | | F | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.6 | 29.4 | 9.3 | 94.7 | 9.5 | 36.5 | 16.0 | 88.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 12.1 | 24.9 | 5.9 | 89.1 | 5.0 | 32.0 | 11.5 | 83.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 14.1 | 13.0 | 4.8 | 24.2 | 5.7 | 34.0 | 13.5 | 85.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.5 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 94.3 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |

Lost Mountain Active Adult Community
 2: New Macland Road/Lost Mountain Road & Macland Road

build p.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|-------|------|-------|-------|------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 604 | 76 | 452 | 1243 | 1140 | 121 | 284 | 188 | 474 | 378 | 83 |
| Future Volume (veh/h) | 40 | 604 | 76 | 452 | 1243 | 1140 | 121 | 284 | 188 | 474 | 378 | 83 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 43 | 649 | 82 | 457 | 1256 | 1152 | 132 | 309 | 204 | 494 | 394 | 86 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.99 | 0.99 | 0.99 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 97 | 1275 | 573 | 519 | 946 | 802 | 237 | 310 | 262 | 361 | 529 | 445 |
| Arrive On Green | 0.03 | 0.36 | 0.36 | 0.18 | 0.51 | 0.51 | 0.06 | 0.17 | 0.17 | 0.18 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Grp Volume(v), veh/h | 43 | 649 | 82 | 457 | 1256 | 1152 | 132 | 309 | 204 | 494 | 394 | 86 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1856 | 1572 | 1781 | 1870 | 1585 | 1767 | 1870 | 1572 |
| Q Serve(g_s), s | 2.3 | 21.6 | 5.2 | 23.2 | 76.5 | 76.5 | 8.9 | 24.8 | 18.5 | 26.5 | 28.7 | 6.2 |
| Cycle Q Clear(g_c), s | 2.3 | 21.6 | 5.2 | 23.2 | 76.5 | 76.5 | 8.9 | 24.8 | 18.5 | 26.5 | 28.7 | 6.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 97 | 1275 | 573 | 519 | 946 | 802 | 237 | 310 | 262 | 361 | 529 | 445 |
| V/C Ratio(X) | 0.44 | 0.51 | 0.14 | 0.88 | 1.33 | 1.44 | 0.56 | 1.00 | 0.78 | 1.37 | 0.74 | 0.19 |
| Avail Cap(c_a), veh/h | 107 | 1275 | 573 | 658 | 946 | 802 | 237 | 310 | 262 | 361 | 529 | 445 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.5 | 37.5 | 32.2 | 25.2 | 36.7 | 36.8 | 49.6 | 62.6 | 59.9 | 47.0 | 48.9 | 40.8 |
| Incr Delay (d2), s/veh | 3.1 | 0.3 | 0.1 | 11.0 | 154.6 | 203.5 | 2.8 | 50.6 | 20.0 | 183.3 | 9.2 | 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 | 1.0 | 9.2 | 2.0 | 10.9 | 73.2 | 72.9 | 4.3 | 15.9 | 8.8 | 29.7 | 14.5 | 2.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.6 | 37.8 | 32.3 | 36.2 | 191.4 | 240.3 | 52.4 | 113.2 | 79.9 | 230.3 | 58.0 | 41.8 |
| LnGrp LOS | D | D | C | D | F | F | D | F | E | F | E | D |
| Approach Vol, veh/h | | 774 | | | 2865 | | | 645 | | | 974 | |
| Approach Delay, s/veh | | 37.4 | | | 186.3 | | | 90.2 | | | 144.0 | |
| Approach LOS | | D | | | F | | | F | | | F | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 31.0 | 29.3 | 30.9 | 58.8 | 13.4 | 46.9 | 8.7 | 81.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 26.5 | 24.0 | 38.1 | 43.4 | 8.9 | 41.6 | 5.0 | 76.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 28.5 | 26.8 | 25.2 | 23.6 | 10.9 | 30.7 | 4.3 | 78.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 1.2 | 4.2 | 0.0 | 1.8 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 144.8 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |

Lost Mountain Active Adult Community
 3: Lost Mountain Road & Thayer Drive/site access

build p.m.

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↖ | ↗ | ↗ | ↖ | ↖ |
| Traffic Vol, veh/h | 4 | 0 | 9 | 12 | 0 | 5 | 18 | 1195 | 20 | 6 | 624 | 3 |
| Future Vol, veh/h | 4 | 0 | 9 | 12 | 0 | 5 | 18 | 1195 | 20 | 6 | 624 | 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 | - | - | - | - | - | - | 150 | - | 150 | 125 | - | 125 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 56 | 56 | 56 | 75 | 75 | 75 | 90 | 90 | 90 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 3 | 2 | 2 | 3 | 0 |
| Mvmt Flow | 7 | 0 | 16 | 16 | 0 | 7 | 20 | 1328 | 22 | 7 | 709 | 3 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-----|--------|---|-------|---|---|
| Conflicting Flow All | 2106 | 2113 | 709 | 2101 | 2094 | 1328 | 712 | 0 | 0 | 1350 | 0 | 0 |
| Stage 1 | 723 | 723 | - | 1368 | 1368 | - | - | - | - | - | - | - |
| Stage 2 | 1383 | 1390 | - | 733 | 726 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.52 | 6.2 | 7.12 | 6.52 | 6.22 | 4.1 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.018 | 3.3 | 3.518 | 4.018 | 3.318 | 2.2 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 38 | 51 | 438 | 38 | 52 | 190 | 897 | - | - | 510 | - | - |
| Stage 1 | 421 | 431 | - | 181 | 215 | - | - | - | - | - | - | - |
| Stage 2 | 180 | 209 | - | 412 | 430 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 36 | 49 | 438 | 36 | 50 | 190 | 897 | - | - | 510 | - | - |
| Mov Cap-2 Maneuver | 36 | 49 | - | 36 | 50 | - | - | - | - | - | - | - |
| Stage 1 | 412 | 425 | - | 177 | 210 | - | - | - | - | - | - | - |
| Stage 2 | 170 | 204 | - | 391 | 424 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | | SB | | |
|----------------------|------|--|-------|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 52.2 | | 138.9 | | 0.1 | | | 0.1 | | |
| HCM LOS | F | | F | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 897 | - | - | 99 | 47 | 510 | - |
| HCM Lane V/C Ratio | 0.022 | - | - | 0.234 | 0.482 | 0.013 | - |
| HCM Control Delay (s) | 9.1 | - | - | 52.2 | 138.9 | 12.2 | - |
| HCM Lane LOS | A | - | - | F | F | B | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.8 | 1.8 | 0 | - |

Lost Mountain Active Adult Community
4: Lost Mountain Road & Bullard Road

build p.m.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|-------|------|------|------|------|------|-------|-------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Volume (veh/h) | 159 | 185 | 18 | 46 | 424 | 70 | 36 | 1081 | 38 | 25 | 536 | 168 |
| Future Volume (veh/h) | 159 | 185 | 18 | 46 | 424 | 70 | 36 | 1081 | 38 | 25 | 536 | 168 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 171 | 199 | 19 | 52 | 482 | 80 | 37 | 1114 | 39 | 26 | 558 | 175 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 3 |
| Cap, veh/h | 154 | 154 | 14 | 76 | 563 | 91 | 194 | 928 | 32 | 60 | 705 | 221 |
| Arrive On Green | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 |
| Sat Flow, veh/h | 275 | 382 | 34 | 107 | 1393 | 225 | 724 | 1782 | 62 | 487 | 1354 | 425 |
| Grp Volume(v), veh/h | 389 | 0 | 0 | 614 | 0 | 0 | 37 | 0 | 1153 | 26 | 0 | 733 |
| Grp Sat Flow(s),veh/h/ln | 690 | 0 | 0 | 1724 | 0 | 0 | 724 | 0 | 1844 | 487 | 0 | 1779 |
| Q Serve(g_s), s | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 62.5 | 0.0 | 0.0 | 40.3 |
| Cycle Q Clear(g_c), s | 48.5 | 0.0 | 0.0 | 39.2 | 0.0 | 0.0 | 45.6 | 0.0 | 62.5 | 62.5 | 0.0 | 40.3 |
| Prop In Lane | 0.44 | | 0.05 | 0.08 | | 0.13 | 1.00 | | 0.03 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 322 | 0 | 0 | 729 | 0 | 0 | 194 | 0 | 961 | 60 | 0 | 927 |
| V/C Ratio(X) | 1.21 | 0.00 | 0.00 | 0.84 | 0.00 | 0.00 | 0.19 | 0.00 | 1.20 | 0.43 | 0.00 | 0.79 |
| Avail Cap(c_a), veh/h | 322 | 0 | 0 | 729 | 0 | 0 | 194 | 0 | 961 | 60 | 0 | 927 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 40.9 | 0.0 | 0.0 | 32.7 | 0.0 | 0.0 | 42.0 | 0.0 | 28.8 | 60.0 | 0.0 | 23.4 |
| Incr Delay (d2), s/veh | 119.1 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 2.2 | 0.0 | 100.2 | 21.2 | 0.0 | 6.9 |
| 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 | 20.4 | 0.0 | 0.0 | 17.7 | 0.0 | 0.0 | 1.0 | 0.0 | 51.6 | 1.1 | 0.0 | 17.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 160.0 | 0.0 | 0.0 | 41.5 | 0.0 | 0.0 | 44.2 | 0.0 | 129.0 | 81.2 | 0.0 | 30.3 |
| LnGrp LOS | F | A | A | D | A | A | D | A | F | F | A | C |
| Approach Vol, veh/h | | 389 | | | 614 | | | 1190 | | | | 759 |
| Approach Delay, s/veh | | 160.0 | | | 41.5 | | | 126.4 | | | | 32.0 |
| Approach LOS | | F | | | D | | | F | | | | C |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 67.0 | | 53.0 | | 67.0 | | 53.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 62.5 | | 48.5 | | 62.5 | | 48.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 64.5 | | 50.5 | | 64.5 | | 41.2 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | 0.0 | | 2.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 88.9 | | | | | | | | |
| HCM 6th LOS | | | | F | | | | | | | | |

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

build a.m. with mitigation

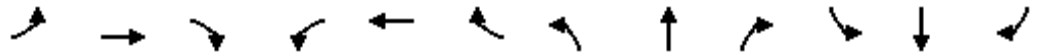


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 158 | 1847 | 27 | 26 | 809 | 352 | 75 | 120 | 81 | 199 | 57 | 168 |
| Future Volume (veh/h) | 158 | 1847 | 27 | 26 | 809 | 352 | 75 | 120 | 81 | 199 | 57 | 168 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 178 | 2075 | 30 | 31 | 952 | 414 | 88 | 141 | 95 | 216 | 62 | 183 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 208 | 2015 | 906 | 108 | 1699 | 764 | 344 | 176 | 119 | 252 | 374 | 501 |
| Arrive On Green | 0.12 | 0.57 | 0.57 | 0.03 | 0.48 | 0.48 | 0.05 | 0.17 | 0.17 | 0.08 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1042 | 702 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 178 | 2075 | 30 | 31 | 952 | 414 | 88 | 0 | 236 | 216 | 62 | 183 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1744 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 11.8 | 68.6 | 1.0 | 1.0 | 23.0 | 22.0 | 4.9 | 0.0 | 15.6 | 9.9 | 3.3 | 10.7 |
| Cycle Q Clear(g_c), s | 11.8 | 68.6 | 1.0 | 1.0 | 23.0 | 22.0 | 4.9 | 0.0 | 15.6 | 9.9 | 3.3 | 10.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 208 | 2015 | 906 | 108 | 1699 | 764 | 344 | 0 | 295 | 252 | 374 | 501 |
| V/C Ratio(X) | 0.86 | 1.03 | 0.03 | 0.29 | 0.56 | 0.54 | 0.26 | 0.00 | 0.80 | 0.86 | 0.17 | 0.36 |
| Avail Cap(c_a), veh/h | 310 | 2015 | 906 | 134 | 1699 | 764 | 344 | 0 | 295 | 252 | 374 | 501 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.0 | 25.7 | 11.2 | 28.7 | 22.1 | 21.8 | 38.3 | 0.0 | 47.9 | 41.5 | 39.7 | 31.7 |
| Incr Delay (d2), s/veh | 14.2 | 28.1 | 0.0 | 1.4 | 0.4 | 0.8 | 0.4 | 0.0 | 20.1 | 24.5 | 1.0 | 2.0 |
| 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 | 5.9 | 33.1 | 0.3 | 0.4 | 9.0 | 7.8 | 2.1 | 0.0 | 8.4 | 3.3 | 1.6 | 4.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 66.2 | 53.8 | 11.2 | 30.1 | 22.5 | 22.6 | 38.7 | 0.0 | 68.0 | 66.0 | 40.7 | 33.8 |
| LnGrp LOS | E | F | B | C | C | C | D | A | E | E | D | C |
| Approach Vol, veh/h | | 2283 | | | 1397 | | | 324 | | | 461 | |
| Approach Delay, s/veh | | 54.2 | | | 22.7 | | | 60.0 | | | 49.8 | |
| Approach LOS | | D | | | C | | | E | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 14.4 | 24.8 | 7.7 | 73.1 | 10.7 | 28.5 | 18.5 | 62.3 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 9.9 | 18.5 | 5.0 | 68.6 | 6.2 | 22.2 | 20.9 | 52.7 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.9 | 17.6 | 3.0 | 70.6 | 6.9 | 12.7 | 13.8 | 25.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.6 | 0.2 | 8.8 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 44.3 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

build a.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|-------|-------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 45 | 1218 | 43 | 145 | 378 | 303 | 66 | 174 | 383 | 831 | 339 | 27 |
| Future Volume (veh/h) | 45 | 1218 | 43 | 145 | 378 | 303 | 66 | 174 | 383 | 831 | 339 | 27 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 51 | 1384 | 49 | 154 | 402 | 322 | 72 | 189 | 416 | 903 | 368 | 29 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 342 | 1284 | 577 | 159 | 1361 | 1755 | 319 | 340 | 288 | 851 | 720 | 606 |
| Arrive On Green | 0.03 | 0.36 | 0.36 | 0.06 | 0.39 | 0.39 | 0.04 | 0.18 | 0.18 | 0.25 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 3526 | 2768 | 1781 | 1870 | 1585 | 3428 | 1870 | 1572 |
| Grp Volume(v), veh/h | 51 | 1384 | 49 | 154 | 402 | 322 | 72 | 189 | 416 | 903 | 368 | 29 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1763 | 1384 | 1781 | 1870 | 1585 | 1714 | 1870 | 1572 |
| Q Serve(g_s), s | 2.1 | 43.7 | 2.4 | 6.6 | 9.5 | 5.8 | 3.9 | 11.0 | 21.8 | 29.8 | 18.1 | 1.4 |
| Cycle Q Clear(g_c), s | 2.1 | 43.7 | 2.4 | 6.6 | 9.5 | 5.8 | 3.9 | 11.0 | 21.8 | 29.8 | 18.1 | 1.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 342 | 1284 | 577 | 159 | 1361 | 1755 | 319 | 340 | 288 | 851 | 720 | 606 |
| V/C Ratio(X) | 0.15 | 1.08 | 0.08 | 0.97 | 0.30 | 0.18 | 0.23 | 0.56 | 1.44 | 1.06 | 0.51 | 0.05 |
| Avail Cap(c_a), veh/h | 357 | 1284 | 577 | 159 | 1361 | 1755 | 327 | 340 | 288 | 851 | 720 | 606 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.6 | 38.1 | 25.0 | 30.0 | 25.5 | 9.1 | 37.4 | 44.7 | 49.1 | 45.1 | 28.2 | 23.1 |
| Incr Delay (d2), s/veh | 0.2 | 49.0 | 0.1 | 60.9 | 0.1 | 0.0 | 0.4 | 6.4 | 218.7 | 48.2 | 2.6 | 0.1 |
| 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 | 0.9 | 26.5 | 0.9 | 5.3 | 3.9 | 1.6 | 1.7 | 5.6 | 25.8 | 17.9 | 8.3 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.8 | 87.1 | 25.1 | 90.9 | 25.7 | 9.1 | 37.8 | 51.1 | 267.8 | 93.3 | 30.8 | 23.3 |
| LnGrp LOS | C | F | C | F | C | A | D | D | F | F | C | C |
| Approach Vol, veh/h | | 1484 | | | 878 | | | 677 | | | 1300 | |
| Approach Delay, s/veh | | 82.9 | | | 31.0 | | | 182.8 | | | 74.1 | |
| Approach LOS | | F | | | C | | | F | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 34.3 | 26.3 | 11.2 | 48.2 | 9.9 | 50.7 | 8.6 | 50.8 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 29.8 | 21.8 | 6.7 | 43.7 | 5.9 | 45.7 | 5.1 | 45.3 | | | | |
| Max Q Clear Time (g_c+l1), s | 31.8 | 23.8 | 8.6 | 45.7 | 5.9 | 20.1 | 4.1 | 11.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 3.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 85.3 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |

Lost Mountain Active Adult Community
4: Lost Mountain Road & Bullard Road

build a.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 150 | 281 | 20 | 22 | 90 | 15 | 9 | 439 | 18 | 37 | 1076 | 94 |
| Future Volume (veh/h) | 150 | 281 | 20 | 22 | 90 | 15 | 9 | 439 | 18 | 37 | 1076 | 94 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1870 |
| Adj Flow Rate, veh/h | 172 | 323 | 23 | 30 | 122 | 20 | 10 | 488 | 20 | 39 | 1145 | 100 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.74 | 0.74 | 0.74 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 2 |
| Cap, veh/h | 326 | 436 | 31 | 73 | 167 | 25 | 113 | 1132 | 46 | 534 | 1187 | 1014 |
| Arrive On Green | 0.06 | 0.25 | 0.25 | 0.14 | 0.14 | 0.14 | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 |
| Sat Flow, veh/h | 1781 | 1725 | 123 | 163 | 1199 | 179 | 447 | 1770 | 73 | 891 | 1856 | 1585 |
| Grp Volume(v), veh/h | 172 | 0 | 346 | 172 | 0 | 0 | 10 | 0 | 508 | 39 | 1145 | 100 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1848 | 1540 | 0 | 0 | 447 | 0 | 1842 | 891 | 1856 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.0 | 14.4 | 4.3 | 0.0 | 0.0 | 1.8 | 0.0 | 11.5 | 1.9 | 48.5 | 2.0 |
| Cycle Q Clear(g_c), s | 5.0 | 0.0 | 14.4 | 9.2 | 0.0 | 0.0 | 50.4 | 0.0 | 11.5 | 13.4 | 48.5 | 2.0 |
| Prop In Lane | 1.00 | | 0.07 | 0.17 | | 0.12 | 1.00 | | 0.04 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 326 | 0 | 467 | 265 | 0 | 0 | 113 | 0 | 1179 | 534 | 1187 | 1014 |
| V/C Ratio(X) | 0.53 | 0.00 | 0.74 | 0.65 | 0.00 | 0.00 | 0.09 | 0.00 | 0.43 | 0.07 | 0.96 | 0.10 |
| Avail Cap(c_a), veh/h | 326 | 0 | 608 | 387 | 0 | 0 | 113 | 0 | 1179 | 534 | 1187 | 1014 |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.4 | 0.0 | 28.7 | 34.8 | 0.0 | 0.0 | 37.9 | 0.0 | 7.5 | 10.8 | 14.2 | 5.8 |
| Incr Delay (d2), s/veh | 1.6 | 0.0 | 3.5 | 2.7 | 0.0 | 0.0 | 1.6 | 0.0 | 1.2 | 0.3 | 18.9 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 0.0 | 6.5 | 3.5 | 0.0 | 0.0 | 0.2 | 0.0 | 3.7 | 0.4 | 20.6 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 29.9 | 0.0 | 32.2 | 37.5 | 0.0 | 0.0 | 39.4 | 0.0 | 8.6 | 11.1 | 33.1 | 6.0 |
| LnGrp LOS | C | A | C | D | A | A | D | A | A | B | C | A |
| Approach Vol, veh/h | | 518 | | | 172 | | | 518 | | | 1284 | |
| Approach Delay, s/veh | | 31.5 | | | 37.5 | | | 9.2 | | | 30.3 | |
| Approach LOS | | C | | | D | | | A | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 58.0 | | 25.6 | | 58.0 | 9.5 | 16.1 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 53.5 | | 27.5 | | 53.5 | 5.0 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 52.4 | | 16.4 | | 50.5 | 7.0 | 11.2 | | | | |
| Green Ext Time (p_c), s | | 0.4 | | 1.5 | | 2.2 | 0.0 | 0.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 26.7 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

Lost Mountain Active Adult Community
 1: Old Villa Rica Road/Villa Rica Road & Macland Road

build p.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 139 | 879 | 35 | 67 | 2034 | 148 | 49 | 89 | 44 | 158 | 132 | 232 |
| Future Volume (veh/h) | 139 | 879 | 35 | 67 | 2034 | 148 | 49 | 89 | 44 | 158 | 132 | 232 |
| 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 | 1856 | 1870 | 1870 | 1856 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 151 | 955 | 38 | 76 | 2311 | 168 | 53 | 96 | 47 | 193 | 161 | 283 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 149 | 2303 | 1035 | 409 | 2128 | 957 | 179 | 159 | 78 | 213 | 280 | 370 |
| Arrive On Green | 0.08 | 0.65 | 0.65 | 0.03 | 0.60 | 0.60 | 0.03 | 0.13 | 0.13 | 0.05 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1781 | 3526 | 1585 | 1781 | 3526 | 1585 | 1781 | 1185 | 580 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 151 | 955 | 38 | 76 | 2311 | 168 | 53 | 0 | 143 | 193 | 161 | 283 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1763 | 1585 | 1781 | 1763 | 1585 | 1781 | 0 | 1766 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 11.7 | 18.0 | 1.2 | 2.3 | 84.5 | 6.6 | 3.6 | 0.0 | 10.7 | 7.0 | 11.2 | 20.9 |
| Cycle Q Clear(g_c), s | 11.7 | 18.0 | 1.2 | 2.3 | 84.5 | 6.6 | 3.6 | 0.0 | 10.7 | 7.0 | 11.2 | 20.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 149 | 2303 | 1035 | 409 | 2128 | 957 | 179 | 0 | 237 | 213 | 280 | 370 |
| V/C Ratio(X) | 1.01 | 0.41 | 0.04 | 0.19 | 1.09 | 0.18 | 0.30 | 0.00 | 0.60 | 0.91 | 0.58 | 0.77 |
| Avail Cap(c_a), veh/h | 149 | 2303 | 1035 | 419 | 2128 | 957 | 181 | 0 | 237 | 213 | 280 | 370 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 64.2 | 11.5 | 8.6 | 10.1 | 27.8 | 12.3 | 50.1 | 0.0 | 57.1 | 58.2 | 55.4 | 50.1 |
| Incr Delay (d2), s/veh | 77.6 | 0.1 | 0.0 | 0.2 | 47.4 | 0.1 | 0.9 | 0.0 | 10.9 | 37.3 | 8.4 | 14.1 |
| 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 | 8.4 | 6.5 | 0.4 | 0.9 | 45.8 | 2.2 | 1.6 | 0.0 | 5.5 | 5.6 | 5.9 | 10.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 141.7 | 11.7 | 8.6 | 10.3 | 75.2 | 12.4 | 51.0 | 0.0 | 68.0 | 95.5 | 63.7 | 64.2 |
| LnGrp LOS | F | B | A | B | F | B | D | A | E | F | E | E |
| Approach Vol, veh/h | | 1144 | | | 2555 | | | 196 | | | | 637 |
| Approach Delay, s/veh | | 28.7 | | | 69.1 | | | 63.4 | | | | 73.6 |
| Approach LOS | | C | | | E | | | E | | | | E |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.5 | 23.3 | 9.2 | 96.0 | 9.4 | 25.4 | 16.2 | 89.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 7.0 | 18.8 | 5.5 | 90.7 | 5.0 | 20.8 | 11.7 | 84.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 9.0 | 12.7 | 4.3 | 20.0 | 5.6 | 22.9 | 13.7 | 86.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.3 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 59.3 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |

Lost Mountain Active Adult Community

2: New Macland Road/Lost Mountain Road & Macland Road

build p.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑ | ↗ | ↗ | ↑ | ↗ |
| Traffic Volume (veh/h) | 40 | 604 | 76 | 452 | 1243 | 1140 | 121 | 284 | 188 | 474 | 378 | 83 |
| Future Volume (veh/h) | 40 | 604 | 76 | 452 | 1243 | 1140 | 121 | 284 | 188 | 474 | 378 | 83 |
| 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 | 1856 | 1856 | 1870 | 1870 | 1856 | 1856 | 1870 | 1870 | 1870 | 1856 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 43 | 649 | 82 | 457 | 1256 | 1152 | 132 | 309 | 204 | 494 | 394 | 86 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.99 | 0.99 | 0.99 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 3 |
| Cap, veh/h | 116 | 784 | 353 | 483 | 1470 | 1595 | 342 | 498 | 422 | 546 | 670 | 564 |
| Arrive On Green | 0.03 | 0.22 | 0.22 | 0.22 | 0.42 | 0.42 | 0.07 | 0.27 | 0.27 | 0.16 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1781 | 3526 | 2768 | 1781 | 1870 | 1585 | 3428 | 1870 | 1572 |
| Grp Volume(v), veh/h | 43 | 649 | 82 | 457 | 1256 | 1152 | 132 | 309 | 204 | 494 | 394 | 86 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1781 | 1763 | 1384 | 1781 | 1870 | 1585 | 1714 | 1870 | 1572 |
| Q Serve(g_s), s | 2.6 | 24.6 | 5.9 | 28.5 | 45.2 | 42.3 | 7.5 | 20.3 | 15.2 | 19.8 | 24.0 | 5.2 |
| Cycle Q Clear(g_c), s | 2.6 | 24.6 | 5.9 | 28.5 | 45.2 | 42.3 | 7.5 | 20.3 | 15.2 | 19.8 | 24.0 | 5.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 116 | 784 | 353 | 483 | 1470 | 1595 | 342 | 498 | 422 | 546 | 670 | 564 |
| V/C Ratio(X) | 0.37 | 0.83 | 0.23 | 0.95 | 0.85 | 0.72 | 0.39 | 0.62 | 0.48 | 0.90 | 0.59 | 0.15 |
| Avail Cap(c_a), veh/h | 128 | 784 | 353 | 550 | 1566 | 1671 | 343 | 498 | 422 | 595 | 670 | 564 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.8 | 51.9 | 44.6 | 36.2 | 37.0 | 21.5 | 34.1 | 45.1 | 43.3 | 57.8 | 36.5 | 30.5 |
| Incr Delay (d2), s/veh | 2.0 | 7.3 | 0.3 | 24.0 | 4.6 | 1.5 | 0.7 | 5.7 | 3.9 | 16.5 | 3.8 | 0.6 |
| 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 | 1.2 | 11.4 | 2.3 | 15.1 | 19.6 | 13.1 | 3.3 | 10.0 | 6.3 | 9.7 | 11.4 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 43.8 | 59.2 | 45.0 | 60.2 | 41.6 | 23.0 | 34.8 | 50.9 | 47.2 | 74.3 | 40.3 | 31.1 |
| LnGrp LOS | D | E | D | E | D | C | C | D | D | E | D | C |
| Approach Vol, veh/h | | 774 | | | 2865 | | | 645 | | | 974 | |
| Approach Delay, s/veh | | 56.8 | | | 37.1 | | | 46.4 | | | 56.7 | |
| Approach LOS | | E | | | D | | | D | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 26.8 | 41.8 | 35.8 | 35.6 | 13.9 | 54.7 | 8.6 | 62.9 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 24.3 | 30.5 | 36.5 | 30.7 | 9.5 | 45.3 | 5.0 | 62.2 | | | | |
| Max Q Clear Time (g_c+I1), s | 21.8 | 22.3 | 30.5 | 26.6 | 9.5 | 26.0 | 4.6 | 47.2 | | | | |
| Green Ext Time (p_c), s | 0.5 | 1.5 | 0.8 | 1.6 | 0.0 | 2.3 | 0.0 | 11.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 44.8 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Lost Mountain Active Adult Community
4: Lost Mountain Road & Bullard Road

build p.m. with mitigation



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|-------|-------|------|------|------|-------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 159 | 185 | 18 | 46 | 424 | 70 | 36 | 1081 | 38 | 25 | 536 | 168 |
| Future Volume (veh/h) | 159 | 185 | 18 | 46 | 424 | 70 | 36 | 1081 | 38 | 25 | 536 | 168 |
| 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 | 1856 | 1856 | 1870 | 1856 | 1870 |
| Adj Flow Rate, veh/h | 171 | 199 | 19 | 52 | 482 | 80 | 37 | 1114 | 39 | 26 | 558 | 175 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 2 |
| Cap, veh/h | 198 | 642 | 61 | 64 | 439 | 71 | 313 | 986 | 35 | 51 | 1027 | 877 |
| Arrive On Green | 0.04 | 0.38 | 0.38 | 0.31 | 0.31 | 0.31 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 |
| Sat Flow, veh/h | 1781 | 1681 | 160 | 116 | 1414 | 229 | 724 | 1782 | 62 | 487 | 1856 | 1585 |
| Grp Volume(v), veh/h | 171 | 0 | 218 | 614 | 0 | 0 | 37 | 0 | 1153 | 26 | 558 | 175 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1841 | 1759 | 0 | 0 | 724 | 0 | 1844 | 487 | 1856 | 1585 |
| Q Serve(g_s), s | 5.5 | 0.0 | 11.6 | 34.1 | 0.0 | 0.0 | 4.8 | 0.0 | 77.5 | 0.0 | 26.9 | 7.8 |
| Cycle Q Clear(g_c), s | 5.5 | 0.0 | 11.6 | 43.5 | 0.0 | 0.0 | 31.7 | 0.0 | 77.5 | 77.5 | 26.9 | 7.8 |
| Prop In Lane | 1.00 | | 0.09 | 0.08 | | 0.13 | 1.00 | | 0.03 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 198 | 0 | 704 | 574 | 0 | 0 | 313 | 0 | 1021 | 51 | 1027 | 877 |
| V/C Ratio(X) | 0.86 | 0.00 | 0.31 | 1.07 | 0.00 | 0.00 | 0.12 | 0.00 | 1.13 | 0.51 | 0.54 | 0.20 |
| Avail Cap(c_a), veh/h | 198 | 0 | 704 | 574 | 0 | 0 | 313 | 0 | 1021 | 51 | 1027 | 877 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 40.1 | 0.0 | 30.3 | 49.1 | 0.0 | 0.0 | 30.1 | 0.0 | 31.3 | 70.0 | 20.0 | 15.7 |
| Incr Delay (d2), s/veh | 30.4 | 0.0 | 0.2 | 57.3 | 0.0 | 0.0 | 0.8 | 0.0 | 70.8 | 31.4 | 2.1 | 0.5 |
| 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 | 5.1 | 0.0 | 5.2 | 29.3 | 0.0 | 0.0 | 0.9 | 0.0 | 51.6 | 1.4 | 11.6 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 70.5 | 0.0 | 30.6 | 106.5 | 0.0 | 0.0 | 30.8 | 0.0 | 102.1 | 101.4 | 22.0 | 16.2 |
| LnGrp LOS | E | A | C | F | A | A | C | A | F | F | C | B |
| Approach Vol, veh/h | | 389 | | | 614 | | | 1190 | | | | 759 |
| Approach Delay, s/veh | | 48.1 | | | 106.5 | | | 99.9 | | | | 23.4 |
| Approach LOS | | D | | | F | | | F | | | | C |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 82.0 | | 58.0 | | 82.0 | 10.0 | 48.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 77.5 | | 53.5 | | 77.5 | 5.5 | 43.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 79.5 | | 13.6 | | 79.5 | 7.5 | 45.5 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 1.3 | | 0.0 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 74.8 | | | | | | | | |
| HCM 6th LOS | | | | E | | | | | | | | |

Appendix F

Miscellaneous

Short Title SR 360 (MACLAND ROAD) WIDENING FROM SR 120 (MARIETTA HIGHWAY) IN PAULDING COUNTY TO SR 176 (NEW MACLAND ROAD / LOST MOUNTAIN ROAD) IN COBB COUNTY

GDOT Project No. 0006049

Federal ID No.

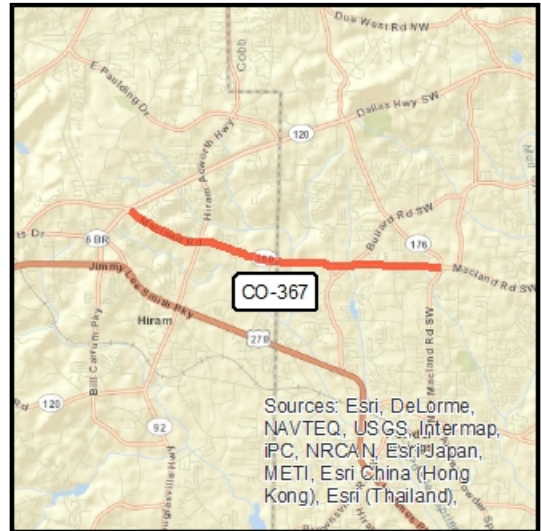
Status Long Range

Service Type Roadway / General Purpose Capacity

Sponsor GDOT

Jurisdiction Cobb County

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

Widening of SR 360 (Macland Road) from 2 to 4 lanes. The project will consist of four 12-foot lanes (two lanes in each direction) with curb and gutter and sidewalks (urban shoulders) and a 20-foot raised median. The proposed right-of-way will be approximately 150 feet. The existing triple box culvert (10-foot W X 9-foot H) carrying Powder Springs Creek will be replaced with a bridge. Additional traffic signals are anticipated at two locations at Lake Road/Smith Road and the northern segment of Bullard Road.

| Phase Status & Funding Information | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|-------------------------------------|--------|--------------|---------------------|---|---------------------|----------------|----------------|
| | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE STP - Statewide Flexible (GDOT) | AUTH | 2005 | \$5,156,691 | \$4,125,353 | \$1,031,338 | \$0,000 | \$0,000 |
| PE STP - Statewide Flexible (GDOT) | AUTH | 2014 | \$1,625,000 | \$1,300,000 | \$325,000 | \$0,000 | \$0,000 |
| ROW STP - Statewide Flexible (GDOT) | AUTH | 2012 | \$11,000,000 | \$8,800,000 | \$2,200,000 | \$0,000 | \$0,000 |
| ROW STP - Statewide Flexible (GDOT) | AUTH | 2013 | \$2,030,000 | \$1,624,000 | \$406,000 | \$0,000 | \$0,000 |
| UTL General Federal Aid 2024-2040 | | LR 2031-2040 | \$991,957 | \$793,566 | \$198,391 | \$0,000 | \$0,000 |
| CST General Federal Aid 2024-2040 | | LR 2031-2040 | \$44,244,866 | \$35,395,893 | \$8,848,973 | \$0,000 | \$0,000 |
| | | | \$65,048,514 | \$52,038,812 | \$13,009,702 | \$0,000 | \$0,000 |

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases