

TRAFFIC IMPACT STUDY FOR

OLD LOST MOUNTAIN ROAD SENIOR ADULT COMMUNITY

DATE:

March 9, 2018

LOCATION:

Cobb County, GA

PREPARED FOR:

Inline Communities

PREPARED BY:

John Karnowski, PE, PTOE, AICP



www.calyxengineers.com

1255 Canton Street, Suite G Roswell, GA 30075 678.795.3600

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CALYX #2018031

1. Introduction

A new residential development consisting of 126 senior adult housing units will be located on Old Lost Mountain between Moon Road and Meeks Road. It is in the unincorporated area of Powder Springs, near McEachern High School.

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

1. Old Lost Mountain Road at Gaydon Road
2. Old Lost Mountain Road at Brand Road
3. Old Lost Mountain Road at Moon Road
4. Old Lost Mountain Road at Meeks Road
5. Old Lost Mountain Road at Site Driveway

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

Figure 1: Vicinity Map



Figure 2: Study Area



2. Existing Conditions

2.1. Transportation Facilities

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

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

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

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

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

2.2. Land Use

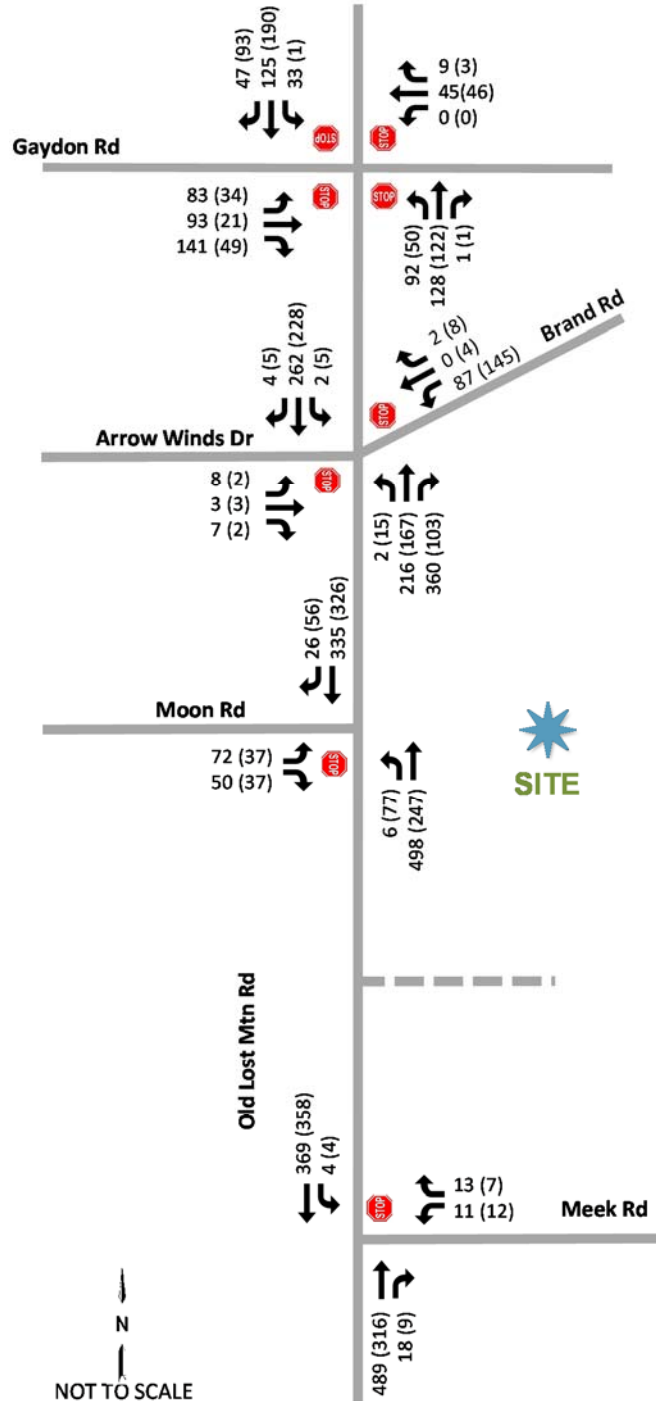
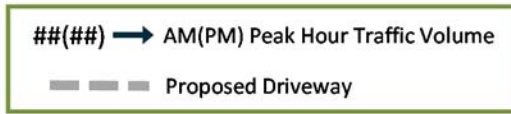
The land uses surrounding the site are residential. There are several schools in the area, including McEachern High School to the northeast on New Macland Road, Varner Elementary on Gaydon Road, Compton Elementary School to the southeast on New Macland Road and Tapp Middle School on Macedonia Road.

2.3. Traffic Volumes

Traffic counts were collected on Wednesday, February 28, 2018 at four (4) intersections. The turning movement counts were taken from 7 to 9 AM and 2 to 6 PM during a typical weekday. The additional hours were intended to capture the influence of school traffic, however, the counts did not reflect any considerable impacts of school traffic on the corridor. From the counts, the peak hour for the AM turning movements is 7:15 – 8:15 AM and the peak hour for the PM turning movements is 5:00 – 6:00 PM.

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

Figure 3: Existing Traffic Volumes



2.4. Existing Capacity Analysis

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

Table 1: Existing Capacity Analysis

Intersection	Control	Movement	LOS (Delay)	
			AM	PM
1. Old Lost Mountain Rd at Gaydon Rd	All Way Stop	EB	C (22.1)	A (9.6)
		WB	B (10.7)	A (9.1)
		NB	C (16.4)	A (9.9)
		SB	B (13.3)	B (11.1)
		Overall	C (17.8)	B (10.3)
2. Old Lost Mountain Rd at Brand Rd/ Arrow Winds Dr	Two-Way Stop	EB	C (17.0)	B (13.0)
		WB	D (30.5)	C (20.2)
		NBL	A (8.0)	A (7.8)
		SBL	A (9.3)	A (7.9)
3. Old Lost Mountain Rd at Moon Rd	One-Way Stop	EB	D (25.3)	C (15.5)
		NBL	A (8.1)	A (8.4)
4. Old Lost Mountain Rd at Meek Rd	One-Way Stop	WB	C (16.9)	B (13.4)
		SBL	A (8.9)	A (8.0)

Operations at all of the study intersections are acceptable for both the AM and PM Peaks.

2.5. Crash History

The crashes for the last five years along Old Lost Mountain Road from Gaydon Road to Meek Road were reviewed. Table 2 shows a summary of the crash records. The trend has been going down for several years but overall, there are not a high number of crashes in the corridor.

Table 2: Crash Analysis

Year	Total	Inj.	Fat.	Angle	Head-on	Rear End	Sideswipe – Same	Sideswipe – Opp.	Other
2013	7	4	0	3	1	3	0	0	0
2014	10	3	0	4	2	1	0	1	2
2015	5	3	0	1	0	0	1	1	2
2016	1	1	0	0	0	1	0	0	0
2017	3	1	0	2	0	1	0	0	0

3. Background Growth Conditions

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

3.1. Existing + Background Growth Capacity Analysis

The results of the intersection capacity analysis are shown in Table 3 for existing + background volumes.

Table 3: Existing + Background Growth Capacity Analysis

Intersection	Control	Movement	LOS (Delay)	
			AM	PM
1. Old Lost Mountain Rd at Gaydon Rd	All Way Stop	EB	D (34.1)	B (10.2)
		WB	B (11.7)	A (9.6)
		NB	C (20.7)	B (10.6)
		SB	C (15.4)	B (12.4)
		Overall	C (24.6)	B (11.2)
2. Old Lost Mountain Rd at Brand Rd/ Arrow Winds Dr	Two-Way Stop	EB	C (18.9)	B (13.6)
		WB	E (42.2)	C (24.9)
		NBL	A (8.1)	A (7.9)
		SBL	A (9.6)	A (8.0)
3. Old Lost Mountain Rd at Moon Rd	One-Way Stop	EB	D (33.9)	C (17.4)
		NBL	A (8.2)	A (8.6)
4. Old Lost Mountain Rd at Meek Rd	One-Way Stop	WB	C (18.9)	B (14.3)
		SBL	A (9.1)	A (8.1)

Operations at all of the study intersections are acceptable for both the AM and PM Peaks except at Brand Road. While the delay to the traffic coming out of Brand Road is high, it is only for a limited time in the morning when a high volume of cars are turning right from Old Lost Mountain Road onto Brand Road. Since the volume on Moon Road is relatively low and the 95th% queues are less than four (4) vehicles, no mitigation is recommended.

4. Site Development Traffic

The existing tract is vacant. The new development will be single-family homes and geared toward the senior adult population. There will be one gated access point on Old Lost Mountain Road, just south of Moon Road.

4.1. Trip Generation

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

Table 4: Project Trip Generation

Land Use	Code	Project Density		Total	Inbound	Outbound
Senior Adult Housing - Attached	252	126 DU	Daily	481	241	240
			AM	25	9	16
			PM	33	18	15

When completed, the development is expected to generate 9 entering and 16 exiting vehicular trips during the morning peak volume hour and 18 entering and 15 exiting evening peak hour vehicular trips. Senior adult housing generally generates less traffic than traditional housing, especially during the typical peak hours.

4.2. Trip Distribution and Assignment

The directional distribution of new project trips was based on an evaluation of possible travel patterns to and from the site. Since the development will be geared toward senior adults, it is more reasonable that their traffic would not be the same as the typical commuter patterns. Rather, more trips will be localized to the commercial areas and amenities. Since the volume of traffic during the peak hours is very low, it is conservative to assume a 50/50 split of traffic leaving the site – half of the traffic would be bound for the south toward Powder Springs and half would be bound for destinations to the north. Very few vehicles would use the side roads but to be more conservative in the analysis, a small percentage of turning traffic was assumed. Figure 4 summarizes the distribution used at each of study intersections and site driveways. Figure 5 depicts the total project trips as distributed throughout the study area.

Figure 4: Directional Distribution

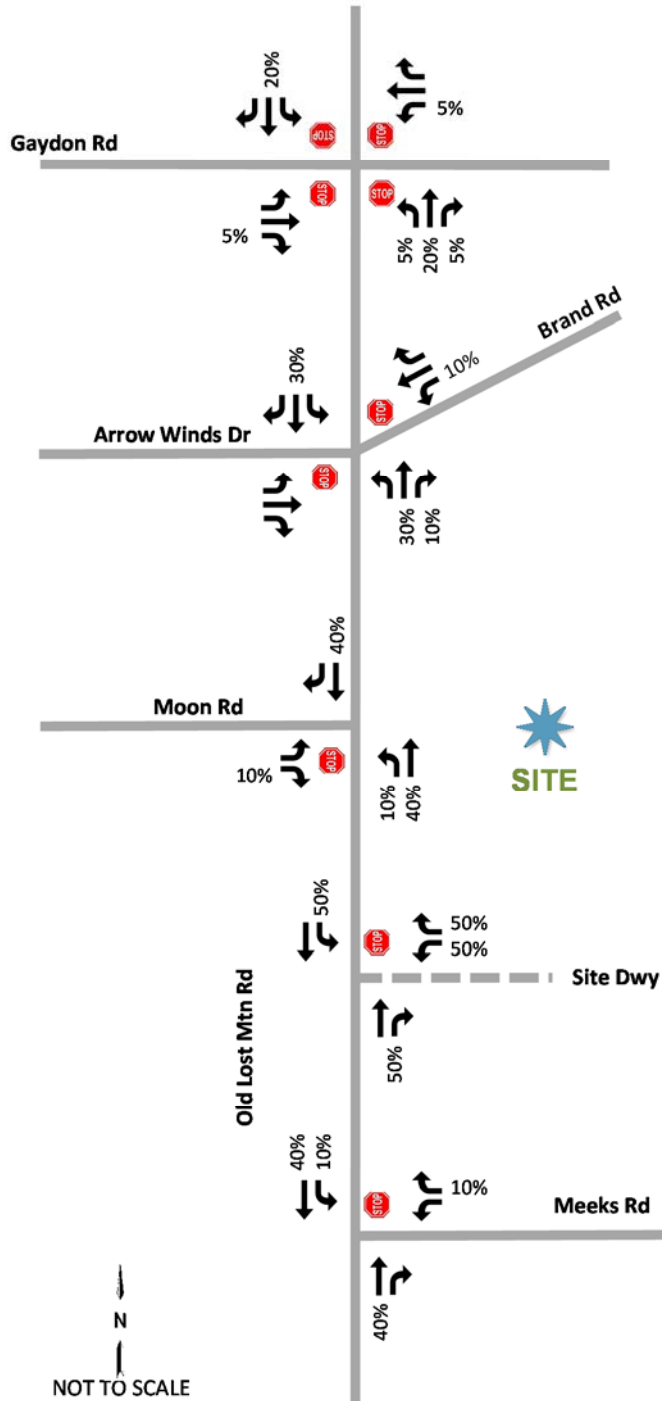
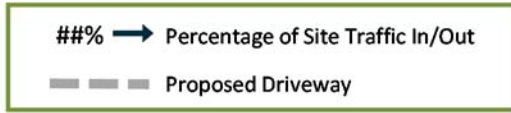
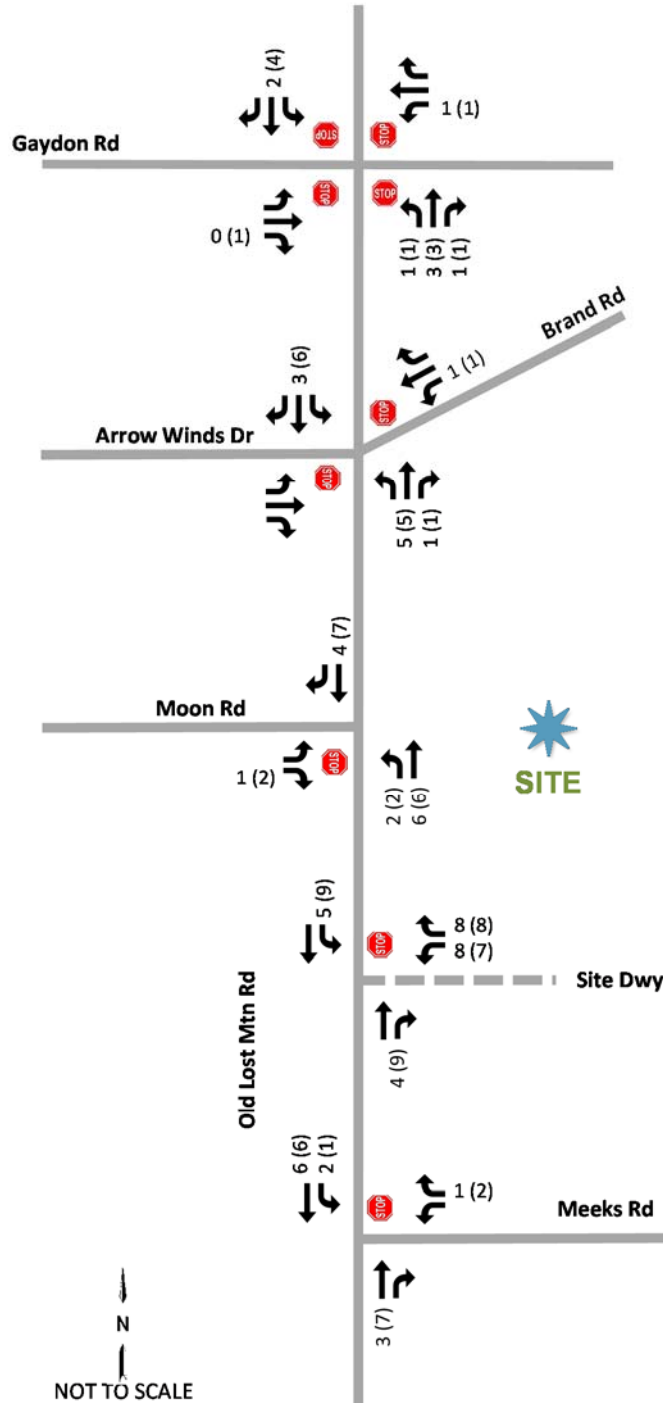
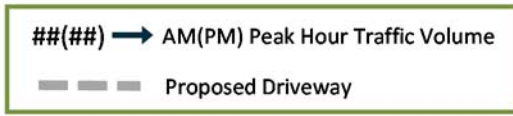


Figure 5: Project Volumes



5. Future Conditions

The build condition was analyzed in 2020 and includes background traffic and the proposed project trips. The results of the intersection capacity analysis for future conditions are shown in Table 5 for existing with project traffic and the associated Build Volumes are shown in Figure 6.

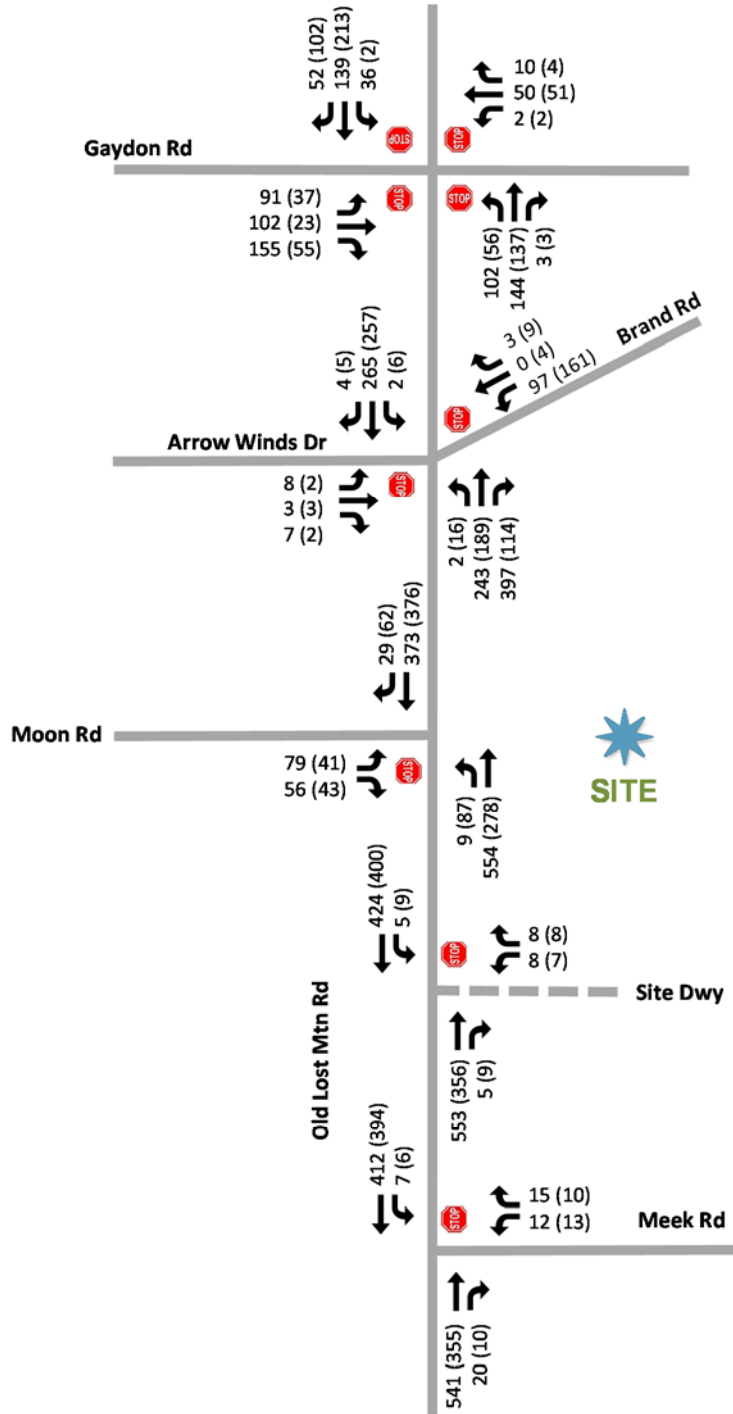
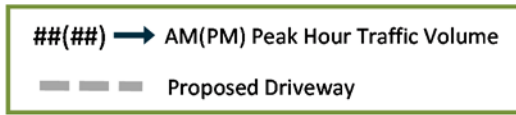
Table 5: Build Conditions Capacity Analysis

Intersection	Control	Movement	LOS (Delay)	
			AM	PM
1. Old Lost Mountain Rd at Gaydon Rd	All Way Stop	EB	E (35.1)	B (10.2)
		WB	B (11.8)	A (9.6)
		NB	C (21.4)	B (10.7)
		SB	C (15.7)	B (12.6)
		Overall	D (25.3)	B (11.3)
2. Old Lost Mountain Rd at Brand Rd/ Arrow Winds Dr	Two-Way Stop	EB	C (19.2)	B (13.8)
		WB	E (44.1)	D (26.3)
		NBL	A (8.1)	A (7.9)
		SBL	A (9.6)	A (8.0)
3. Old Lost Mountain Rd at Moon Rd	One-Way Stop	EB	E (35.8)	C (17.9)
		NBL	A (8.2)	A (8.7)
4. Old Lost Mountain Rd at Meek Rd	One-Way Stop	WB	C (19.0)	B (14.2)
		SBL	A (9.2)	A (8.1)
5. Old Lost Mountain Rd at Site Driveway	One-way Stop	WB	C (18.8)	B (13.7)
		SBL	A (9.1)	A (8.1)

The delay results with and without the project in the build year are only, at most, a few seconds different. At Moon Road, the difference in delay from before the project to after the project is enough to move the level of service from a D to an E in the AM Peak hour. However, the volume of site traffic that contributes to the extra delay is only eight (8) vehicles in the northbound direction and four (4) vehicles in the southbound direction.

Because the volume of traffic into and out of the site is very low, no turn lanes were assumed in the analysis. Development regulations may dictate turn lanes but they are not needed from a capacity standpoint.

Figure 6: Build Volumes



6. Conclusions

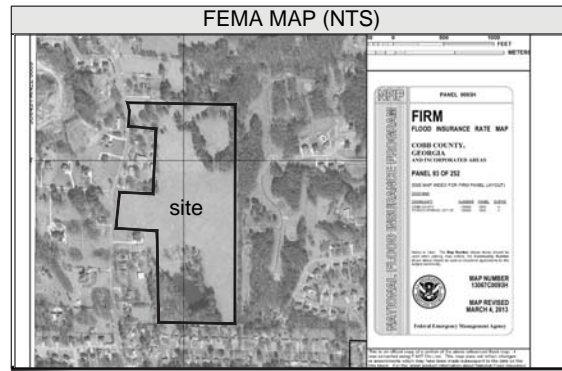
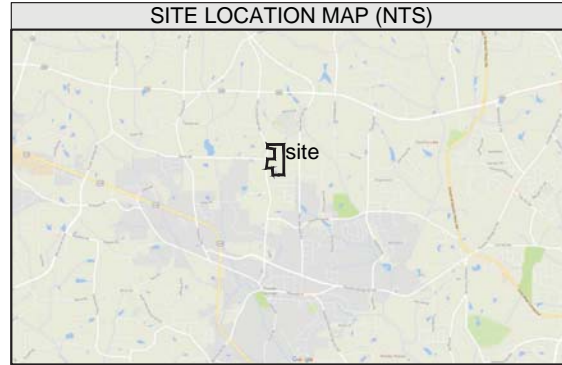
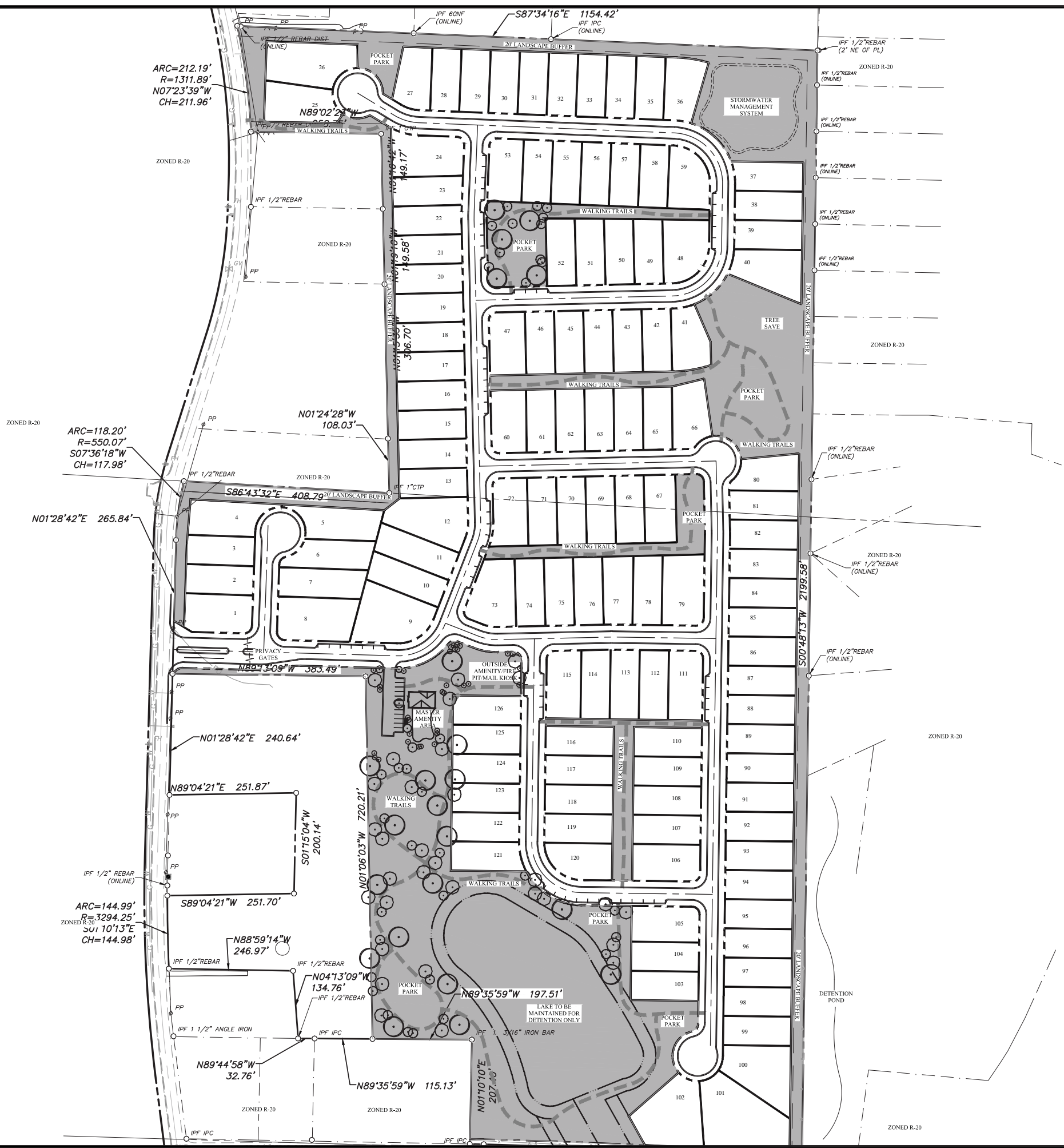
The age-restricted residential development will be located on the east side of Old Lost Mountain Road with an access point south of Moon Road. The access driveway will be gated. There will be 126 single-family dwelling units that generate 481 trips per day.

Traffic congestion is minimal and is mostly during a short period of time in the A.M. at Brand Road, which feeds into McEachern High School. Even with an assumed growth of 5%/year and the site traffic, there will be few, if any, queues on the side streets.

There have been 26 crashes along the study corridor between Meek Road and Gaydon Road in five years. Moon Road and Gaydon Road had the highest number of crashes but there were only seven (7) at each location in five years. Gaydon Road is an all-way stop intersection, which generally means that the crashes are a result of drivers running through the stop sign or rear-ending each other.

There are no improvements recommended to accommodate traffic generated from the proposed development.

Appendix



SITE DATA:

TOTAL GROSS LOT AREA	52.34 ACRES
AREA TO BE CARVED OUT	5.092 ACRES
NET LAND AREA	47.248 ACRES

ZONING:

ZONING JURISDICTION	COBB COUNTY
EXISTING ZONING	R-20 RESIDENTIAL
PROPOSED ZONING	RSL (SENIOR HOUSING) NON-SUPPORTIVE

DATA SUMMARY:

TOTAL RESIDENTIAL UNITS	126 LOTS
TOTAL SITE DENSITY	2.66 LOTS/ACRE
MAX. SITE DENSITY ALLOWED	4.0 LOTS/ACRE

SETBACK SUMMARY:

MAJOR FRONT SETBACK	20 FEET
MINOR FRONT SETBACK	10 FEET
SIDE YARD SETBACK	5 FEET
REAR YARD SETBACK	(MIN. 12 FEET BETWEEN STRUCTURES) 20 FEET
RESIDENTIAL BUFFER	20 FEET
MAX. BUILDING HEIGHT	35 FEET
MIN. LOT WIDTH	58 FEET
MIN. LOT SIZE	6,500 SF
TYPICAL LOT SIZE PROVIDED	(58' X 135')

OPEN SPACE SUMMARY:

TOTAL SITE AREA	47.248 ACRES
TOTAL OPEN SPACE PROVIDED	12.64 ACRES
PERCENTAGE OF SITE OPEN SPACE PROVIDED	26.70 %

PARKING SUMMARY:

MIN. PARKING PER DWELLING ALLOWED	252 SPACES (2 SPACES PER DWELLING)
PARKING PER DWELLING PROVIDED	504 SPACES (2 GARAGE/2 DRIVEWAY SPACES PER DWELLING)
ADDITIONAL PARKING PROVIDED	66 SPACES
TOTAL PARKING PROVIDED	570 SPACES

2727 OLD LOST MOUNTAIN ROAD

A MASTER PLANNED AGE TARGETED COMMUNITY

FOR
INLINE COMMUNITIES
BRYAN MUSOLF
48 ATLANTA STREET
MARIETTA, GEORGIA 30060
LAND LOT 006, 579
16TH DISTRICT

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REVISIONS:

NO.	DATE	BY	DESCRIPTION

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REZONING MASTER PLAN



SCALE: 1" = 100'
DATE: JANUARY 29, 2018
PROJECT: 17252.00

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

PRELIMINARY
NOT TO BE RELEASED FOR CONSTRUCTION

24 HOUR CONTACT:
BRYAN MUSOLF
NUMBER



Z1
SHEET

Senior Adult Housing - Attached (252)

Based upon methodology from ITE's Trip Generation, 10th Edition (2017)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution	
		Total	Inbound	Outbound					
Senior Adult Housing - Attached	126 DU				252	DU			
Daily		481	241	240			$T = 4.02(X) - 25.37$	50%	50%
AM Peak Hour		25	9	16			$T = 0.20(X) - 0.18$	35%	65%
PM Peak Hour		33	18	15			$T = 0.24(X) + 2.26$	55%	45%

Reliable Traffic Data Services

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TMC Data
 Old Lost Mountain Rd @ Meek Rd

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

7-9am | 2-6pm

Groups Printed- Cars, Trucks, Buses

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

Reliable Traffic Data Services

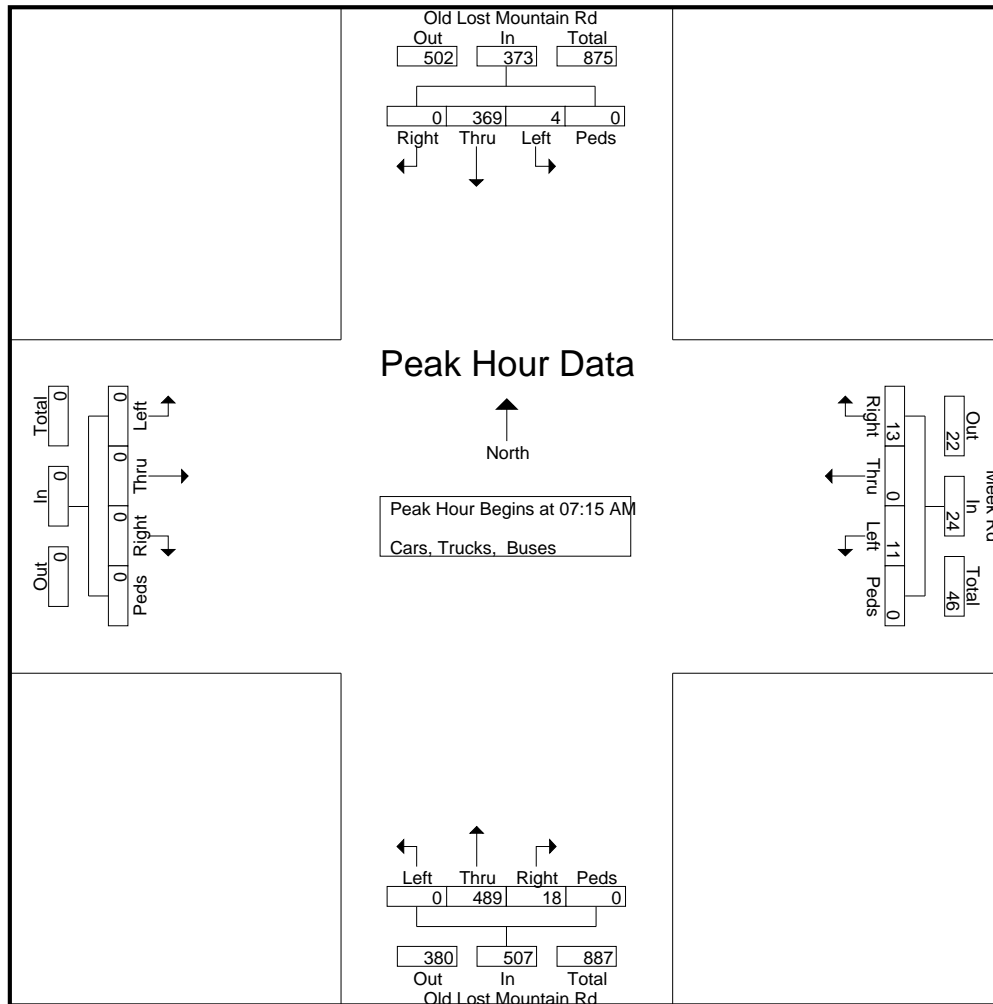
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TMC Data
 Old Lost Mountain Rd @ Meek Rd

7-9am | 2-6pm

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

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



Reliable Traffic Data Services

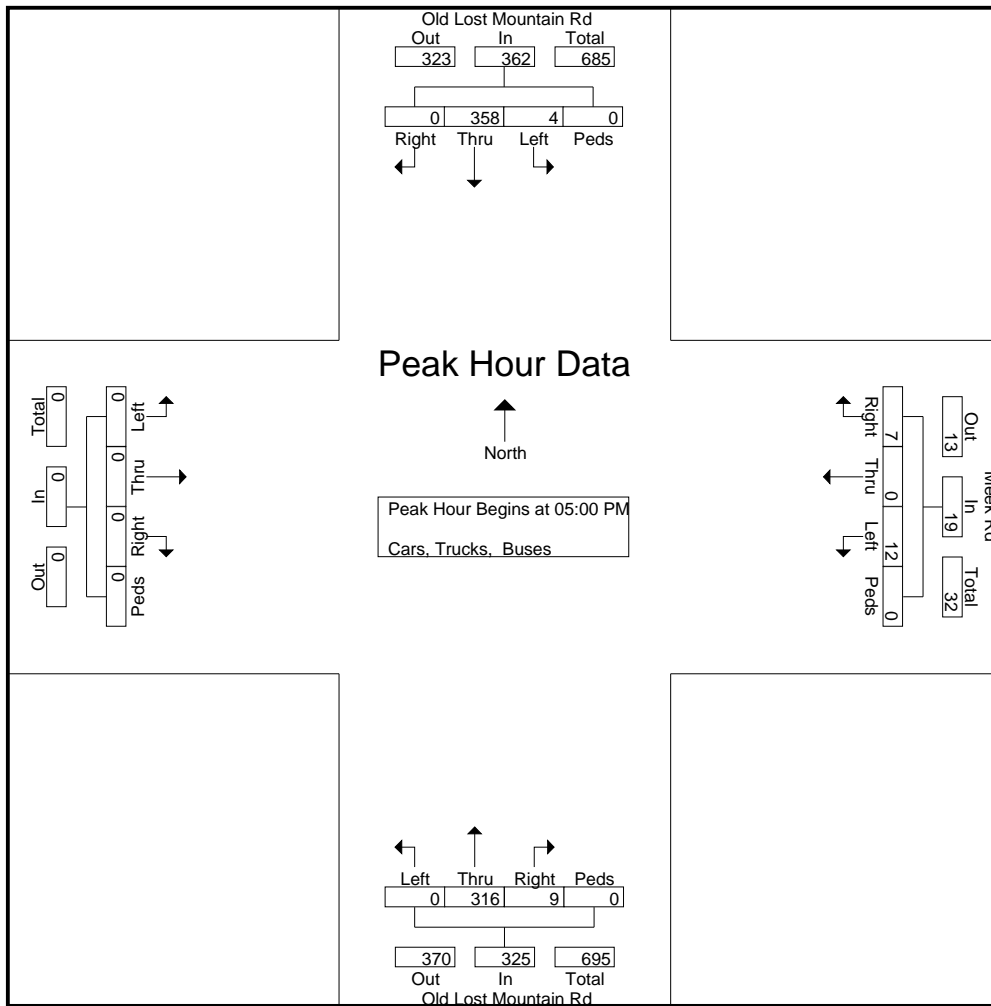
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TMC Data
 Old Lost Mountain Rd @ Meek Rd

7-9am | 2-6pm

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

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



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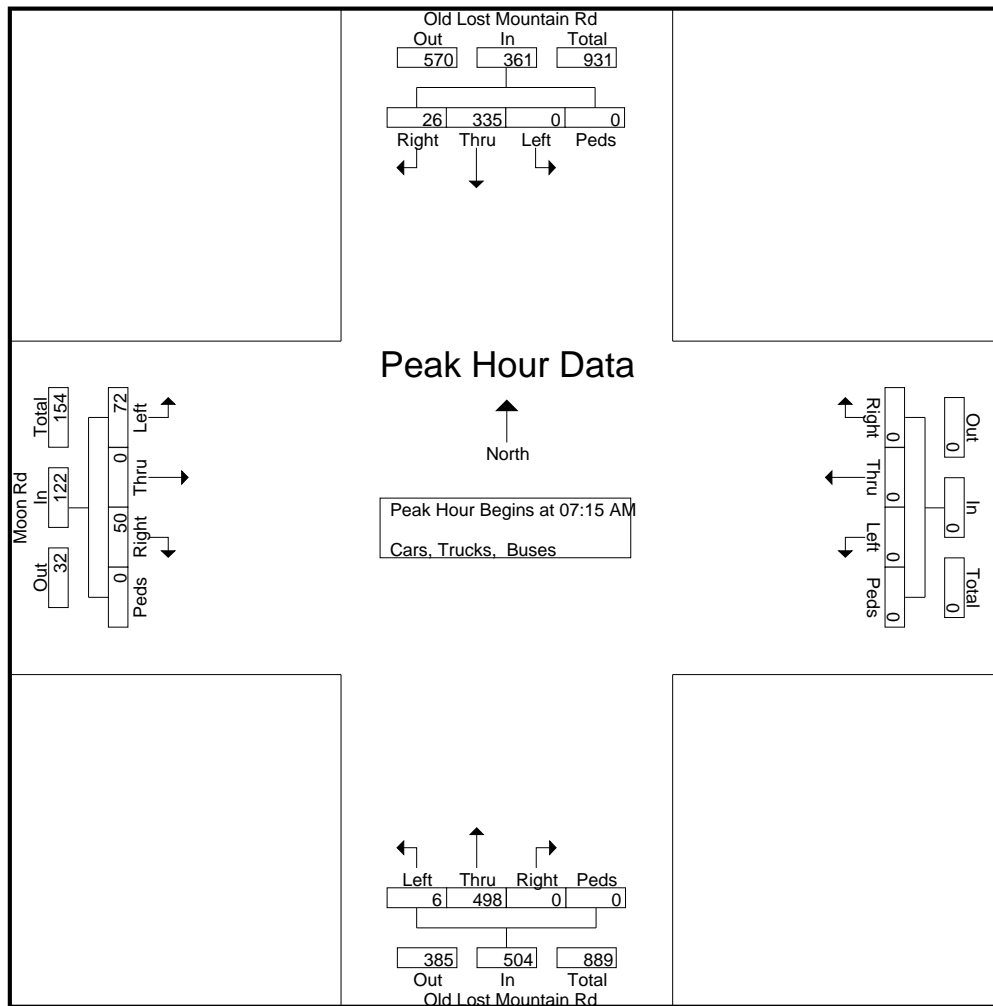
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TMC Data
 Old Lost Mountain Rd @ Moon Rd

7-9am | 2-6pm

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

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



Reliable Traffic Data Services

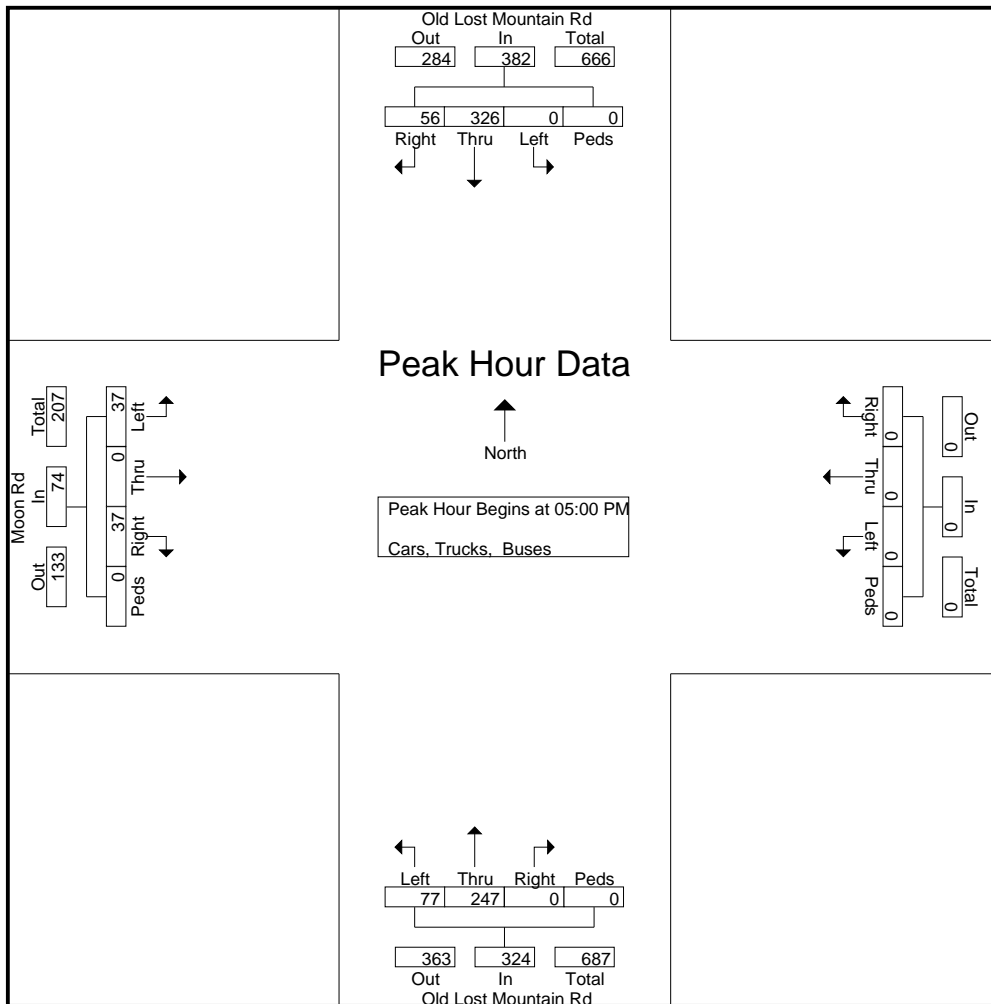
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TMC Data
 Old Lost Mountain Rd @ Moon Rd

7-9am | 2-6pm

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

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



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

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

Groups Printed- Cars, Trucks, Buses

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

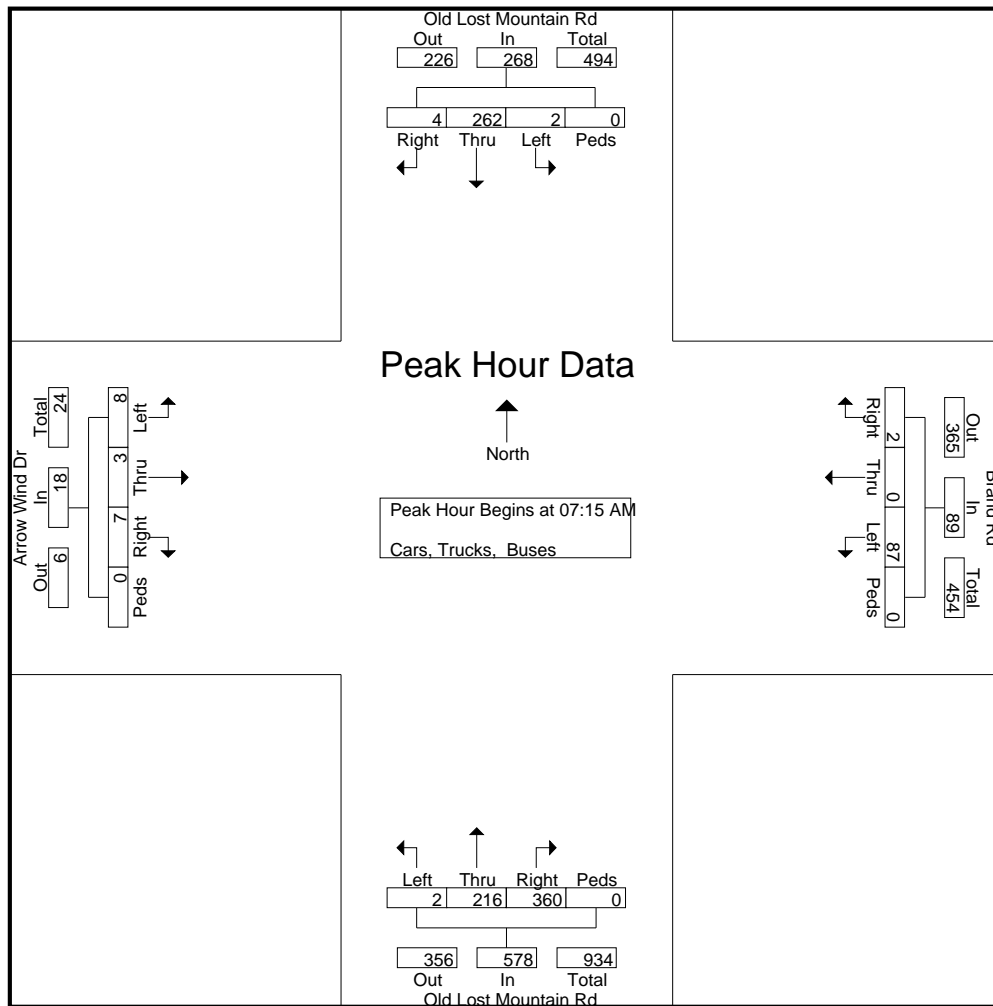
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TMC Data
 Old Lost Mountain Rd @ Arrow Wind Dr/
 Brand Rd
 7-9am | 2-6pm

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

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



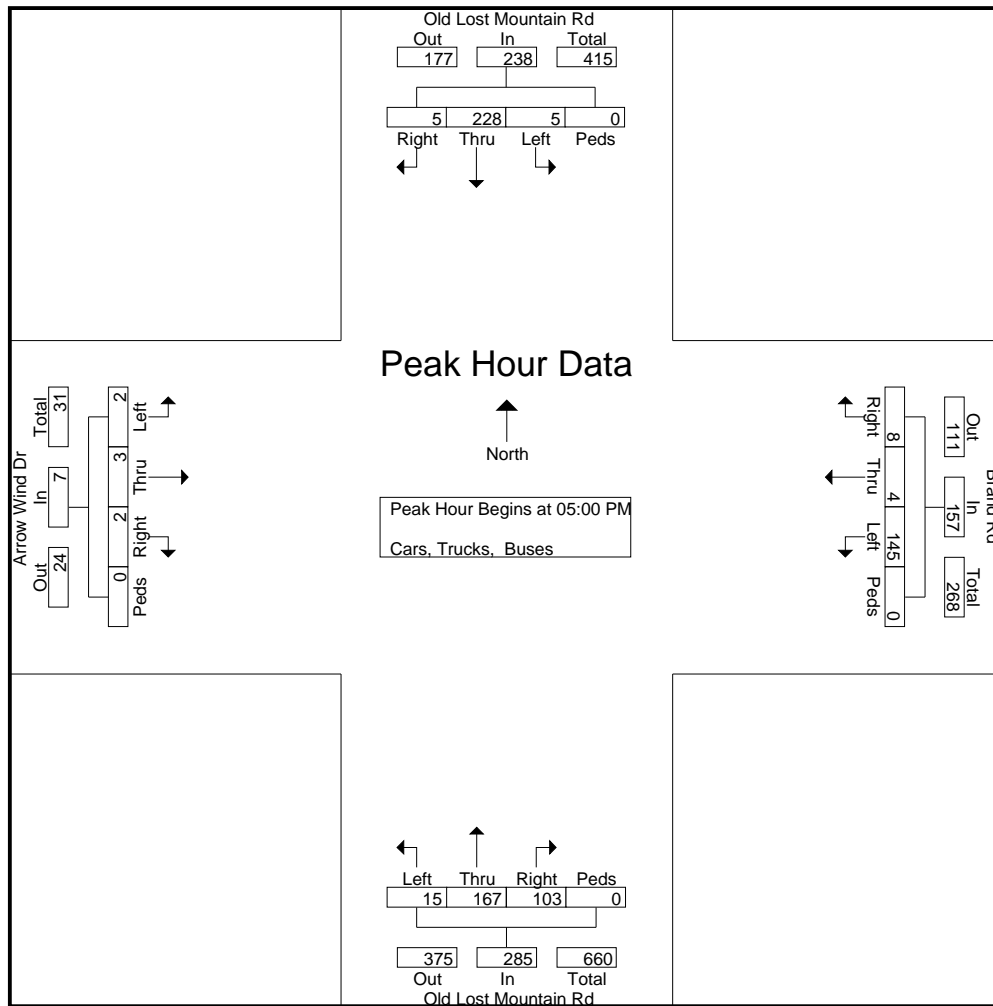
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TMC Data
 Old Lost Mountain Rd @ Arrow Wind Dr/
 Brand Rd
 7-9am | 2-6pm

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

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



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TMC Data
 Old Lost Mountain Rd @ Gaydon Rd

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

7-9am | 2-6pm

Groups Printed- Cars, Trucks, Buses

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

Reliable Traffic Data Services

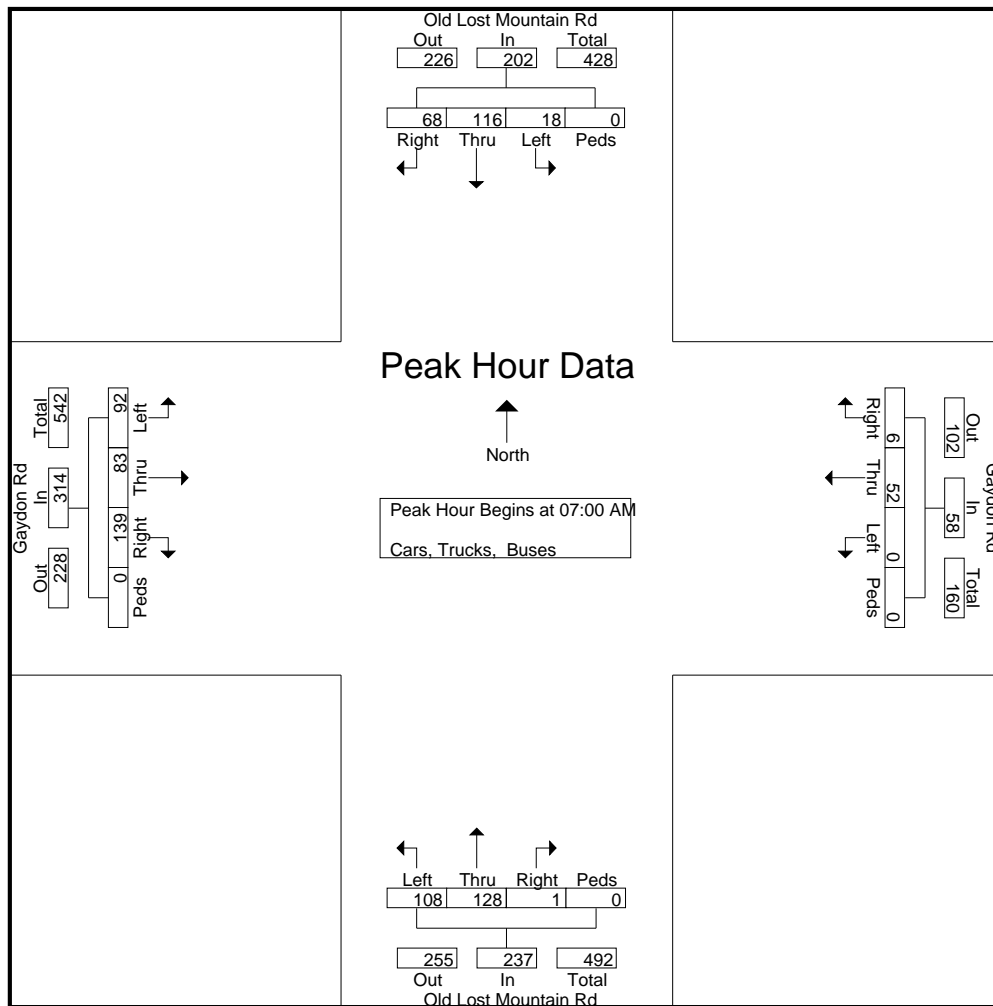
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TMC Data
 Old Lost Mountain Rd @ Gaydon Rd

7-9am | 2-6pm

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

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



Reliable Traffic Data Services

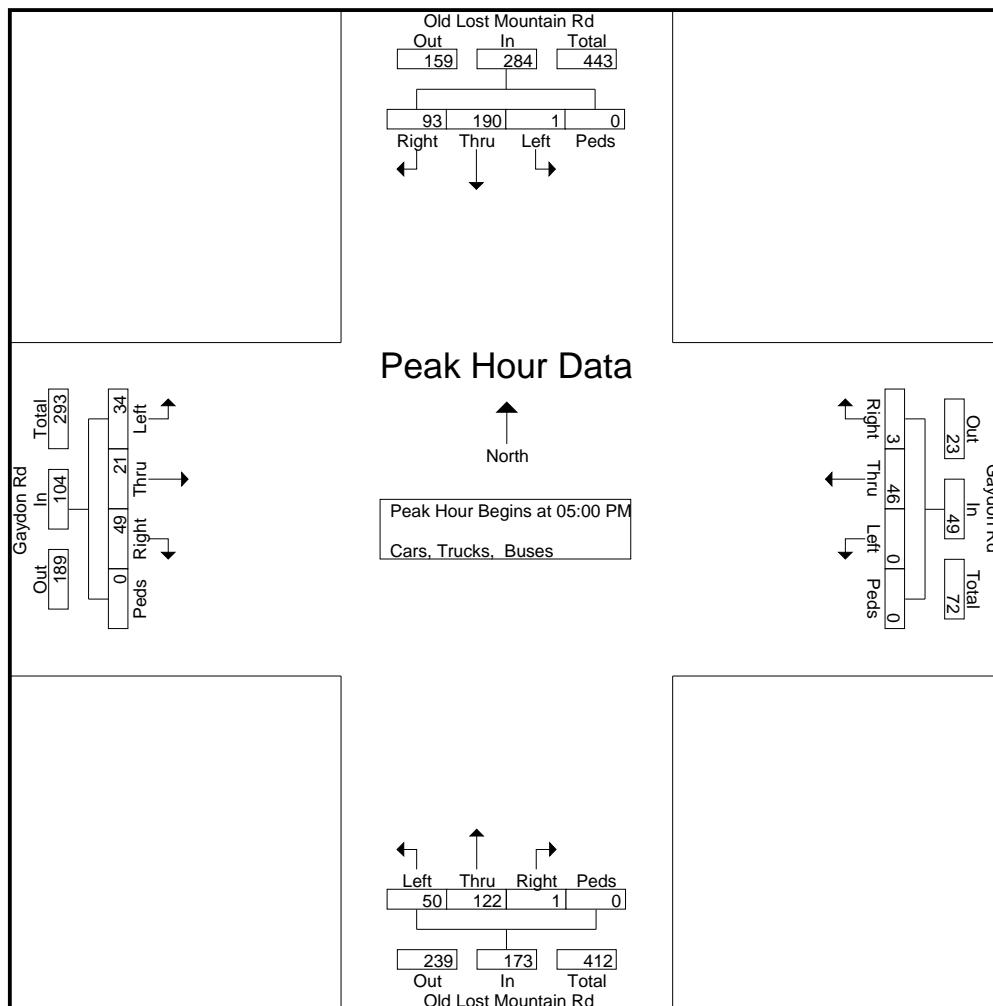
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TMC Data
 Old Lost Mountain Rd @ Gaydon Rd

7-9am | 2-6pm

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

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



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

03/12/2018

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	93	141	0	45	9	92	128	1	33	125	47
Future Vol, veh/h	83	93	141	0	45	9	92	128	1	33	125	47
Peak Hour Factor	0.67	0.67	0.67	0.70	0.70	0.70	0.69	0.69	0.69	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	124	139	210	0	64	13	133	186	1	38	144	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.1	10.7	16.4	13.3
HCM LOS	C	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	26%	0%	16%
Vol Thru, %	58%	29%	83%	61%
Vol Right, %	0%	44%	17%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	317	54	205
LT Vol	92	83	0	33
Through Vol	128	93	45	125
RT Vol	1	141	9	47
Lane Flow Rate	320	473	77	236
Geometry Grp	1	1	1	1
Degree of Util (X)	0.549	0.726	0.141	0.403
Departure Headway (Hd)	6.173	5.635	6.567	6.155
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	589	648	546	587
Service Time	4.173	3.635	4.606	4.175
HCM Lane V/C Ratio	0.543	0.73	0.141	0.402
HCM Control Delay	16.4	22.1	10.7	13.3
HCM Lane LOS	C	C	B	B
HCM 95th-tile Q	3.3	6.2	0.5	1.9

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

03/12/2018

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	3	7	87	0	2	2	216	360	2	262	4
Future Vol, veh/h	8	3	7	87	0	2	2	216	360	2	262	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	4	9	116	0	3	3	288	480	3	349	5




Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	892	1132	352	898	894	528	354	0	0	768	0	0
Stage 1	358	358	-	534	534	-	-	-	-	-	-	-
Stage 2	534	774	-	364	360	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	263	203	692	260	280	550	1205	-	-	846	-	-
Stage 1	660	628	-	530	524	-	-	-	-	-	-	-
Stage 2	530	408	-	655	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	260	201	692	251	277	550	1205	-	-	846	-	-
Mov Cap-2 Maneuver	260	201	-	251	277	-	-	-	-	-	-	-
Stage 1	657	625	-	527	521	-	-	-	-	-	-	-
Stage 2	525	406	-	639	623	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17		30.5		0		0.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1205	-	-	323	257	846	-
HCM Lane V/C Ratio	0.002	-	-	0.074	0.462	0.003	-
HCM Control Delay (s)	8	0	-	17	30.5	9.3	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	2.3	0	-

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

03/12/2018

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	50	6	498	335	26
Future Vol, veh/h	72	50	6	498	335	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	76	76	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	67	8	655	360	28

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1045	374	388	0	-	0
Stage 1	374	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	253	672	1170	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	250	672	1170	-	-	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.3	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1170	-	337	-	-
HCM Lane V/C Ratio	0.007	-	0.483	-	-
HCM Control Delay (s)	8.1	0	25.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	2.5	-	-

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

03/12/2018

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	11	13	489	18	4	369
Future Vol, veh/h	11	13	489	18	4	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	77	77	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	635	23	4	415

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1070	647	0	0	658
Stage 1	647	-	-	-	-
Stage 2	423	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	245	471	-	-	930
Stage 1	521	-	-	-	-
Stage 2	661	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	244	471	-	-	930
Mov Cap-2 Maneuver	244	-	-	-	-
Stage 1	518	-	-	-	-
Stage 2	661	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	330	930
HCM Lane V/C Ratio	-	-	0.085	0.005
HCM Control Delay (s)	-	-	16.9	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

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

03/12/2018

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	21	49	0	46	3	50	122	1	1	190	93
Future Vol, veh/h	34	21	49	0	46	3	50	122	1	1	190	93
Peak Hour Factor	0.67	0.67	0.67	0.68	0.68	0.68	0.88	0.88	0.88	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	31	73	0	68	4	57	139	1	1	226	111
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	9.1	9.9	11.1
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	33%	0%	0%
Vol Thru, %	71%	20%	94%	67%
Vol Right, %	1%	47%	6%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	104	49	284
LT Vol	50	34	0	1
Through Vol	122	21	46	190
RT Vol	1	49	3	93
Lane Flow Rate	197	155	72	338
Geometry Grp	1	1	1	1
Degree of Util (X)	0.271	0.218	0.109	0.429
Departure Headway (Hd)	4.962	5.052	5.461	4.563
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	718	703	660	781
Service Time	3.042	3.142	3.461	2.632
HCM Lane V/C Ratio	0.274	0.22	0.109	0.433
HCM Control Delay	9.9	9.6	9.1	11.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.1	0.8	0.4	2.2

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

03/12/2018

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	2	145	4	8	15	167	103	5	228	5
Future Vol, veh/h	2	3	2	145	4	8	15	167	103	5	228	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	77	77	77	85	85	85	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	3	188	5	10	18	196	121	6	265	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	575	633	268	577	576	257	271	0	0	317	0	0
Stage 1	280	280	-	293	293	-	-	-	-	-	-	-
Stage 2	295	353	-	284	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	429	397	771	428	428	782	1292	-	-	1243	-	-
Stage 1	727	679	-	715	670	-	-	-	-	-	-	-
Stage 2	713	631	-	723	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	412	388	771	416	418	782	1292	-	-	1243	-	-
Mov Cap-2 Maneuver	412	388	-	416	418	-	-	-	-	-	-	-
Stage 1	715	675	-	703	659	-	-	-	-	-	-	-
Stage 2	686	620	-	712	673	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13		20.2		0.4		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	461	438	1243	-
HCM Lane V/C Ratio	0.014	-	-	0.02	0.466	0.005	-
HCM Control Delay (s)	7.8	0	-	13	20.2	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	2.4	0	-

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

03/12/2018

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	37	77	247	326	56
Future Vol, veh/h	37	37	77	247	326	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	92	92	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	40	84	268	362	62

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	829	393	424	0	-	0
Stage 1	393	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	340	656	1135	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	310	656	1135	-	-	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1135	-	421	-	-
HCM Lane V/C Ratio	0.074	-	0.189	-	-
HCM Control Delay (s)	8.4	0	15.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

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

03/12/2018

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	12	7	316	9	4	358
Future Vol, veh/h	12	7	316	9	4	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	96	96	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	10	329	9	5	407

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	751	334	0	0	338
Stage 1	334	-	-	-	-
Stage 2	417	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	378	708	-	-	1221
Stage 1	725	-	-	-	-
Stage 2	665	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	376	708	-	-	1221
Mov Cap-2 Maneuver	376	-	-	-	-
Stage 1	721	-	-	-	-
Stage 2	665	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	455	1221
HCM Lane V/C Ratio	-	-	0.061	0.004
HCM Control Delay (s)	-	-	13.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

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

03/12/2018

Intersection	
Intersection Delay, s/veh	24.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	91	102	155	1	50	10	101	141	2	36	137	52
Future Vol, veh/h	91	102	155	1	50	10	101	141	2	36	137	52
Peak Hour Factor	0.67	0.67	0.67	0.70	0.70	0.70	0.69	0.69	0.69	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	136	152	231	1	71	14	146	204	3	41	157	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	34.1	11.7	20.7	15.4
HCM LOS	D	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	26%	2%	16%
Vol Thru, %	58%	29%	82%	61%
Vol Right, %	1%	45%	16%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	348	61	225
LT Vol	101	91	1	36
Through Vol	141	102	50	137
RT Vol	2	155	10	52
Lane Flow Rate	354	519	87	259
Geometry Grp	1	1	1	1
Degree of Util (X)	0.642	0.853	0.172	0.472
Departure Headway (Hd)	6.532	5.915	7.097	6.577
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	552	613	503	546
Service Time	4.593	3.966	5.184	4.645
HCM Lane V/C Ratio	0.641	0.847	0.173	0.474
HCM Control Delay	20.7	34.1	11.7	15.4
HCM Lane LOS	C	D	B	C
HCM 95th-tile Q	4.5	9.4	0.6	2.5

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

03/12/2018

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	3	7	96	0	3	2	238	396	3	288	2
Future Vol, veh/h	8	3	7	96	0	3	2	238	396	3	288	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	4	9	128	0	4	3	317	528	4	384	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	981	1245	386	987	982	581	387	0	0	845	0	0
Stage 1	394	394	-	587	587	-	-	-	-	-	-	-
Stage 2	587	851	-	400	395	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	174	662	226	249	514	1171	-	-	792	-	-
Stage 1	631	605	-	496	497	-	-	-	-	-	-	-
Stage 2	496	376	-	626	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	225	172	662	217	246	514	1171	-	-	792	-	-
Mov Cap-2 Maneuver	225	172	-	217	246	-	-	-	-	-	-	-
Stage 1	628	601	-	494	495	-	-	-	-	-	-	-
Stage 2	490	374	-	609	601	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	18.9		42.2		0		0.1			
HCM LOS	C		E							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	283	223	792	-
HCM Lane V/C Ratio	0.002	-	-	0.085	0.592	0.005	-
HCM Control Delay (s)	8.1	0	-	18.9	42.2	9.6	0
HCM Lane LOS	A	A	-	C	E	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	3.4	0	-

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

03/12/2018

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	79	55	7	548	369	29
Future Vol, veh/h	79	55	7	548	369	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	76	76	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	73	9	721	397	31

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1152	413	428	0	-	0
Stage 1	413	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	219	639	1131	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	216	639	1131	-	-	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.9	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1131	-	297	-	-
HCM Lane V/C Ratio	0.008	-	0.602	-	-
HCM Control Delay (s)	8.2	0	33.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	3.6	-	-

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

03/12/2018

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	12	14	538	20	5	406
Future Vol, veh/h	12	14	538	20	5	406
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	77	77	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	16	699	26	6	456

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1180	712	0	0	725
Stage 1	712	-	-	-	-
Stage 2	468	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	210	432	-	-	878
Stage 1	486	-	-	-	-
Stage 2	630	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	208	432	-	-	878
Mov Cap-2 Maneuver	208	-	-	-	-
Stage 1	482	-	-	-	-
Stage 2	630	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	289	878
HCM Lane V/C Ratio	-	-	0.105	0.006
HCM Control Delay (s)	-	-	18.9	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

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

03/12/2018

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	23	54	1	51	4	55	134	2	2	209	102
Future Vol, veh/h	37	23	54	1	51	4	55	134	2	2	209	102
Peak Hour Factor	0.67	0.67	0.67	0.68	0.68	0.68	0.88	0.88	0.88	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	34	81	1	75	6	63	152	2	2	249	121
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	9.6	10.6	12.4
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	32%	2%	1%
Vol Thru, %	70%	20%	91%	67%
Vol Right, %	1%	47%	7%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	114	56	313
LT Vol	55	37	1	2
Through Vol	134	23	51	209
RT Vol	2	54	4	102
Lane Flow Rate	217	170	82	373
Geometry Grp	1	1	1	1
Degree of Util (X)	0.313	0.252	0.13	0.495
Departure Headway (Hd)	5.192	5.327	5.667	4.787
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	674	632	756
Service Time	3.223	3.362	3.707	2.787
HCM Lane V/C Ratio	0.314	0.252	0.13	0.493
HCM Control Delay	10.6	10.2	9.6	12.4
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.3	1	0.4	2.8

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

03/12/2018

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	2	160	4	9	16	184	113	6	251	5
Future Vol, veh/h	2	3	2	160	4	9	16	184	113	6	251	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	77	77	77	85	85	85	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	3	208	5	12	19	216	133	7	292	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	632	696	295	634	633	283	298	0	0	349	0	0
Stage 1	309	309	-	321	321	-	-	-	-	-	-	-
Stage 2	323	387	-	313	312	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	393	365	744	392	397	756	1263	-	-	1210	-	-
Stage 1	701	660	-	691	652	-	-	-	-	-	-	-
Stage 2	689	610	-	698	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	375	356	744	379	387	756	1263	-	-	1210	-	-
Mov Cap-2 Maneuver	375	356	-	379	387	-	-	-	-	-	-	-
Stage 1	688	655	-	678	640	-	-	-	-	-	-	-
Stage 2	660	598	-	686	653	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.6		24.9		0.4		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1263	-	-	426	400	1210	-
HCM Lane V/C Ratio	0.015	-	-	0.022	0.562	0.006	-
HCM Control Delay (s)	7.9	0	-	13.6	24.9	8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	3.3	0	-

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

03/12/2018

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	41	41	85	272	359	62
Future Vol, veh/h	41	41	85	272	359	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	92	92	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	44	92	296	399	69

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	914	434	468	0	-	0
Stage 1	434	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	303	622	1094	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	272	622	1094	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1094	-	378	-	-
HCM Lane V/C Ratio	0.084	-	0.233	-	-
HCM Control Delay (s)	8.6	0	17.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

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

03/12/2018

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	13	8	348	10	5	394
Future Vol, veh/h	13	8	348	10	5	394
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	96	96	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	12	363	10	6	448

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	828	368	0	0	373	0
Stage 1	368	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	341	677	-	-	1185	-
Stage 1	700	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	677	-	-	1185	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	419	1185
HCM Lane V/C Ratio	-	-	0.074	0.005
HCM Control Delay (s)	-	-	14.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

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

03/12/2018

Intersection	
Intersection Delay, s/veh	25.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	91	102	155	2	50	10	102	144	3	36	139	52
Future Vol, veh/h	91	102	155	2	50	10	102	144	3	36	139	52
Peak Hour Factor	0.67	0.67	0.67	0.70	0.70	0.70	0.69	0.69	0.69	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	136	152	231	3	71	14	148	209	4	41	160	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	35.1	11.8	21.4	15.7
HCM LOS	E	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	26%	3%	16%
Vol Thru, %	58%	29%	81%	61%
Vol Right, %	1%	45%	16%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	348	62	227
LT Vol	102	91	2	36
Through Vol	144	102	50	139
RT Vol	3	155	10	52
Lane Flow Rate	361	519	89	261
Geometry Grp	1	1	1	1
Degree of Util (X)	0.657	0.86	0.176	0.48
Departure Headway (Hd)	6.557	5.958	7.16	6.617
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	549	608	498	543
Service Time	4.624	4.013	5.255	4.692
HCM Lane V/C Ratio	0.658	0.854	0.179	0.481
HCM Control Delay	21.4	35.1	11.8	15.7
HCM Lane LOS	C	E	B	C
HCM 95th-tile Q	4.8	9.6	0.6	2.6

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

03/12/2018

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	3	7	97	0	3	2	243	397	3	291	2
Future Vol, veh/h	8	3	7	97	0	3	2	243	397	3	291	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	4	9	129	0	4	3	324	529	4	388	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	993	1257	390	999	994	589	391	0	0	853	0	0
Stage 1	398	398	-	595	595	-	-	-	-	-	-	-
Stage 2	595	859	-	404	399	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	224	171	658	222	245	508	1168	-	-	786	-	-
Stage 1	628	603	-	491	492	-	-	-	-	-	-	-
Stage 2	491	373	-	623	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	169	658	213	242	508	1168	-	-	786	-	-
Mov Cap-2 Maneuver	220	169	-	213	242	-	-	-	-	-	-	-
Stage 1	625	599	-	489	490	-	-	-	-	-	-	-
Stage 2	485	371	-	606	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.2		44.1		0		0.1	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1168	-	-	278	219	786	-
HCM Lane V/C Ratio	0.002	-	-	0.086	0.609	0.005	-
HCM Control Delay (s)	8.1	0	-	19.2	44.1	9.6	0
HCM Lane LOS	A	A	-	C	E	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	3.5	0	-

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

03/12/2018

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	79	56	9	554	373	29
Future Vol, veh/h	79	56	9	554	373	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	76	76	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	75	12	729	401	31

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1170	417	432	0	-	0
Stage 1	417	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	213	636	1128	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	209	636	1128	-	-	-
Mov Cap-2 Maneuver	209	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.8	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	290	-	-
HCM Lane V/C Ratio	0.01	-	0.621	-	-
HCM Control Delay (s)	8.2	0	35.8	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	3.8	-	-

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

03/12/2018

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	12	15	541	20	7	412
Future Vol, veh/h	12	15	541	20	7	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	77	77	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	17	703	26	8	463

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1195	716	0	0	729
Stage 1	716	-	-	-	-
Stage 2	479	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	206	430	-	-	875
Stage 1	484	-	-	-	-
Stage 2	623	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	204	430	-	-	875
Mov Cap-2 Maneuver	204	-	-	-	-
Stage 1	478	-	-	-	-
Stage 2	623	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	875
HCM Lane V/C Ratio	-	-	0.109	0.009
HCM Control Delay (s)	-	-	19	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th TWSC
5: Old Lost Mtn Rd & Site Dwy

03/12/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	8	8	553	0	5	424
Future Vol, veh/h	8	8	553	0	5	424
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	77	77	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	9	718	0	5	461

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1189	718	0	0	718
Stage 1	718	-	-	-	-
Stage 2	471	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	208	429	-	-	883
Stage 1	483	-	-	-	-
Stage 2	628	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	206	429	-	-	883
Mov Cap-2 Maneuver	206	-	-	-	-
Stage 1	479	-	-	-	-
Stage 2	628	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	278	883
HCM Lane V/C Ratio	-	-	0.063	0.006
HCM Control Delay (s)	-	-	18.8	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

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

03/12/2018

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	23	55	2	51	4	56	137	3	2	213	102
Future Vol, veh/h	37	23	55	2	51	4	56	137	3	2	213	102
Peak Hour Factor	0.67	0.67	0.67	0.68	0.68	0.68	0.88	0.88	0.88	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	34	82	3	75	6	64	156	3	2	254	121
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	9.6	10.7	12.6
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	32%	4%	1%
Vol Thru, %	70%	20%	89%	67%
Vol Right, %	2%	48%	7%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	115	57	317
LT Vol	56	37	2	2
Through Vol	137	23	51	213
RT Vol	3	55	4	102
Lane Flow Rate	223	172	84	377
Geometry Grp	1	1	1	1
Degree of Util (X)	0.322	0.255	0.133	0.504
Departure Headway (Hd)	5.212	5.358	5.709	4.811
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	690	669	627	755
Service Time	3.241	3.395	3.75	2.811
HCM Lane V/C Ratio	0.323	0.257	0.134	0.499
HCM Control Delay	10.7	10.2	9.6	12.6
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.4	1	0.5	2.9

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

03/12/2018

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	2	161	4	9	16	189	114	6	257	5
Future Vol, veh/h	2	3	2	161	4	9	16	189	114	6	257	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	77	77	77	85	85	85	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	3	209	5	12	19	222	134	7	299	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	646	710	302	647	646	289	305	0	0	356	0	0
Stage 1	316	316	-	327	327	-	-	-	-	-	-	-
Stage 2	330	394	-	320	319	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	385	359	738	384	390	750	1256	-	-	1203	-	-
Stage 1	695	655	-	686	648	-	-	-	-	-	-	-
Stage 2	683	605	-	692	653	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	368	350	738	372	380	750	1256	-	-	1203	-	-
Mov Cap-2 Maneuver	368	350	-	372	380	-	-	-	-	-	-	-
Stage 1	682	650	-	673	636	-	-	-	-	-	-	-
Stage 2	654	594	-	680	648	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		26.3		0.4		0.2	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	419	389	1203	-
HCM Lane V/C Ratio	0.015	-	-	0.022	0.581	0.006	-
HCM Control Delay (s)	7.9	0	-	13.8	26.3	8	0
HCM Lane LOS	A	A	-	B	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	3.5	0	-

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

03/12/2018

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	43	87	278	376	62
Future Vol, veh/h	41	43	87	278	376	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	92	92	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	46	95	302	418	69

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	945	453	487	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	291	607	1076	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	607	1076	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1076	-	368	-	-
HCM Lane V/C Ratio	0.088	-	0.245	-	-
HCM Control Delay (s)	8.7	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1	-	-

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

03/12/2018

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	13	10	355	10	6	394
Future Vol, veh/h	13	10	355	10	6	394
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	96	96	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	15	370	10	7	448

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	837	375	0	0	380
Stage 1	375	-	-	-	-
Stage 2	462	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	337	671	-	-	1178
Stage 1	695	-	-	-	-
Stage 2	634	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	334	671	-	-	1178
Mov Cap-2 Maneuver	334	-	-	-	-
Stage 1	689	-	-	-	-
Stage 2	634	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	427	1178
HCM Lane V/C Ratio	-	-	0.079	0.006
HCM Control Delay (s)	-	-	14.2	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
5: Old Lost Mtn Rd & Site Dwy

03/12/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	8	7	356	9	9	400
Future Vol, veh/h	8	7	356	9	9	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	8	387	10	10	435

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	847	392	0	0	397	0
Stage 1	392	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	332	657	-	-	1162	-
Stage 1	683	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	328	657	-	-	1162	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	1162
HCM Lane V/C Ratio	-	-	0.038	0.008
HCM Control Delay (s)	-	-	13.7	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Date	Time	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1Factors	U2Factors
1/16/2013	7:42:00	OLD LOST MOUNTAIN RD	GAYDON RD	3	0	Angle	Daylight	Wet	West	East	Turning Left	Straight	Failed to Yield	No Contributing Factors
1/23/2013	15:32:00	OLD LOST MOUNTAIN RD	BRAND RD	0	0	Angle	Daylight	Dry	West	South	Turning Left	Straight	Failed to Yield,Cell Phone	No Contributing Factors
2/8/2013	7:59:00	OLD LOST MOUNTAIN RD	ARROW WIND DR	2	0	Angle	Daylight	Wet	West	North	Straight	Straight	Failed to Yield	No Contributing Factors
2/27/2013	8:20:00	OLD LOST MOUNTAIN RD	GAYDON RD	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	Following too Close	No Contributing Factors
7/18/2013	17:09:00	OLD LOST MOUNTAIN RD	MOON RD	1	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	Following too Close,Inattentive or Other Distracti	No Contributing Factors
9/25/2013	17:50:00	OLD LOST MOUNTAIN RD	MOON RD	0	0	Rear End	Daylight	Wet	North	North	Straight	Stopped	Following too Close	No Contributing Factors
12/13/2013	12:40:00	OLD LOST MOUNTAIN RD	MEEK RD	2	0	Head On	Daylight	Dry	North	South	Straight	Straight	Wrong Side of Road	No Contributing Factors
1/12/2014	17:01:00	OLD LOST MOUNTAIN RD	MOON RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	East	N/A	Straight	N/A	Too Fast For Conditions,Distracted	N/A
3/9/2014	14:36:00	OLD LOST MOUNTAIN RD	BRAND RD	0	0	Angle	Daylight	Dry	West	N/A	Turning Left	N/A	Failed to Yield	N/A
3/26/2014	20:02:00	OLD LOST MOUNTAIN RD	BRAND RD	3	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	South	N/A	Straight	N/A	Inattentive or Other Distracti	N/A
3/29/2014	19:06:00	OLD LOST MOUNTAIN RD	BRAND RD	0	0	Angle	Dusk	Dry	South	South	Turning Left	Straight	Failed to Yield	No Contributing Factors
6/23/2014	11:08:00	OLD LOST MOUNTAIN RD	GAYDON RD	1	0	Head On	Daylight	Dry	West	East	Straight	Straight	Wrong Side of Road	No Contributing Factors
7/24/2014	14:35:00	OLD LOST MOUNTAIN RD	GAYDON RD	0	0	Angle	Daylight	Dry	North	West	Straight	Straight	Disregard Stop Sign/Signal,Mechanical Or Vehicle Failure	No Contributing Factors
9/30/2014	7:49:00	OLD LOST MOUNTAIN RD	GAYDON RD	0	0	Angle	Daylight	Dry	East	North	Straight	Straight	Other	Other
10/23/2014	18:09:00	OLD LOST MOUNTAIN RD	MOON RD	0	0	Rear End	Daylight	Dry		North		Stopped		No Contributing Factors
11/11/2014	13:30:00	OLD LOST MOUNTAIN RD	3828 OLD LOST MC	3	0	Sideswipe-Opposite Direction	Daylight	Dry	North	South	Changing Lanes	Straight	Driver Lost Control,Changed Lanes Improperly	No Contributing Factors
12/5/2014	7:18:00	OLD LOST MOUNTAIN RD	GAYDON RD	0	0	Head On	Dawn	Dry	South	North	Straight	Turning Left	Other	No Contributing Factors
2/20/2015	18:50:00	OLD LOST MOUNTAIN RD	MOON RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Ice/Frost	West	N/A	Straight	N/A	Driver Lost Control	N/A
4/17/2015	8:05:00	OLD LOST MOUNTAIN RD	MOON RD	1	0	Angle	Daylight	Wet		N/A		N/A		N/A
9/9/2015	20:38:00	OLD LOST MOUNTAIN RD	MOON RD	2	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Passing	Stopped	Improper Passing	No Contributing Factors
10/22/2015	12:35:00	OLD LOST MOUNTAIN RD		1	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Changing Lanes	N/A	Driver Lost Control	N/A
10/24/2015	20:53:00	OLD LOST MOUNTAIN RD	GAYDON RD	0	0	Sideswipe-Opposite Direction	DarkNot Lighted	Dry		South		Straight		No Contributing Factors
1/26/2016	15:56:00	OLD LOST MOUNTAIN RD		1	0	Rear End	Daylight	Wet	North	North	Straight	Stopped	Following too Close	No Contributing Factors
2/6/2017	7:20:00	OLD LOST MOUNTAIN RD	MEEK RD	3	0	Angle	DarkLighted	Dry	West	North	Turning Left	Straight	Failed to Yield	No Contributing Factors
7/8/2017	19:42:00	OLD LOST MOUNTAIN RD	ARROW WIND DR	0	0	Rear End	Daylight	Dry	North	North	Straight	Turning Left	Following too Close	No Contributing Factors
10/24/2017	18:10:00	OLD LOST MOUNTAIN RD	GAYDON RD	0	0	Angle	Daylight	Dry		South		Straight		No Contributing Factors