

TRAFFIC IMPACT STUDY

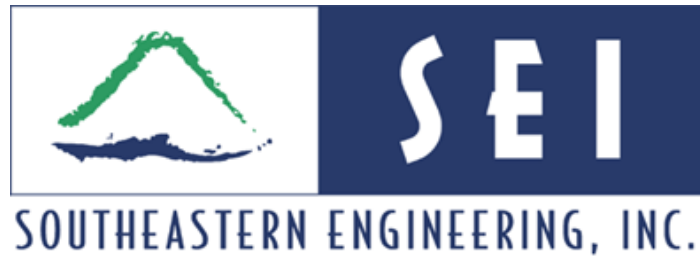
FOR

WOODLAND HILLS

Harris County, GA

Prepared For:
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Prepared By:



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September 25, 2020

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EXECUTIVE SUMMARY

This traffic impact study has been conducted by Southeastern Engineering, Inc. (SEI) for the Woodland Hills mixed development in Harris County, GA. The project site is located to the north of County Line Road and east of Mehaffey Road on approximately 500 acres of undeveloped land. The mixed development includes an anchor store of approximately 40,000 SF (assumed to be a grocery store for this study), 50,000 SF of retail space, and approximately 428 single-family detached homes. The development will utilize two driveways along Mehaffey Road and another on County Line Road. The development will be completed in two phases. Phase 1 includes the anchor space, retail space, and 231 single-family detached homes. Phase 2 includes completing the remaining 197 single-family detached homes. Phase 1 is estimated to be completed in 2025 and phase 2 in 2030. The development is expected to generate 10,300 daily trips for the proposed mixed development.

The purpose of this study is to identify potential traffic impacts of the proposed mixed development on the surrounding roadway network and identify areas for improvements to reduce those impacts if necessary. The study intersections are operating at an acceptable level of service (LOS), A-C, in the existing condition. All intersections are expected to continue to operate at an acceptable level of service in the future without the development, LOS A-D. Upon completion of phase 1 of the proposed development, the intersections of County Line Road at US 27 / SR 85 / Manchester Expressway Southbound Ramp and County Line Road at Mehaffey Road are expected to operate at LOS E and LOS F, respectively. Upon completion of phase 2 of the proposed development, both the intersections are expected to operate at a LOS F. The remaining study intersections will continue to operate at an acceptable level of service, LOS A-D.

Based on the findings of the analyses, the intersections of County Line Road at US 27 / SR 85 / Manchester Expressway Southbound Ramp and County Line Road at Mehaffey Road are expected to operate unacceptably after completion of phases 1 and 2 of the proposed development and should be considered for improvement. Due to Mehaffey Road's proximity to County Line Road at US 27 / SR 85 / Manchester Expressway Northbound Ramp, this intersection would need to be improved along with County Line Road at Mehaffey Road. Because of the limited access nature of the SR 85 Ramps on County Line Road coordination with the Georgia Department of Transportation will be required prior to the determination and approval of any potential traffic operations-based improvements at the impacted intersections.



INTRODUCTION

This traffic impact study has been conducted by Southeastern Engineering, Inc. (SEI) for the Woodland Hills mixed development in Harris County, GA. The project site is located to the north of County Line Road and east of Mehaffey Road on approximately 500 acres of undeveloped land. The mixed development includes an anchor store of approximately 40,000 SF (assumed to be a grocery store for this study), 50,000 SF of retail space, and approximately 428 single-family detached homes. The development will utilize two driveways along Mehaffey Road and another on County Line Road. Due to the size of the development a traffic impact study has been requested by the River Valley Regional Commission and other affected parties to assess the regional impact of the proposed development, if any. An overall location map near the proposed development is as shown in **Figure 1**.

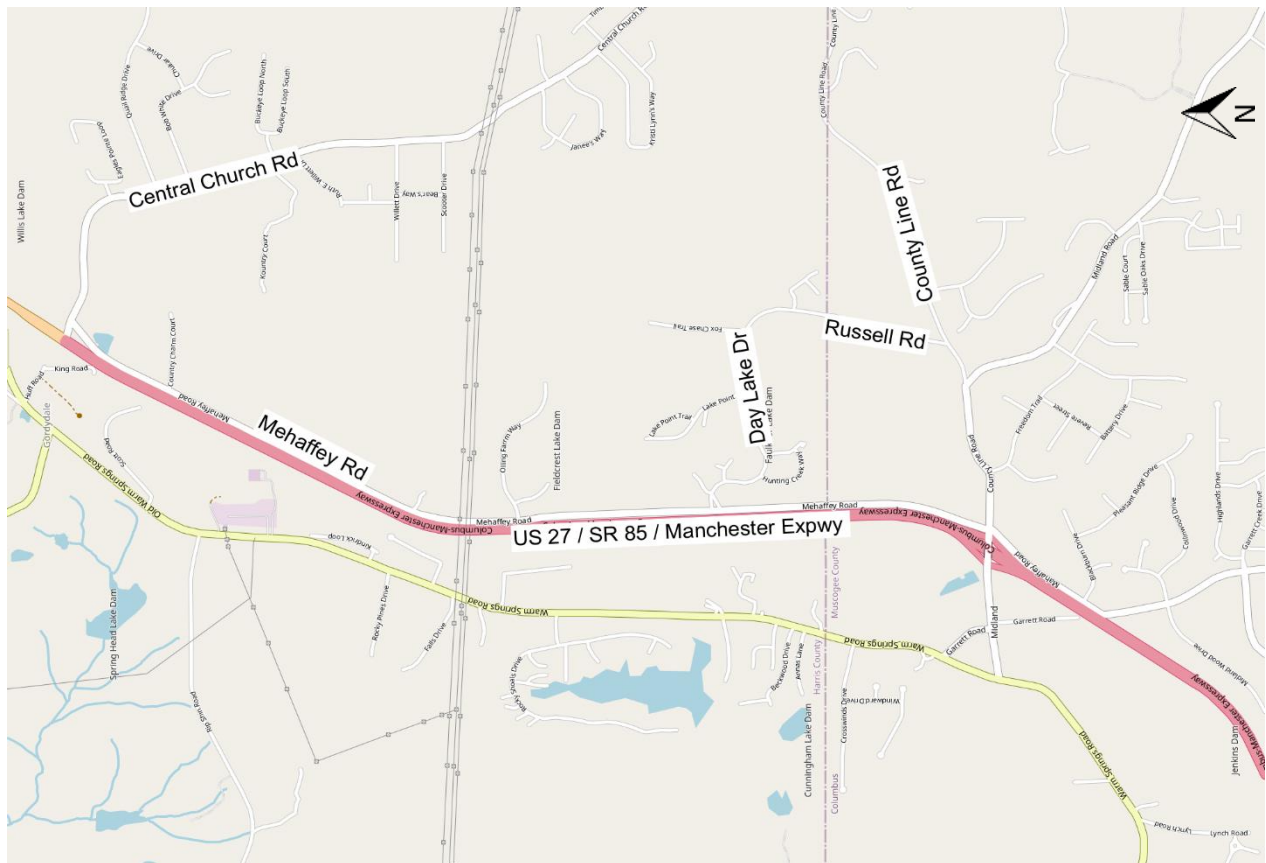


Figure 1 Location Map

The purpose of this study is to identify potential traffic impacts of the proposed mixed development on the surrounding roadway network and recommend locations for improvements to reduce those impacts if necessary. The study includes the existing and future peak hour traffic operations and capacity analysis at study intersections as well as any proposed site access. Operational improvements will be analyzed to mitigate the traffic impact caused by the proposed development if needed. Based on the results of the capacity analysis for the study intersections and site access, recommendations will be made for areas of improvement.



PROJECT DESCRIPTION

The development is proposed to be constructed on approximately 500 acres of land, adjacent to 120 existing single-family detached homes. The mixed development will have a 40,000 SF of anchor store space, 50,000 SF of retail space, and approximately 428 new single-family detached homes. The site layout plan is included in **Appendix A**.

Study Network

The study area for the network includes seven existing intersections in Harris and Muscogee Counties, which are most likely to be impacted by the traffic generated from the proposed development. The development is proposed to utilize three driveways. Two driveways are existing intersections of Mehaffey Road at Day Lake Drive and County Line Road at Russell Road. The proposed new third driveway will be located on Mehaffey Road approximately 0.3 miles north of the current intersection at Mehaffey Road and Day Lake Drive. The transportation facilities within the study area are described below. An aerial of the study area can be seen in **Figure 2**.

The following study intersections were included in the study network:

- Mehaffey Road at Central Church Road
- Mehaffey Road at Day Lake Drive
- Mehaffey Road at County Line Road
- County Line Road at Russell Road
- County Line Road at US 27 / SR 85 / Manchester Expressway SB Ramp
- County Line Road at US 27 / SR 85 / Manchester Expressway NB Ramp
- SR 85 at Central Church Road
- Mehaffey Road at Woodland Hills Driveway (New Intersection)

Roadway Conditions

The roadway network adjacent to the proposed development in the study area was examined to evaluate the existing roadway conditions. The existing roadway network in the vicinity of the proposed development is described below.

Mehaffey Road

Mehaffey Road is a two-lane undivided roadway and is functionally classified as a local road with a posted speed limit of 45 miles per hour. Mehaffey Road connects to County Line Road in the south in the study area and Central Church Road in the north. Mehaffey Road runs parallel to US 27 / SR 85 / Manchester Expressway. There is no curb and gutter or sidewalk present throughout its length.

Central Church Road

Central Church Road is a two-lane undivided roadway and is functionally classified as a local road with a posted speed limit of 35 miles per hour. It connects to US 27 / SR 85 / Manchester Expressway and County Line Road in the north and south, respectively. Central Church Road has a truck restriction signs posted at its intersections with US 27 / SR 85 / Manchester



Expressway and County Line Road. There is no curb and gutter or sidewalks present throughout its length in the study area.

Day Lake Drive / Russell Road

Day Lake Drive is a two-lane undivided roadway and is functionally classified as a local road with a posted speed limit of 30 miles per hour. It connects to Mehaffey Road in the west and Russell Road in the east, changing names to Russell Road. There is no curb and gutter or sidewalks present throughout its length in the study area.

County Line Road

County Line Road is a two-lane undivided roadway and is functionally classified as a major collector with a posted speed limit of 45 miles per hour. It connects to Warm Springs Road in the west. In the east, it connects to McKee Road, where it changes names to McKee Road. There is no curb and gutter or sidewalks present throughout its length in the study area.

US 27 / SR 85 / Manchester Expressway

Manchester Expressway is a four-lane divided highway and is functionally classified as an urban principal arterial/ freeway & expressway with a posted speed limit of 65 miles per hour. It connects from County Line Road in the south to Central Church Road in the north in the study area.



Figure 2 Study Area



Project Phasing Schedule

For this analysis, the development was analyzed in two phases. Phase 1 includes the anchor space, retail space, and 231 single-family detached homes. Phase 2 includes the remaining 197 single-family detached homes. Phase 1 is estimated to be completed in 2025 and phase 2 in 2030.

Vehicle Site Access

The development is proposed to utilize three driveways with two driveways being existing intersections of Mehaffey Road at Day Lake Drive and County Line Road at Russell Road. The proposed new third driveway will be located on Mehaffey Road 0.3 miles north of the current intersection at Mehaffey Road and Day Lake Drive.

Bicycle and Pedestrian Access

A portion of County Line Road beginning from Garrett Road in the west to Midland Road in the east is part of Georgia's State Bicycle Route 40 (TransGeorgia Route). All other roadways in the study area are not a part of any Georgia's State Bicycle Route, and no designated bicycle facilities exist within the study area. There are no sidewalks along the roadways in the study area.

Transit Access

There are no transit routes present in the study area. Publicly funded transit operates under the Columbus Metra Transit System is a bus service in the Columbus - Phenix City area. The closest bus stop to the proposed development is located on Warm Springs Road, which is approximately 4.4 miles southwest.

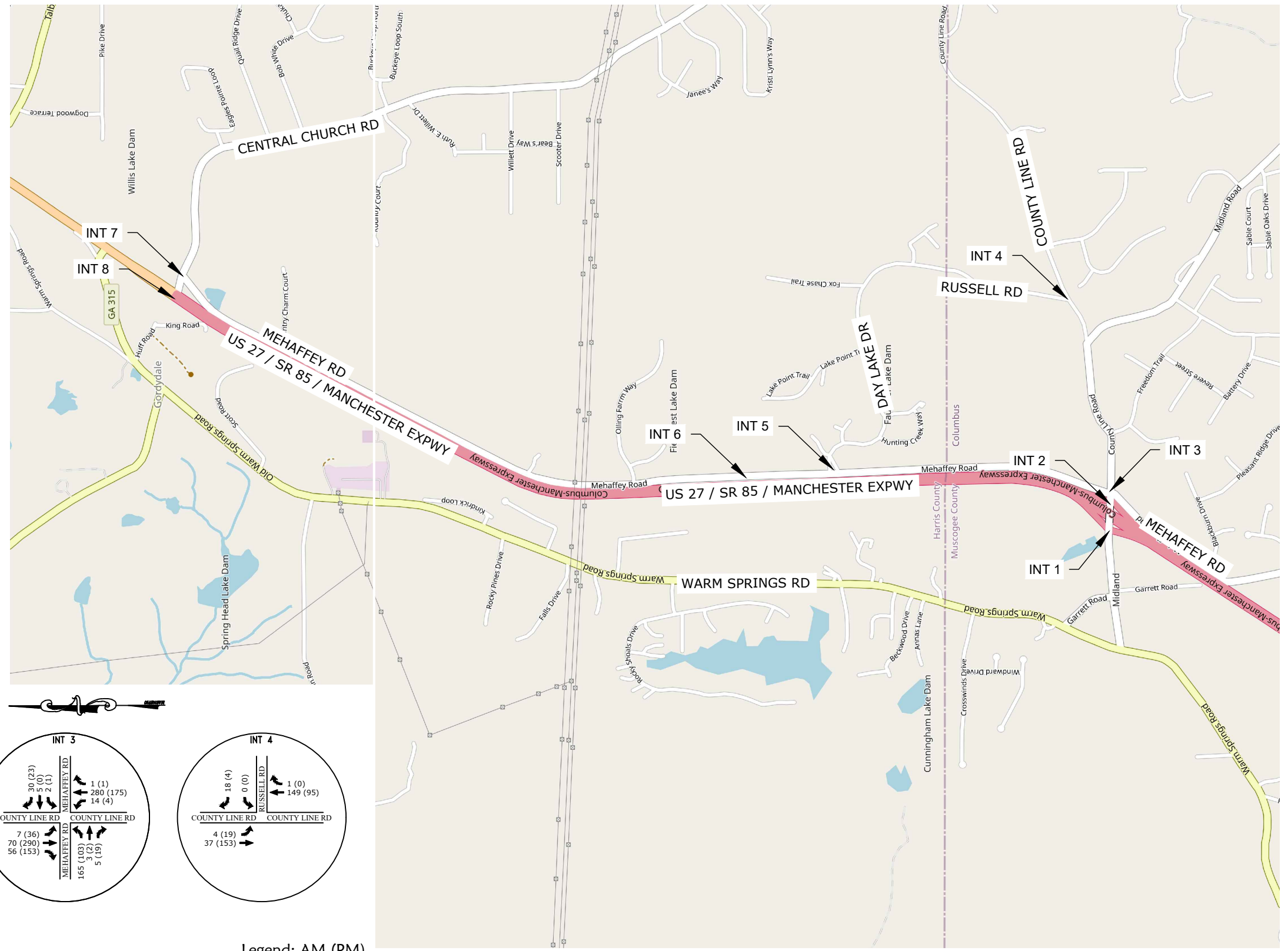
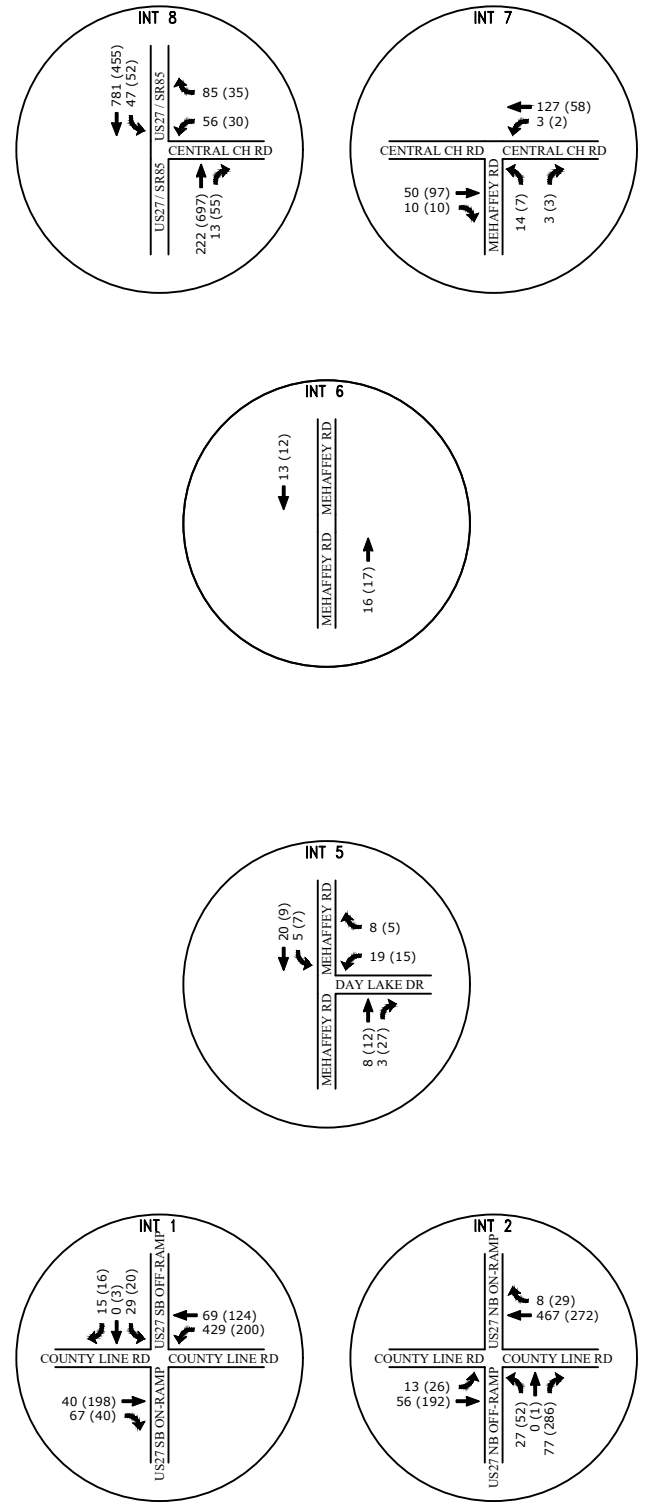
EXISTING TRAFFIC CONDITIONS

This traffic impact study analyzes the current traffic operations in the study network. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing and future no-build conditions without the proposed development.

Traffic Data Collection

Existing traffic volumes at the study intersections were collected on September 3, 2020. The average traffic on County Line Road and Mehaffey Road was 5,000 and 450 vehicles per day, respectively. The study analyzes weekday morning and evening peak hour traffic conditions within the immediate site vicinity. The collected traffic counts were also used to determine the distribution for anticipated trips generated by the development. The existing count data are included in **Appendix B**. The existing A.M. and P.M. peak hour traffic volumes for the study area intersections are illustrated in **Figure 3**.





Legend: AM (PM)

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PROPERTY AND EX. R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
PERMANENT EASEMENT FOR MAINTENANCE	
TEMPORARY EASEMENT FOR CONSTRUCTION	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS	
PERMANENT DRAINAGE EASEMENT	

STORM LINE	
TELEPHONE LINE	
OH POWER LINE	
UG POWER LINE	
WATER LINE	
FIBER OPTIC LINE	
GAS LINE	
SANITARY SEWER LINE	
LIGHTING CONDUIT	
RETAINING WALL	
LIMIT OF DISTURBANCE	

FIGURE 3

SEI
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EXISTING (2020) PEAK HOUR VOLUMES

REVISION DATES	

DATE:	
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Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the Highway Capacity Manual, 6th Edition (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro was used. This software conforms to the methodology of the HCM.

An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes

Table 1 below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

Table 1: Level of Service for Signalized and Unsignalized Intersections	
Level of Service	Control Delay Per Vehicle (sec)
	Unsignalized Intersection
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50



Existing Conditions Level of Service

The level of service for the existing conditions was determined using Synchro 10, which follows the HCM methodology. As all the intersections in this study are minor-street stop-controlled intersections, the delay and LOS are given for the minor streets only. The result of the existing intersection capacity analysis is summarized in **Table 2** and are included in **Appendix C**.

Table 2: Level of Service and Delay for Existing Year (2020)			
Intersection	Control Type	Delay (LOS)	
		AM	PM
County Line Road at US 27 / SR 85 / Manchester Expressway SB Ramp	Minor-Street Stop-Controlled	25 (C)	15 (B)
County Line Road at US 27 / SR 85 / Manchester Expressway NB Ramp	Minor-Street Stop-Controlled	11 (B)	15 (B)
County Line Road at Mehaffey Road	Minor-Street Stop-Controlled	18 (C)	21 (C)
County Line Road at Russell Road	Minor-Street Stop-Controlled	9 (A)	9 (A)
Mehaffey Road at Day Lake Drive	Minor-Street Stop-Controlled	9 (A)	9 (A)
Mehaffey Road at Central Church Road	Minor-Street Stop-Controlled	10 (A)	9 (A)
US 27 / Manchester Expressway at Central Church Road	Minor-Street Stop-Controlled	13 (B)	19 (C)

The study intersections are operating at an acceptable level of service, LOS A-C, in the existing conditions.

FUTURE CONDITIONS - WITHOUT THE PROPOSED DEVELOPMENT (NO - BUILD)

The proposed development will be built in two phases. Traffic operations were analyzed and evaluated at the study intersections for each development phase in the future years (2025 and 2030) without the proposed development (No Build) to compare with the future conditions with the proposed development (Build).

Growth Rate Determination

As the development is expected to be completed in two phases, a growth rate will be applied to the existing traffic volumes to calculate background volumes for phase 1 and 2 years (2025 and 2030). The growth rate for the study was calculated using annual volume statistics from GDOT's Traffic & Data Application, Harris County population estimates from the U.S. Census Bureau, and the Governor's Office of Planning and Budget. Historical counts obtained from the GDOT count stations located in the study area were used to calculate a historical growth rate shown in **Table 3**.



Table 3: Growth Rate Based on GDOT Historical Counts			
Station ID	Location	5-Year Growth Rate	10- Year Growth Rate
215-0809	Garrett Rd N/O Jackson Rd	7.5%	8.8%
215-0767	Warm Springs Rd N/O Garrett Rd	4.0%	3.1%
215-1065	Midland Rd W/O Rambling Trail	9.0%	N/A
215-1061	County Line Rd W/O Randall Woods Dr	3.5%	N/A
215-0765	Warm Springs Rd S/O Lynch Rd	6.2%	6.7%
5-Year and 10-Year Average		6.0%	6.2%
Average Growth Rate		6.1%	

Census data for Harris County was obtained from the Georgia Governor’s Office of Planning and Budget and the U.S. Census Bureau. The growth rate calculated using both the census data is shown in **Table 4** and **Table 5**.

Table 4: Georgia Governor’s Office of Planning and Budget Annual Population Estimates							
Geographic Area	Average 5-Year Growth Rate from 2020 to 2050						
	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	Average
Harris County	0.93%	0.72%	0.64%	0.57%	0.56%	0.60%	0.67%
Geographic Area	Average 10-Year Growth Rate from 2020 to 2050						
	2020-2030		2030-2040		2040-2050		Average
Harris County	0.74%		0.64%		0.62%		0.67%

Table 5: U.S. Census Bureau Annual Estimates of the Resident Population				
Geographic Area	2010 Census	2010 Estimate Base	2019 Population Estimate	2010 to 2019 Estimated Growth Rate
Harris County	32,024	31,994	35,236	1.2%

The growth rate for the study area was determined by reviewing the results of the three different growth rate methods and based on engineering judgment. The historical growth rate based on nearby GDOT count data is limited due to the limited amount of data available, instead of the typical 15-year period. Georgia Governor’s Office of Planning and Budget Annual Population Estimates is the lowest of all the methods. A growth rate of 0.74% was used for the study and applied to grow the background traffic. The growth rate used is average between the growth rate calculated using the Georgia Governor’s Office of Planning and Budget Annual Population Estimates and the U.S. Census Bureau. The value is in line with the Georgia Governor’s Office of Planning and Budget Annual Population Estimates for Harris County for the 2020 to 2030.



Previously Planned Project

No GDOT projects were identified in the study area.

Future No Build Traffic Volumes (2025)

The future 2025 background traffic volumes were calculated by applying the annual exponential growth rate over five years to the existing background traffic volumes. Future 2025 background traffic volume is shown in **Figure 4**.

Future No Build Level of Service (2025)

The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2025 background traffic volumes to determine operations at the study intersections. The intersection capacity analysis results for the phase 1 future no-build year (2025) are summarized in **Table 6** and are included in **Appendix C**.

Table 6: Level of Service and Delay for Future No-Build Year (2025)			
Intersection	Control Type	Delay (LOS)	
		AM	PM
County Line Road at US 27 / SR 85 / Manchester Expressway SB Ramp	Minor-Street Stop-Controlled	27 (D)	16 (C)
County Line Road at US 27 / SR 85 / Manchester Expressway NB Ramp	Minor-Street Stop-Controlled	11 (B)	16 (C)
County Line Road at Mehaffey Road	Minor-Street Stop-Controlled	19 (C)	22 (C)
County Line Road at Russell Road	Minor-Street Stop-Controlled	9 (A)	9 (A)
Mehaffey Road at Day Lake Drive	Minor-Street Stop-Controlled	9 (A)	9 (A)
Mehaffey Road at Central Church Road	Minor-Street Stop-Controlled	10 (A)	9 (A)
US 27 / Manchester Expressway at Central Church Road	Minor-Street Stop-Controlled	14 (B)	20 (C)

The study intersection of County Line Road at US 27 / SR 85 / Manchester Expressway Southbound Ramp is expected to have a delay increase of 2 seconds and operate at LOS D during the AM peak hour. The rest of the study intersections are expected to operate at the same level of service, LOS A-C, as they do in current existing conditions.



Future No Build Traffic Volumes (2030)

The future 2030 background traffic volumes were calculated by applying the annual exponential growth rate over five years to the future no-build 2025 background traffic volumes. Future 2030 background traffic volume is shown in **Figure 5**.

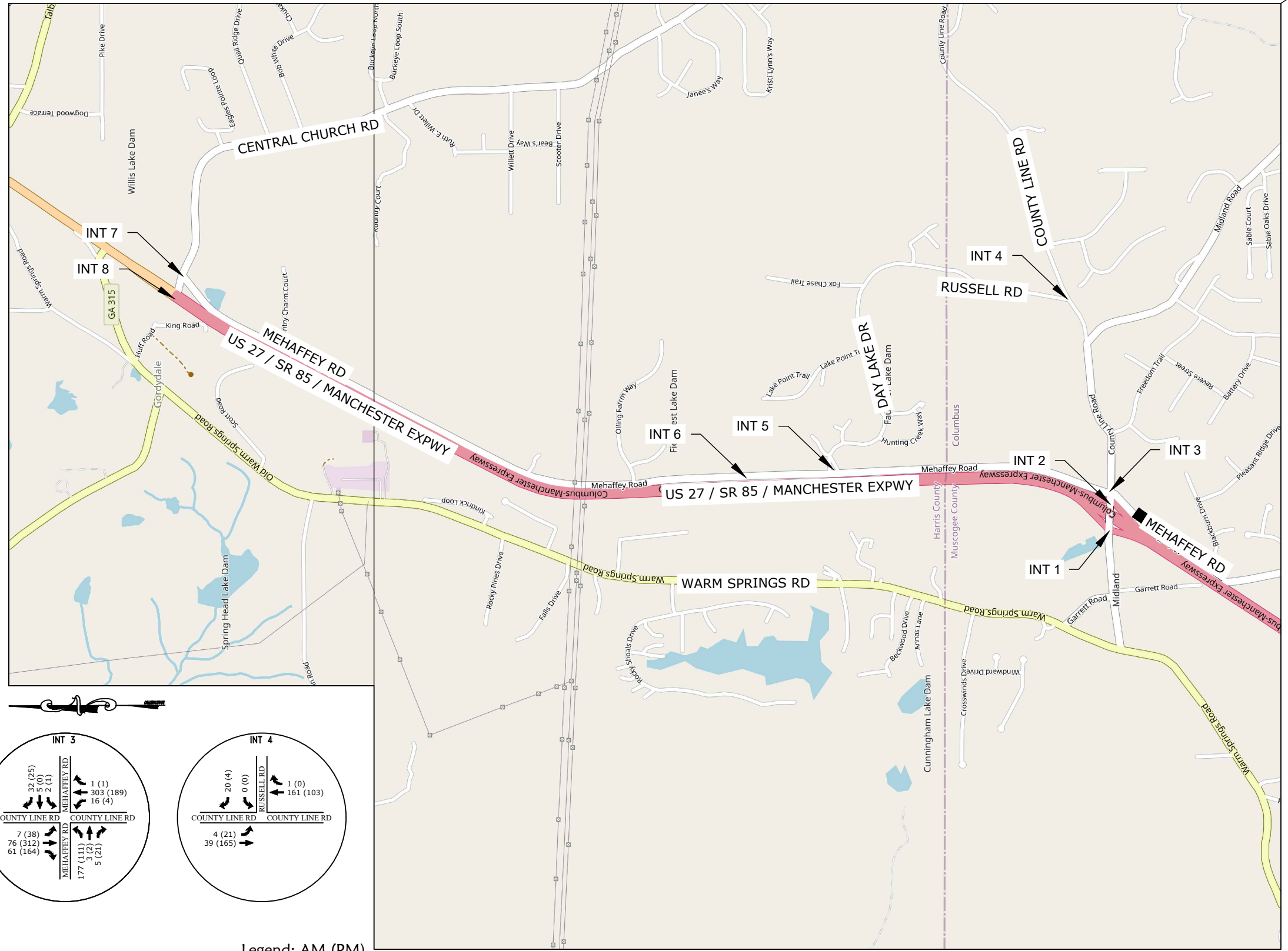
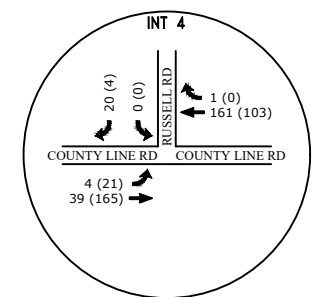
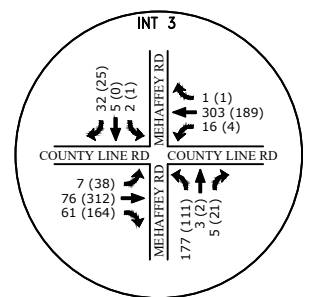
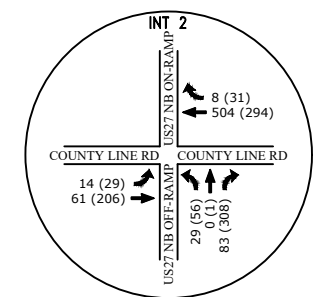
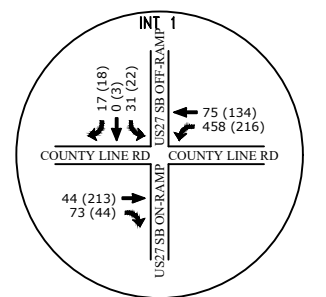
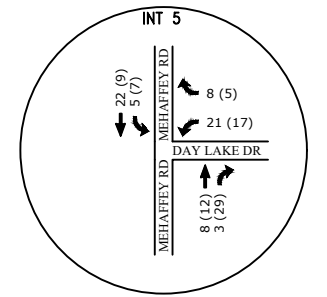
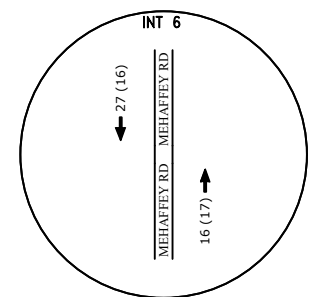
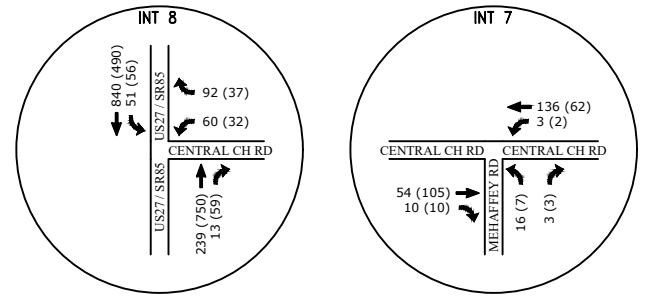
Future No Build Level of Service (2030)

The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2030 background traffic volumes to determine short term operations at the study intersections. The intersection capacity analysis results for the phase 2 future no-build year (2030) are summarized in **Table 7** and are included in **Appendix C**.

Intersection	Control Type	Delay (LOS)	
		AM	PM
County Line Road at US 27 / SR 85 / Manchester Expressway SB Ramp	Minor-Street Stop-Controlled	30 (D)	16 (C)
County Line Road at US 27 / SR 85 / Manchester Expressway NB Ramp	Minor-Street Stop-Controlled	11 (B)	16 (C)
County Line Road at Mehaffey Road	Minor-Street Stop-Controlled	20 (C)	23 (C)
County Line Road at Russell Road	Minor-Street Stop-Controlled	9 (A)	9 (A)
Mehaffey Road at Day Lake Drive	Minor-Street Stop-Controlled	9 (A)	9 (A)
Mehaffey Road at Central Church Road	Minor-Street Stop-Controlled	10 (A)	9 (A)
US 27 / Manchester Expressway at Central Church Road	Minor-Street Stop-Controlled	14 (B)	22 (C)

The study intersections are expected to operate at the same level of service, LOS A-D, as in 2025.





Legend: AM (PM)

PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	
PERMANENT DRAINAGE EASEMENT		GAS LINE	
		SANITARY SEWER LINE	
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 5



NO-BUILD (2030) PEAK HOUR VOLUMES

REVISION DATES	

DATE:	
WOODLAND HILLS	
SHEET NO.	

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FUTURE CONDITIONS - WITH THE PROPOSED DEVELOPMENT (BUILD)

The future 2025 and 2030 background traffic and the trips generated from the proposed development were combined to analyze the traffic impact of the proposed development on the study network.

Trip Generation

The expected number of gross trips associated with this development was determined using trip generation software. The process estimates trips generated by the proposed land use under the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012. The proposed mixed development will have internal capture trips and pass-by trips. The trip generation for the proposed mixed development is summarized in **Table 8**.

Table 8 Proposed Site Trip Generation										
Land Use	Units	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Phase 1										
Single-Family Detached House	231 Nos.	1100	1099	2199	43	131	174	145	86	231
Super Market (Anchor Store)	40,000 SF	1068	1067	2135	30	18	48	89	97	186
Shopping Center (Retail Space)	50,000 SF	2045	2045	4090	84	52	136	193	186	379
Internal Capture Trips		0	0	0	2	2	4	95	95	190
Pass-By Trips		0	0	0	0	0	0	83	83	166
Adjusted Volumes		4213	4211	8424	155	199	354	249	191	440
Total Trips Generated (Phase 1 + Phase 2)										
Single-Family Detached House	428 Nos.	2039	2036	4075	81	241	322	269	159	428
Super Market (Anchor Store)	40,000 SF	1068	1067	2135	30	18	48	89	97	186
Shopping Center (Retail Space)	50,000 SF	2045	2045	4090	84	52	136	193	186	379
Internal Capture Trips		0	0	0	4	4	8	102	120	204
Pass-By Trips		0	0	0	0	0	0	82	82	164
Adjusted Volumes		5152	5148	10300	191	307	498	367	258	625



Mode Split

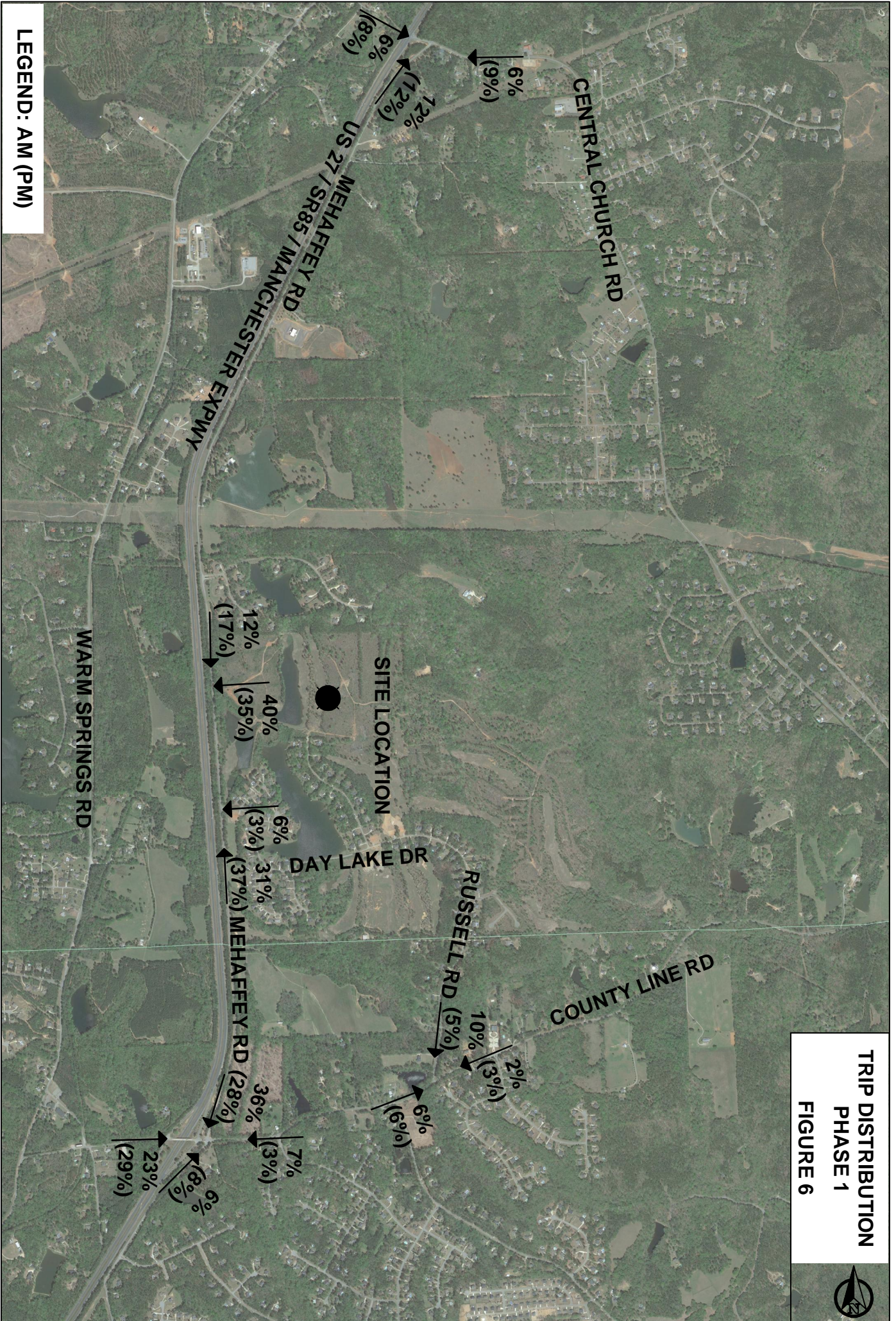
As there are no transit routes present in the study area, trips generated from the proposed development will not be finished using transit service. Therefore, no transit reduction is required for the trips generated.

Trip Distribution and Assignment

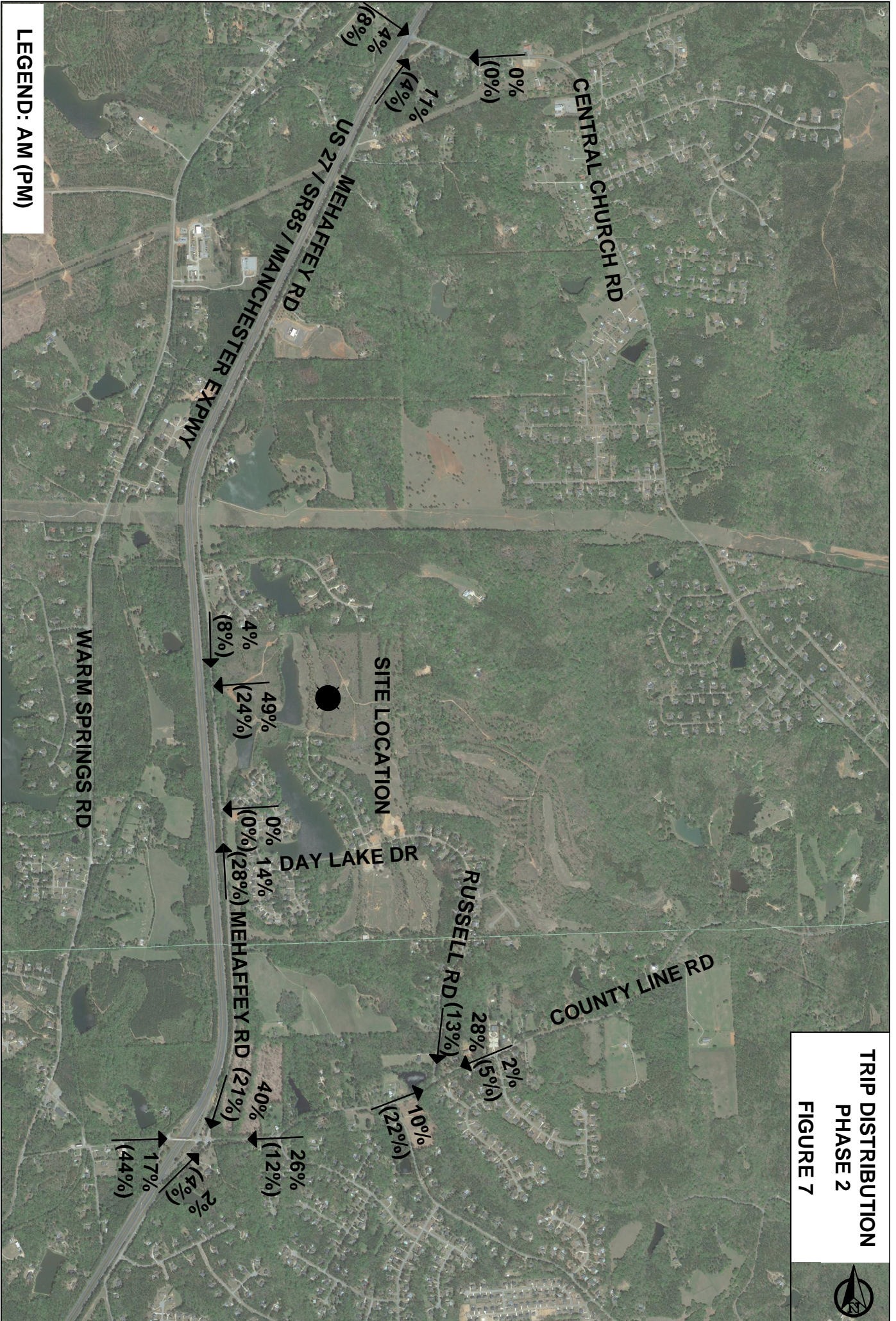
The trips expected to be generated from the proposed development were distributed on the roadway network in the vicinity. The proposed distribution is based on historical counts and observed traffic patterns in the area. Trip distribution by percentage of generated trips for different study intersections in the study area is shown in **Figure 6**, and **Figure 7**. Trip assignment for the trips generated in phase 1 and phase 2 is shown in **Figure 8** and **Figure 9**.



TRIP DISTRIBUTION
PHASE 1
FIGURE 6



TRIP DISTRIBUTION
PHASE 2
FIGURE 7



LEGEND: AM (PM)

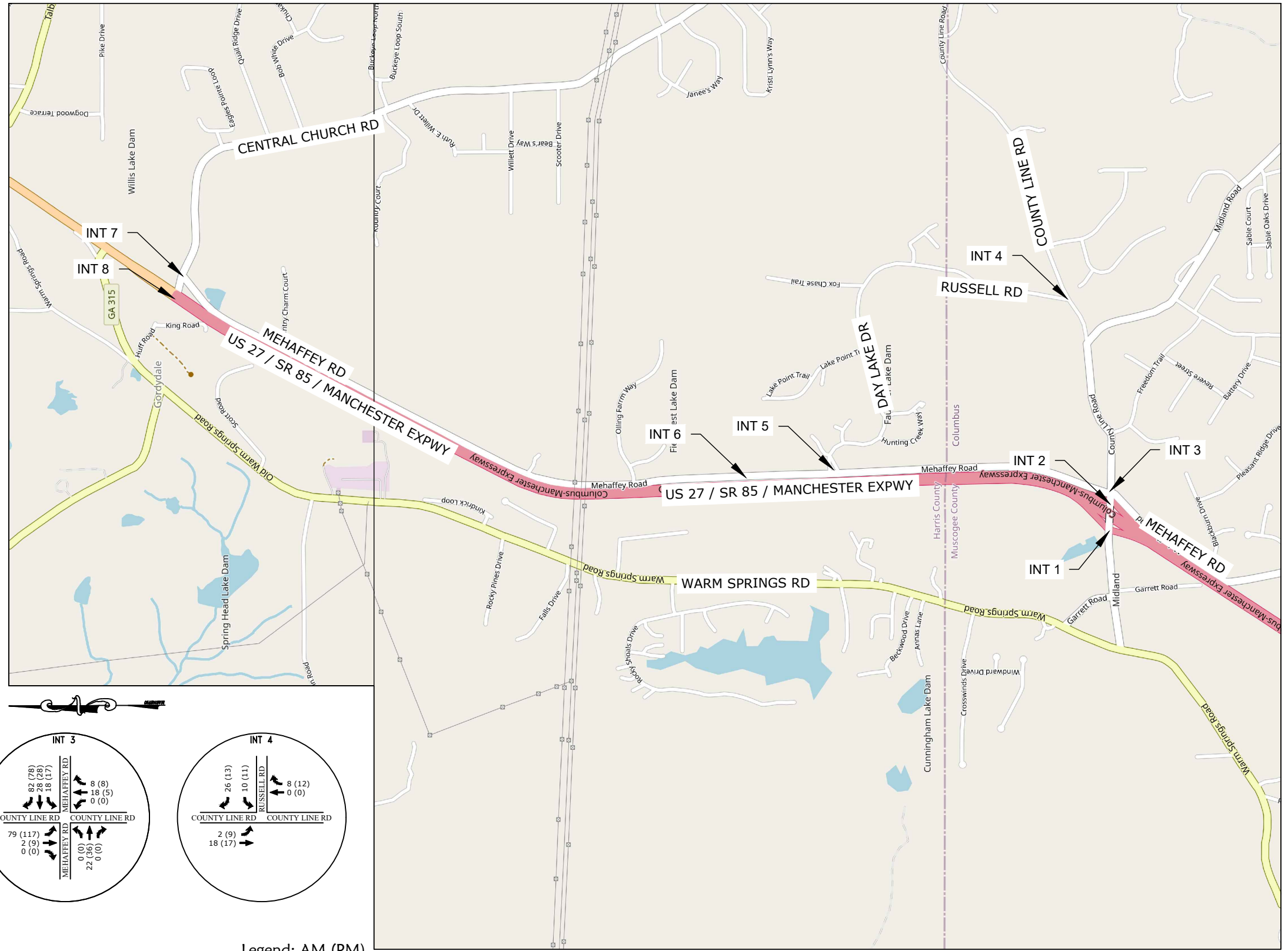
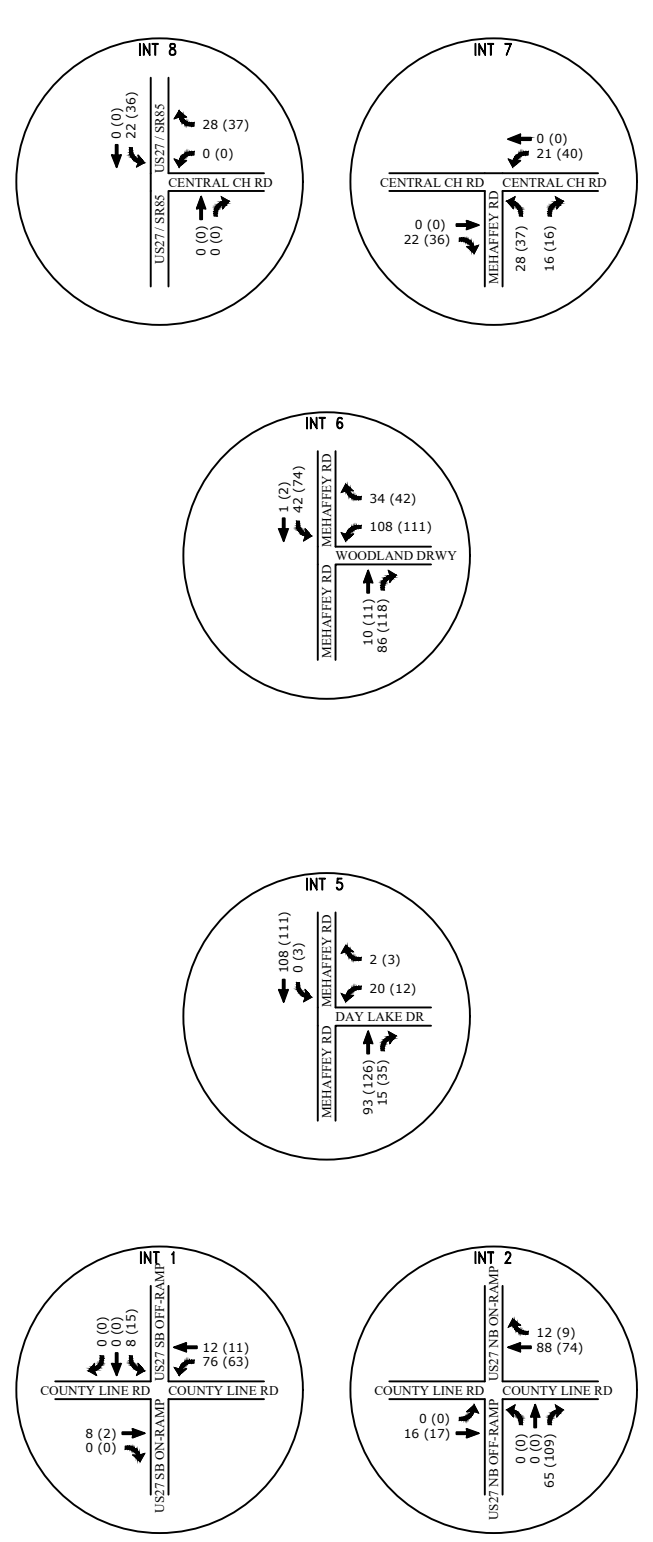


FIGURE 8



SITE GENERATED PEAK HOUR TRIPS (2025)

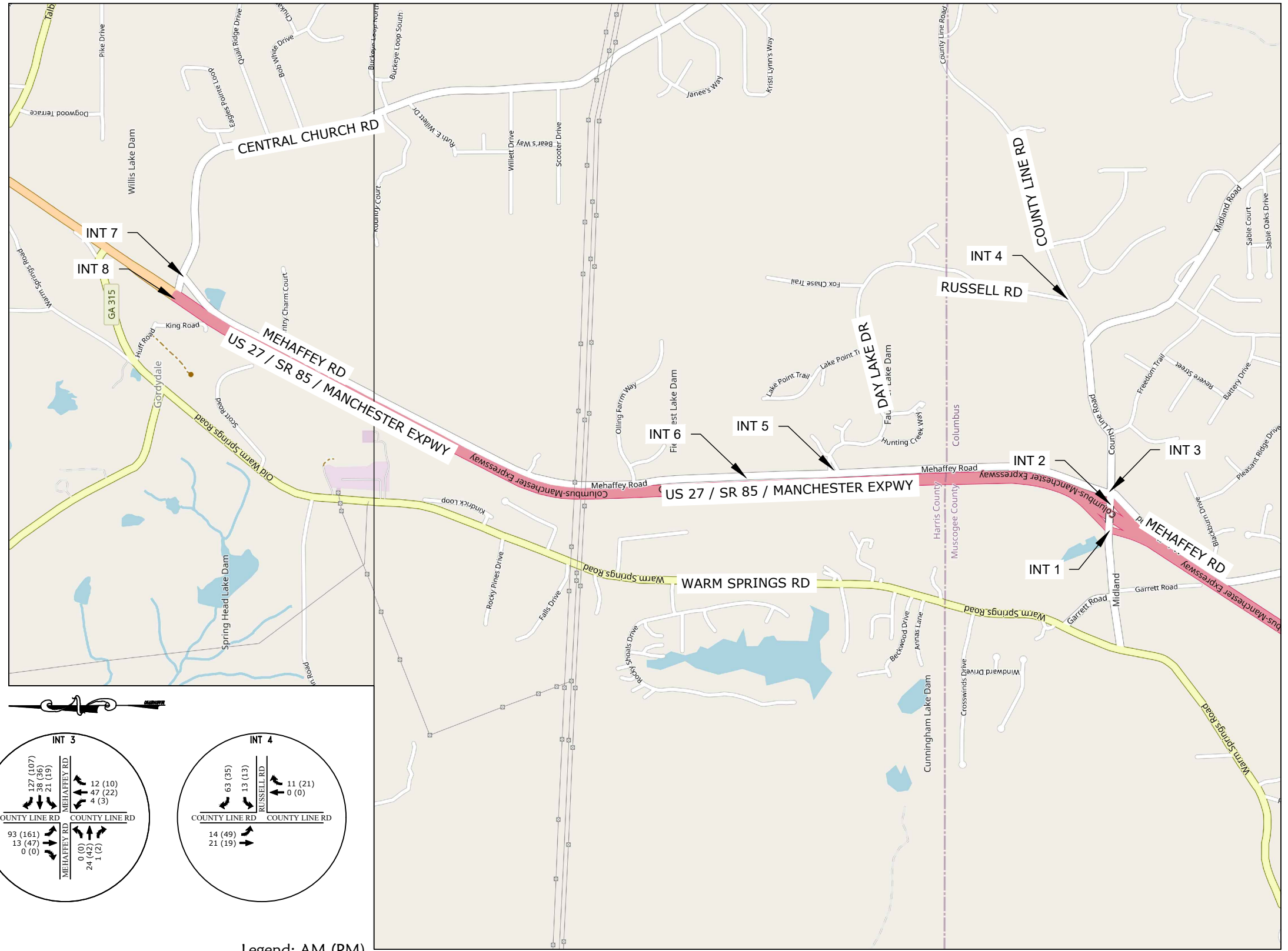
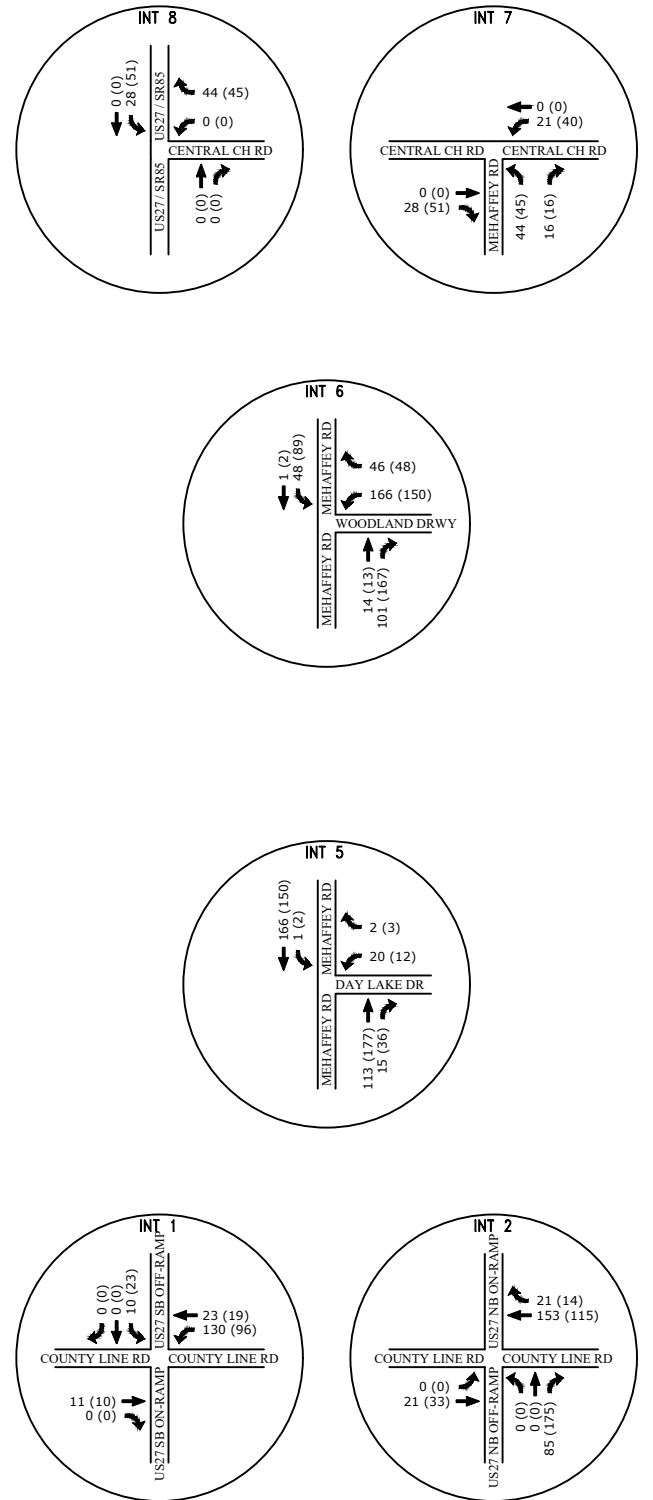
REVISION DATES

DATE:

WOODLAND HILLS

SHEET NO.

DRAWING NAME: I:\CUSTOMERS_PROJECTS\944_EHC_Engineering\944-20-157_Woodland Hills TSI\Traffic\DWG\Figures.dwg
 PLOT DATE - TIME: Sep. 24, 2020 - 6:39 PM
 PRINTED BY: NIKHIL CHOUDHARI



Legend: AM (PM)

DRAWING NAME: I:\CUSTOMERS\PROJECTS\944-ERC Engineering\944-20-157 Woodland Hills TSI\Traffic\DWG\Figures.dwg
 PLOT DATE - TIME: Sep. 24, 2020 - 6:40 PM
 PRINTED BY: NIKHIL CHOUDHARI

PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	
PERMANENT DRAINAGE EASEMENT		GAS LINE	
		SANITARY SEWER LINE	
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 9

SITE GENERATED PEAK HOUR TRIPS (2030)

REVISION DATES	

DATE:	
WOODLAND HILLS	
SHEET NO.	

Future Build Traffic Volumes (2025)

This analysis has been conducted to determine the impact of phase 1 of the proposed development. Based on the site trip distribution and proposed driveways, the generated peak hour volumes were assigned to the adjacent street network along with the background traffic and are presented in **Figure 10**.

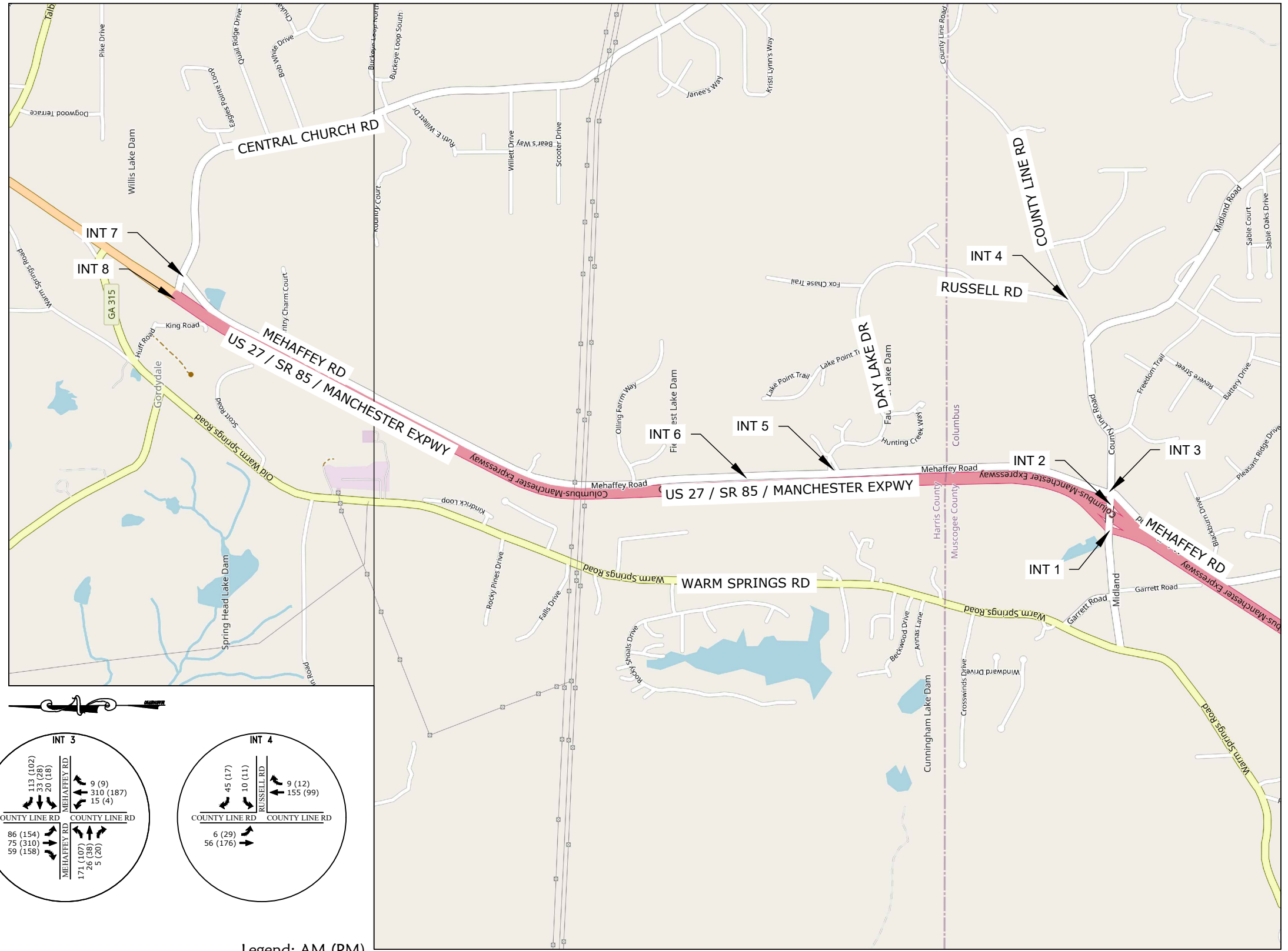
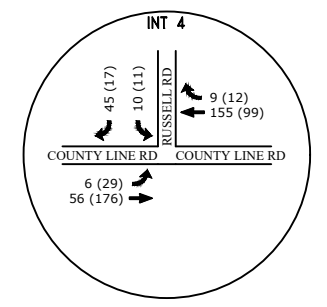
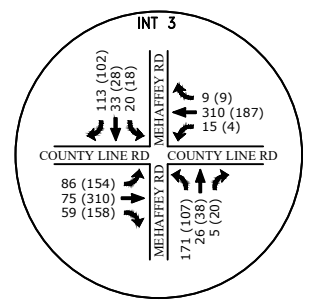
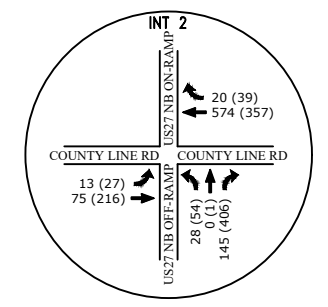
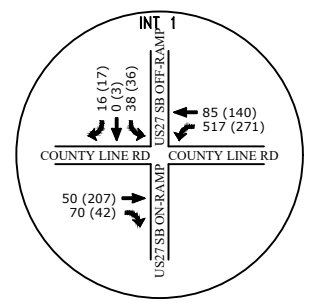
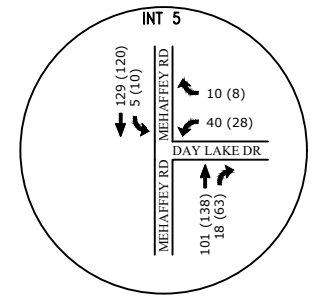
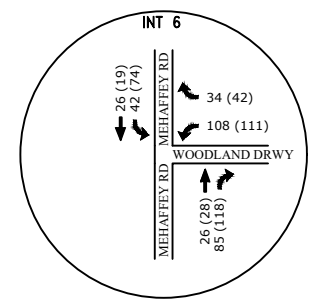
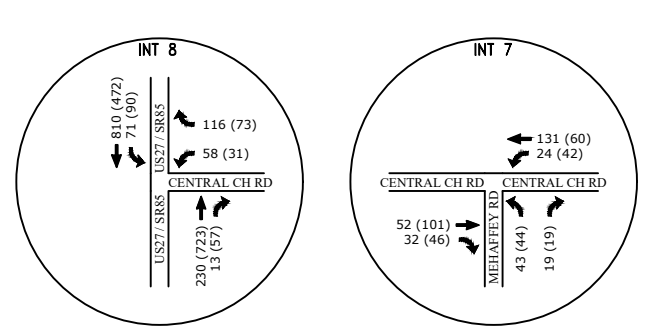
Future Build Level of Service (2025)

The future 2025 background traffic volumes, along with the site generated volumes, were used to analyze the impacts of the proposed development on the study network. **Table 9** summarizes the results for future 2025 build conditions, and the detailed results can be found in **Appendix C**.

Intersection	Control Type	Delay (LOS)	
		AM	PM
County Line Road at US 27 / SR 85 / Manchester Expressway SB Ramp	Minor-Street Stop-Controlled	48 (E)	22 (C)
County Line Road at US 27 / SR 85 / Manchester Expressway NB Ramp	Minor-Street Stop-Controlled	11 (B)	20 (C)
County Line Road at Mehaffey Road	Minor-Street Stop-Controlled	78 (F)	154 (F)
County Line Road at Russell Road	Minor-Street Stop-Controlled	10 (A)	11 (B)
Mehaffey Road at Day Lake Drive	Minor-Street Stop-Controlled	11 (B)	11 (B)
Mehaffey Road at Driveway	Minor-Street Stop-Controlled	11 (B)	11 (B)
Mehaffey Road at Central Church Road	Minor-Street Stop-Controlled	11 (B)	11 (B)
US 27 / Manchester Expressway at Central Church Road	Minor-Street Stop-Controlled	14 (B)	19 (C)

Phase 1 build analysis results show that the intersections of County Line Road at US 27 / SR 85 / Manchester Expressway SB Ramp and County Line Road at Mehaffey Road operate unacceptably with the trips generated by the development. All other study intersections continue to operate acceptably.





Legend: AM (PM)

PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	
PERMANENT DRAINAGE EASEMENT		GAS LINE	
		SANITARY SEWER LINE	
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 10



BUILD (2025) PEAK HOUR VOLUMES

REVISION DATES	

DATE:	
WOODLAND HILLS	
SHEET NO.	

DRAWING NAME: I:\CUSTOMERS\PROJECTS\944 - EHC Engineering\944-20-157 Woodland Hills TSI\Traffic\DWG\Figures.dwg
 PLOT DATE - TIME: Sep. 24, 2020 - 6:40 PM
 PRINTED BY: NIKHIL CHOUDHARI

Future Build Traffic Volumes (2030)

This analysis has been conducted to determine the impact of phase 2 of the proposed development. Based on the site trip distribution and proposed driveways, the generated peak hour volumes were assigned to the adjacent street network along with the background traffic and are presented in **Figure 11**.

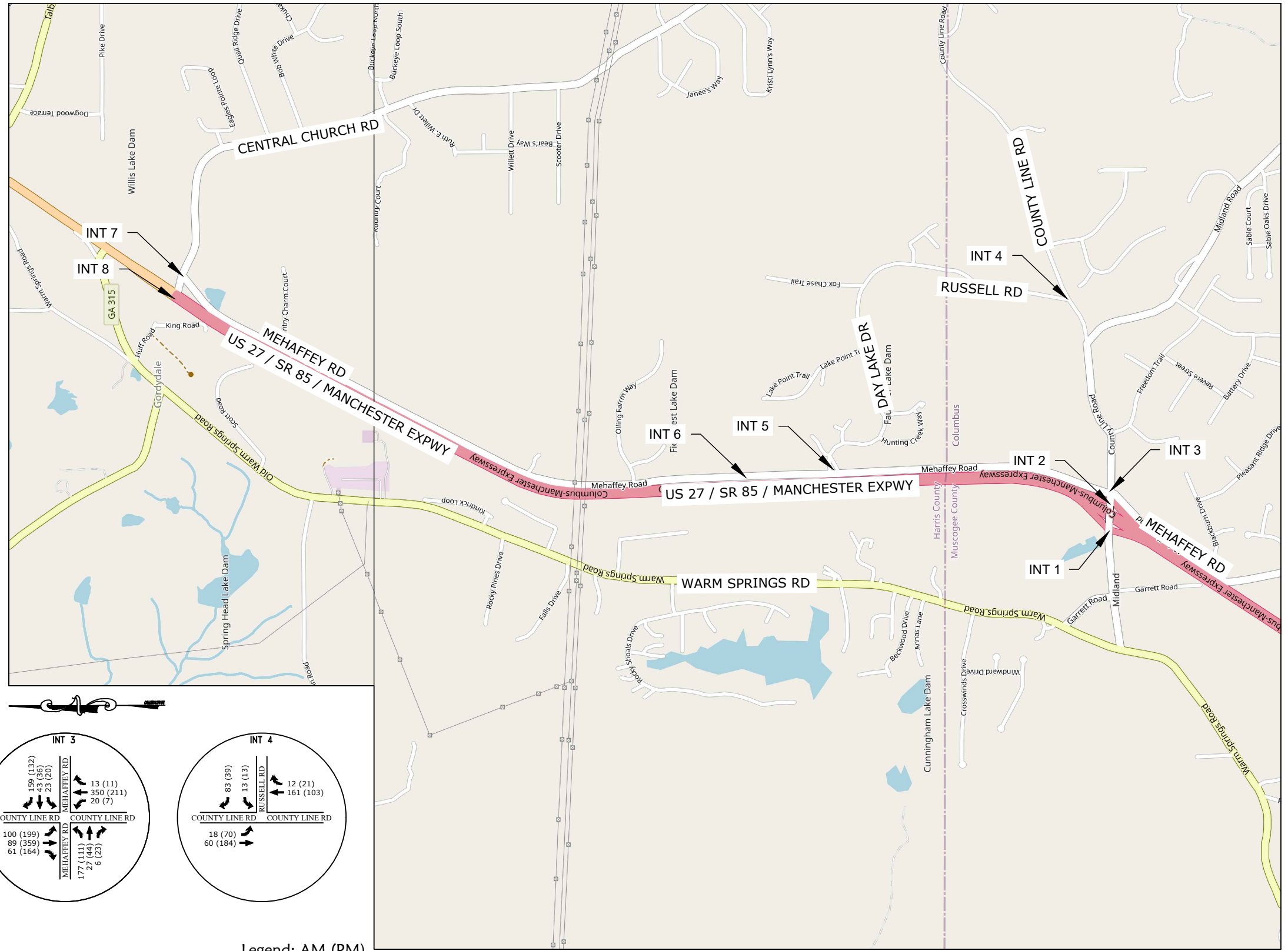
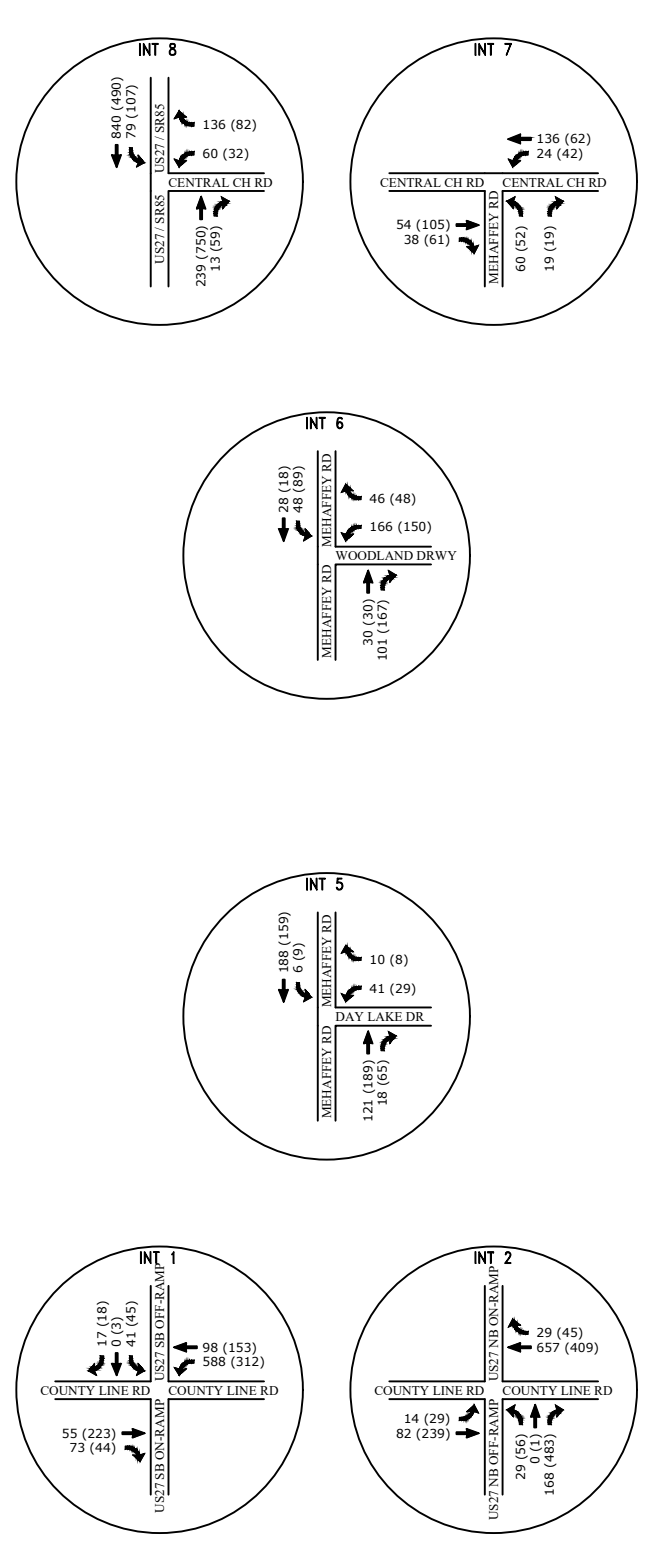
Future Build Level of Service (2030)

The future 2030 background traffic volumes, along with the site generated volumes, were used to analyze the impacts of the proposed development on the study network. **Table 10** summarizes the results for future 2030 build conditions, and the detailed results can be found in **Appendix C**.

Table 10: Level of Service and Delay for Future Build Year (2030)			
Intersection	Control Type	Delay (LOS)	
		AM	PM
County Line Road at US 27 / SR 85 / Manchester Expressway SB Ramp	Minor-Street Stop-Controlled	89 (F)	30 (D)
County Line Road at US 27 / SR 85 / Manchester Expressway NB Ramp	Minor-Street Stop-Controlled	12 (B)	33 (D)
County Line Road at Mehaffey Road	Minor-Street Stop-Controlled	245 (F)	>300 (F)
County Line Road at Russell Road	Minor-Street Stop-Controlled	10 (A)	11 (B)
Mehaffey Road at Day Lake Drive	Minor-Street Stop-Controlled	11 (B)	12 (B)
Mehaffey Road at Driveway	Minor-Street Stop-Controlled	11 (B)	11 (B)
Mehaffey Road at Central Church Road	Minor-Street Stop-Controlled	14 (B)	21 (C)
US 27 / Manchester Expressway at Central Church Road	Minor-Street Stop-Controlled	12 (B)	13 (B)

Phase 2 build analysis results show that like phase 1, the intersections of County Line Road at US 27 / SR 85 / Manchester Expressway SB Ramp and County Line Road at Mehaffey Road operate unacceptably with the trips generated by the development. All other study intersections continue to operate acceptably.





Legend: AM (PM)

FIGURE 11



BUILD (2030) PEAK HOUR VOLUMES

REVISION DATES	

DATE:	
WOODLAND HILLS	
SHEET NO.	

DRAWING NAME: I:\CUSTOMERS\PROJECTS\944_EHC_Engineering\944-20-157_Woodland Hills TSI\Traffic\DWG\Figures.dwg
 PLOT DATE - TIME: Sep. 24, 2020 - 6:41 PM
 PRINTED BY: NIKHIL CHOUDHARI

PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	
PERMANENT DRAINAGE EASEMENT		GAS LINE	
		SANITARY SEWER LINE	
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

Future Improvement Alternative Analysis

Potential improvements for County Line Road at Mehaffey Road were analyzed to reduce the impacts of the development generated trips. The intersection of County Line Road at Mehaffey Road will meet volume and delay warrants for all-way stop control for phase 1 and 2 builds, so all-way stop control was considered as an improvement. Another alternative includes auxiliary right turn lanes on County Line Road and channelized right-turn lanes on Mehaffey Road. Additionally, a single-lane roundabout was analyzed as a potential improvement. A summary of the intersection LOS for each alternative is shown in **Table 11**.

Table 11: Level of Service and Delay at the Intersection of Mehaffey Road at County Line Road Alternatives			
Intersection	Control Type	Delay (LOS)	
		AM	PM
County Line Road at Mehaffey Road	Existing Conditions	245 (F)	>300 (F)
County Line Road at Mehaffey Road	All way stop control	22 (C)	146 (F)
County Line Road at Mehaffey Road	Right turn lane additions	108 (F)	163 (F)
County Line Road at Mehaffey Road	Roundabout	9 (A)	11 (B)

The intersection of County Line Road at US 27 / Manchester Expressway SB Exit Ramp operates at an unacceptable LOS during the AM period for Phase 2. It only operates unacceptably for one peak period of the day. A minor restriping of the SB exit ramp was analyzed to consider adding a yield controlled, channelized right turn lane on the ramp. The restriping could be done within the existing intersection footprint. These intersection improvements would reduce the average queue length on the ramp and the delay for right-turning vehicles on the ramp (approx. 30% of peak hour vehicles). The addition of an auxiliary right-turn lane on the eastbound approach is also recommended. A summary of the intersection LOS for the proposed alternative versus the existing conditions is shown in **Table 12**.

Table 12: Level of Service and Delay at US 27 / Manchester Expressway SB Exit Ramp Alternatives		
Intersection Control Type	Delay (LOS)	
	AM	PM
Existing Conditions	89 (F)	30 (D)
Channelized Right Turn Lane on Exit Ramp	82 (F)	29 (D)



CONCLUSION

The study intersections operate at an acceptable level of service (LOS), A-C, in the existing condition. All intersections are expected to continue to operate at an acceptable level of service in the future without the development, LOS A-D. Upon completion of phase 1 of the proposed development, the intersections of County Line Road at US 27 / SR 85 / Manchester Expressway Southbound Ramp and County Line Road at Mehaffey Road are expected to operate at LOS E and LOS F, respectively. Upon completion of phase 2 of the proposed development, both the intersections are expected to operate at a LOS F. The remaining study intersections will continue to operate at an acceptable level of service, LOS A-D.

Multiple improvement options were analyzed for the intersections of County Line Road at US 27 / SR 85 / Manchester Expressway Southbound Ramp and County Line Road at Mehaffey Road to reduce the impacts of the trips generated by the development. Alternatives include all-way stop control, geometric improvements, restriping improvements, and a roundabout. Due to Mehaffey Road's proximity to County Line Road at US 27 / SR 85 / Manchester Expressway Northbound Ramp, this intersection would need to be improved along with County Line Road at Mehaffey Road. Because of the limited access nature of the SR 85 Ramps on County Line Road coordination with the Georgia Department of Transportation will be required prior to the determination and approval of any potential traffic operations-based improvements at the impacted intersections.

Improvements for the intersections of County Line Road at US 27 / SR 85 / Manchester Expressway Southbound Ramp, County Line Road at US 27 / SR 85 / Manchester Expressway Northbound Ramp, and County Line Road at Mehaffey Road should be considered following completion of phases 1 and 2 of the development. Due to the complexity of the intersection's locations and their use as limited access facilities more detailed coordination with the Georgia Department of Transportation is required to determine what improvements are feasible based on the existing limitations.



APPENDICES

Appendix A: Site Layout Plan

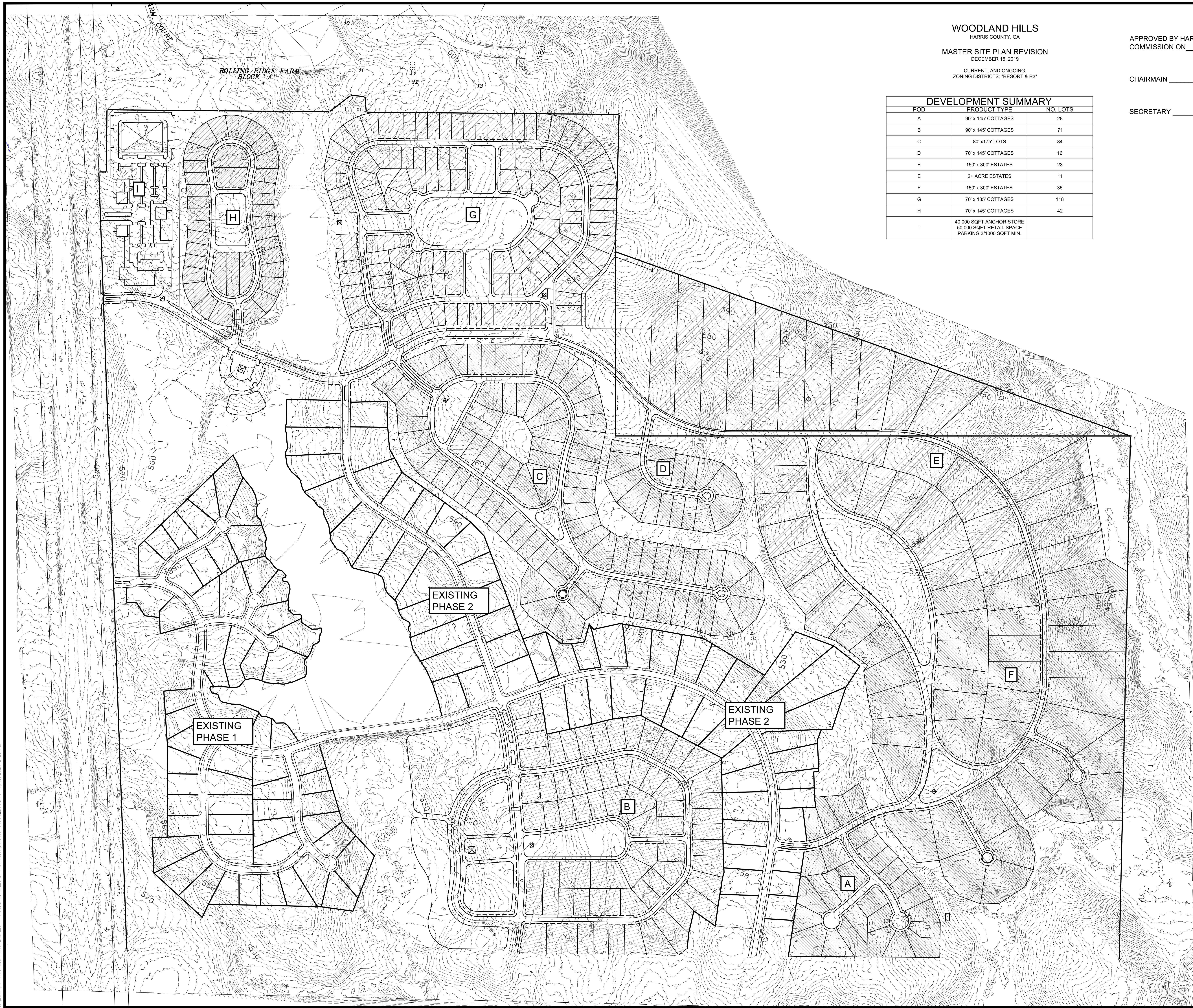
Appendix B: Traffic Counts Summary Sheets

Appendix C: Synchro Reports



Appendix A: Site Layout Plan

© 2017/17-7133 CJC PARTNERS LLC - WOODLAND HILLS LEFT STATION/DRAWING 3/13/2020 2:25 PM



WOODLAND HILLS

HARRIS COUNTY, GA
 MASTER SITE PLAN REVISION
 DECEMBER 16, 2019

CURRENT, AND ONGOING,
 ZONING DISTRICTS: "RESORT & R3"

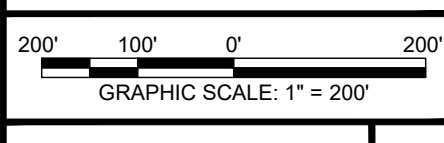
APPROVED BY HARRIS COUNTY PLANNING
 COMMISSION ON _____

CHAIRMAN _____

SECRETARY _____

DEVELOPMENT SUMMARY		
POD	PRODUCT TYPE	NO. LOTS
A	90' x 145' COTTAGES	28
B	90' x 145' COTTAGES	71
C	80' x 175' LOTS	84
D	70' x 145' COTTAGES	16
E	150' x 300' ESTATES	23
E	2+ ACRE ESTATES	11
F	150' x 300' ESTATES	35
G	70' x 135' COTTAGES	118
H	70' x 145' COTTAGES	42
I	40,000 SQFT ANCHOR STORE 50,000 SQFT RETAIL SPACE PARKING 3/1000 SQFT MIN.	

NO.	REVISION DESCRIPTION	DATE



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 Columbus, GA 31906
 Ph: (706) 565-5985
 Fax: (706) 565-5983
 columbus@emceng.com
 www.emceng.com

CIVIL
 MARINE
 ENVIRONMENTAL

ALBANY, ATLANTA, AUGUSTA, BRUNSWICK, COLUMBUS
 SAVANNAH, STATESBORO, THOMASVILLE, VALDOSTA, WAYNESBORO

MASTER PLAN REVISION
WOODLAND HILLS
 HARRIS COUNTY, GA
 Prepared for:
CJC PARTNERS LLC

PROJECT NO.: 17-7133
 DRAWN BY: CDS
 DESIGNED BY:
 SURVEYED BY: LIDAR
 SURVEY DATE:
 CHECKED BY: CHECKED BY:
 SCALE: 1" = 200'
 DATE: 12/16/19

Appendix B: Traffic Counts Summary Sheets

VOLUME

Mehaffey Rd N/O Day Lake Dr

Day: Thursday
Date: 9/3/2020

City: Midland
Project #: GA20_180180_001

DAILY TOTALS					NB	SB						Total
					237	207						444
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00	1	0			1	12:00	0	4			4	
0:15	0	0			0	12:15	3	3			6	
0:30	0	0			0	12:30	2	4			6	
0:45	0	1	0		0	12:45	4	9	2	13	6	22
1:00	2	0			2	13:00	3	3			6	
1:15	0	1			1	13:15	6	5			11	
1:30	0	1			1	13:30	5	2			7	
1:45	0	2	0	2	0	13:45	3	17	6	16	9	33
2:00	0	0			0	14:00	5	0			5	
2:15	0	0			0	14:15	4	4			8	
2:30	1	0			1	14:30	8	3			11	
2:45	0	1	0		0	14:45	6	23	4	11	10	34
3:00	0	0			0	15:00	9	8			17	
3:15	0	0			0	15:15	2	4			6	
3:30	0	0			0	15:30	4	7			11	
3:45	0	0			0	15:45	2	17	3	22	5	39
4:00	0	0			0	16:00	4	3			7	
4:15	0	0			0	16:15	5	6			11	
4:30	1	0			1	16:30	5	3			8	
4:45	0	1	0		0	16:45	3	17	3	15	6	32
5:00	0	0			0	17:00	2	4			6	
5:15	0	3			3	17:15	6	4			10	
5:30	0	0			0	17:30	6	5			11	
5:45	1	1	0	3	1	17:45	6	20	3	16	9	36
6:00	0	1			1	18:00	6	0			6	
6:15	0	0			0	18:15	7	2			9	
6:30	2	1			3	18:30	7	4			11	
6:45	2	4	0	2	2	18:45	2	22	1	7	3	29
7:00	4	2			6	19:00	3	3			6	
7:15	4	7			11	19:15	3	2			5	
7:30	7	8			15	19:30	5	4			9	
7:45	2	17	3	20	5	19:45	2	13	3	12	5	25
8:00	4	6			10	20:00	2	0			2	
8:15	4	2			6	20:15	1	1			2	
8:30	3	2			5	20:30	2	1			3	
8:45	2	13	2	12	4	20:45	1	6	2	4	3	10
9:00	1	6			7	21:00	8	2			10	
9:15	2	4			6	21:15	2	2			4	
9:30	3	5			8	21:30	3	0			3	
9:45	0	6	5	20	5	21:45	1	14	5	9	6	23
10:00	0	2			2	22:00	0	1			1	
10:15	8	0			8	22:15	2	0			2	
10:30	2	2			4	22:30	2	0			2	
10:45	3	13	4	8	7	22:45	2	6	1	2	3	8
11:00	1	1			2	23:00	0	1			1	
11:15	7	5			12	23:15	1	0			1	
11:30	2	4			6	23:30	0	1			1	
11:45	3	13	1	11	4	23:45	0	1	0	2	0	3
TOTALS	72	78			150	TOTALS	165	129			294	
SPLIT %	48.0%	52.0%			33.8%	SPLIT %	56.1%	43.9%			66.2%	

DAILY TOTALS					NB	SB						Total
					237	207						444

AM Peak Hour	6:45	7:15			7:15	PM Peak Hour	14:15	14:45			14:15
AM Pk Volume	17	24			41	PM Pk Volume	27	23			46
PK Hr Factor	0.607	0.750			0.683	PK Hr Factor	0.750	0.719			0.676
7 - 9 Volume	30	32	0	0	62	4 - 6 Volume	37	31	0	0	68
7 - 9 Peak Hour	7:00	7:15			7:15	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	17	24	0	0	41	4 - 6 Pk Volume	20	16	0	0	36
PK Hr Factor	0.607	0.750	0.000	0.000	0.683	PK Hr Factor	0.833	0.667	0.000	0.000	0.818

VOLUME

Central Church Rd E/O Mehaffey Rd

Day: Thursday
Date: 9/3/2020

City: Midland
Project #: GA20_180180_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	955	989	1,944		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			2	1	3	12:00			13	12	25
0:15			0	0	0	12:15			9	16	25
0:30			0	0	0	12:30			14	8	22
0:45			0	2	0	12:45			10	46	21
					1				11	47	93
1:00			1	0	1	13:00			15	15	30
1:15			1	0	1	13:15			19	19	38
1:30			1	0	1	13:30			10	20	30
1:45			0	3	0	13:45			7	51	17
					3				10	64	115
2:00			0	0	0	14:00			10	16	26
2:15			0	1	1	14:15			19	18	37
2:30			0	1	1	14:30			23	17	40
2:45			3	3	0	14:45			24	76	35
					2				11	62	138
3:00			0	0	0	15:00			17	12	29
3:15			0	0	0	15:15			28	15	43
3:30			0	1	1	15:30			25	10	35
3:45			0	0	0	15:45			21	91	31
					1				10	47	138
4:00			0	0	0	16:00			17	20	37
4:15			0	0	0	16:15			26	15	41
4:30			1	1	2	16:30			26	16	42
4:45			0	1	4	16:45			20	89	30
					5				10	61	150
5:00			0	7	7	17:00			26	19	45
5:15			0	8	8	17:15			27	18	45
5:30			1	2	3	17:30			28	15	43
5:45			0	1	4	17:45			29	110	46
					21				17	69	179
6:00			2	3	5	18:00			27	20	47
6:15			8	11	19	18:15			24	12	36
6:30			5	28	33	18:30			25	11	36
6:45			3	18	38	18:45			18	94	30
					80				12	55	149
7:00			4	56	60	19:00			24	10	34
7:15			7	46	53	19:15			17	14	31
7:30			12	37	49	19:30			22	6	28
7:45			16	39	28	19:45			13	76	21
					167				8	38	114
8:00			17	20	37	20:00			13	5	18
8:15			8	14	22	20:15			16	4	20
8:30			5	16	21	20:30			12	5	17
8:45			14	44	21	20:45			13	54	16
					71				3	17	71
9:00			9	17	26	21:00			11	2	13
9:15			5	19	24	21:15			7	10	17
9:30			12	20	32	21:30			3	2	5
9:45			12	38	16	21:45			4	25	6
					72				2	16	41
10:00			8	7	15	22:00			4	0	4
10:15			6	13	19	22:15			3	0	3
10:30			12	12	24	22:30			4	2	6
10:45			9	35	12	22:45			1	12	1
					44				0	2	14
11:00			13	13	26	23:00			2	3	5
11:15			9	7	16	23:15			1	1	2
11:30			4	15	19	23:30			1	0	1
11:45			15	41	8	23:45			2	6	2
					43				0	4	10
TOTALS			225	507	732	TOTALS			730	482	1212
SPLIT %			30.7%	69.3%	37.7%	SPLIT %			60.2%	39.8%	62.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	955	989	1,944

AM Peak Hour			7:30	6:45	7:00	PM Peak Hour			17:15	17:15	17:15
AM Pk Volume			53	177	206	PM Pk Volume			111	70	181
PK Hr Factor			0.779	0.790	0.858	PK Hr Factor			0.957	0.875	0.963
7 - 9 Volume	0	0	83	238	321	4 - 6 Volume	0	0	199	130	329
7 - 9 Peak Hour			7:30	7:00	7:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	53	167	206	4 - 6 Pk Volume	0	0	110	69	179
PK Hr Factor	0.000	0.000	0.779	0.746	0.858	PK Hr Factor	0.000	0.000	0.948	0.908	0.973

VOLUME

County Line Rd E/O Mehaffey Rd

Day: Thursday
Date: 9/3/2020

City: Midland
Project #: GA20_180180_003

DAILY TOTALS						NB	SB					Total
						0	0	2,485	2,485			4,970
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			4	1	5	12:00			41	30	71	
0:15			1	1	2	12:15			34	42	76	
0:30			2	0	2	12:30			38	48	86	
0:45			1	8	2	12:45			41	154	80	
1:00				1	3	13:00			36	44	80	
1:15			2	1	3	13:15			33	46	79	
1:30			3	0	3	13:30			32	41	73	
1:45			0	7	1	13:45			36	137	77	
2:00			1	0	1	14:00			49	34	83	
2:15			2	0	2	14:15			45	33	78	
2:30			3	1	4	14:30			39	48	87	
2:45			1	7	1	14:45			44	177	89	
3:00			1	0	1	15:00			35	45	80	
3:15			1	0	1	15:15			51	40	91	
3:30			1	1	2	15:30			47	46	93	
3:45			0	3	0	15:45			51	184	101	
4:00			1	1	2	16:00			61	33	94	
4:15			1	4	5	16:15			60	38	98	
4:30			0	9	9	16:30			68	46	114	
4:45			1	3	8	16:45			76	265	114	
5:00			1	6	7	17:00			68	36	104	
5:15			2	5	7	17:15			76	53	129	
5:30			4	11	15	17:30			88	51	139	
5:45			0	7	13	17:45			66	298	111	
6:00			5	15	20	18:00			58	37	95	
6:15			2	22	24	18:15			88	29	117	
6:30			2	46	48	18:30			60	35	95	
6:45			5	14	45	18:45			54	260	81	
7:00			7	61	68	19:00			44	39	83	
7:15			5	84	89	19:15			58	24	82	
7:30			22	101	123	19:30			59	18	77	
7:45			18	52	61	19:45			47	208	71	
8:00			33	49	82	20:00			41	25	66	
8:15			30	46	76	20:15			36	10	46	
8:30			17	42	59	20:30			37	11	48	
8:45			24	104	47	20:45			30	144	6	
9:00			24	34	58	21:00			20	11	31	
9:15			19	39	58	21:15			20	10	30	
9:30			27	35	62	21:30			14	7	21	
9:45			29	99	37	21:45			13	67	6	
10:00			21	36	57	22:00			10	8	18	
10:15			25	43	68	22:15			10	5	15	
10:30			25	40	65	22:30			15	6	21	
10:45			18	89	35	22:45			6	41	6	
11:00			29	31	60	23:00			8	3	11	
11:15			41	24	65	23:15			7	2	9	
11:30			35	42	77	23:30			2	2	4	
11:45			31	136	41	23:45			4	21	1	
TOTALS			529	1121	1650	TOTALS			1956	1364	3320	
SPLIT %			32.1%	67.9%	33.2%	SPLIT %			58.9%	41.1%	66.8%	

DAILY TOTALS						NB	SB					Total
						0	0	2,485	2,485			4,970

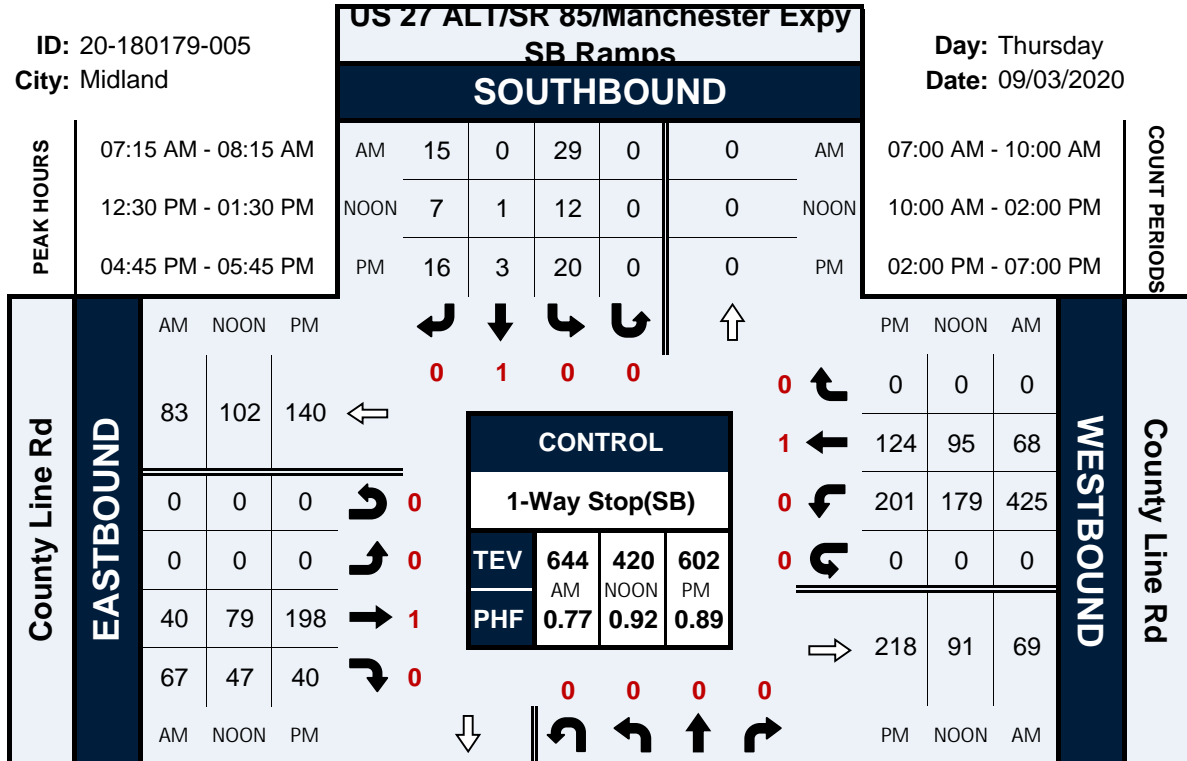
AM Peak Hour			11:15	7:00	7:15	PM Peak Hour			16:45	17:15	16:45
AM Pk Volume			148	307	373	PM Pk Volume			308	186	486
PK Hr Factor			0.902	0.760	0.758	PK Hr Factor			0.875	0.877	0.874
7 - 9 Volume	0	0	156	491	647	4 - 6 Volume	0	0	563	340	903
7 - 9 Peak Hour			8:00	7:00	7:15	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	104	307	373	4 - 6 Pk Volume	0	0	308	185	486
PK Hr Factor	0.000	0.000	0.788	0.760	0.758	PK Hr Factor	0.000	0.000	0.875	0.873	0.874

US 27 ALT/SR 85/Manchester Expy SB Ramps & County Line Rd

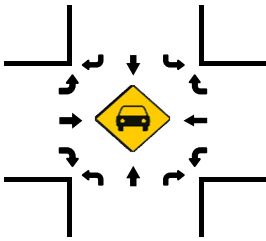
Peak Hour Turning Movement Count

ID: 20-180179-005
City: Midland

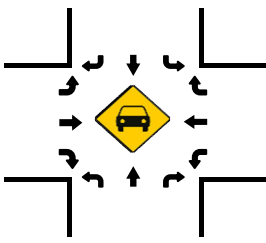
Day: Thursday
Date: 09/03/2020



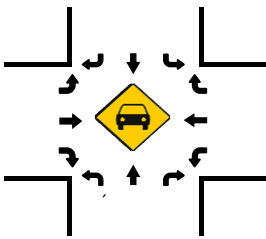
Total Vehicles (AM)



Total Vehicles (NOON)

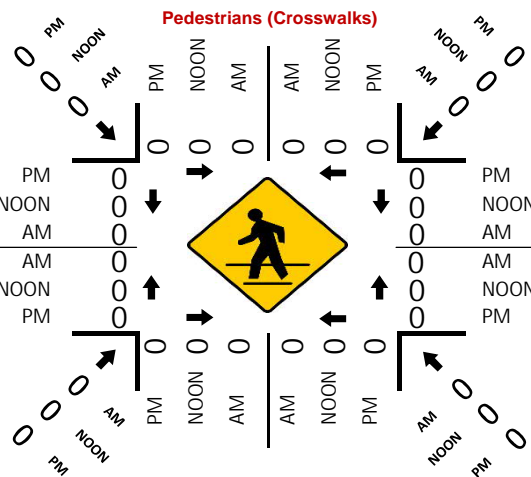


Total Vehicles (PM)

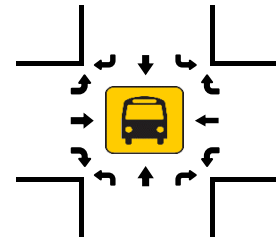


NORTHBOUND

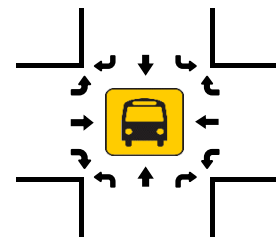
US 27 ALT/SR 85/Manchester Expy SB Ramps



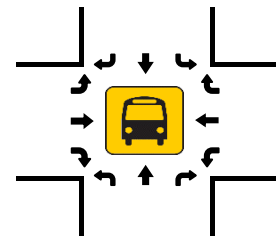
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

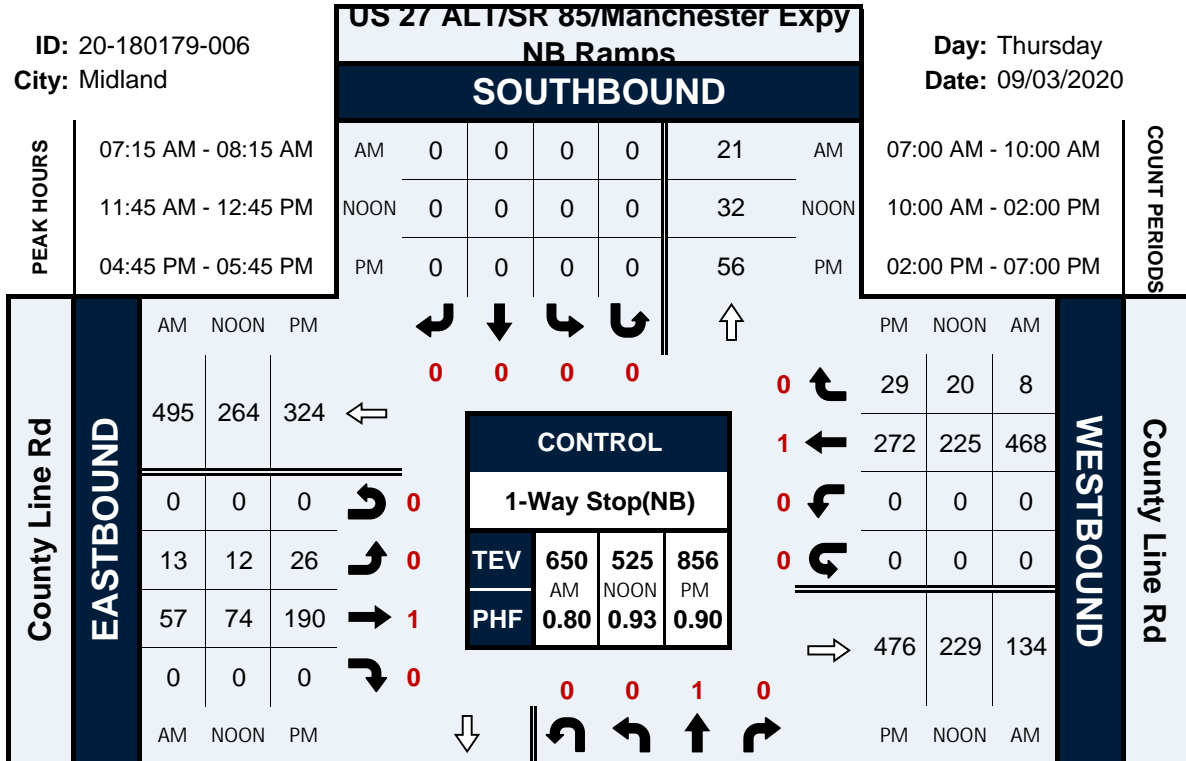


US 27 ALT/SR 85/Manchester Expy NB Ramps & County Line Rd

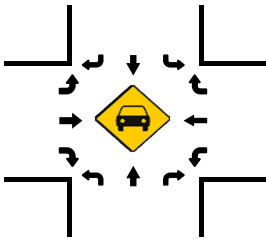
Peak Hour Turning Movement Count

ID: 20-180179-006
City: Midland

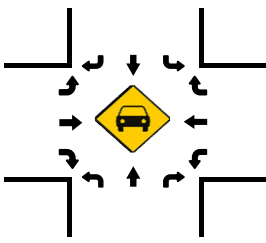
Day: Thursday
Date: 09/03/2020



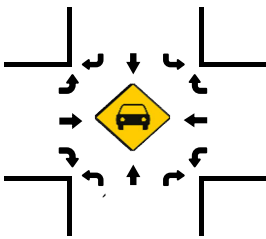
Total Vehicles (AM)



Total Vehicles (NOON)

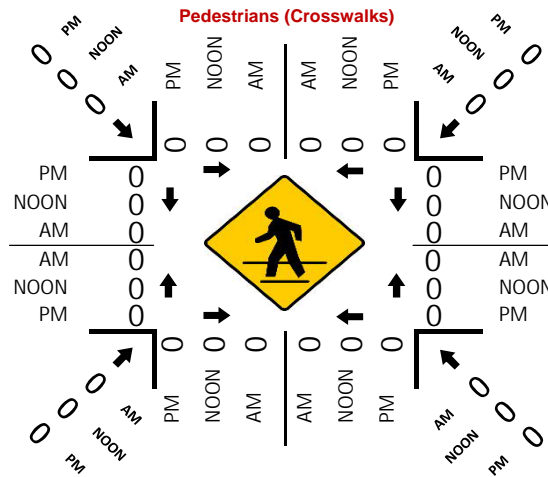


Total Vehicles (PM)

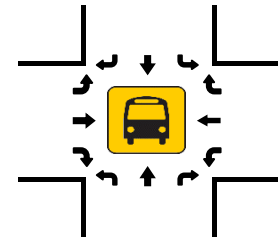


US 27 ALT/SR 85/Manchester Expy NB Ramps

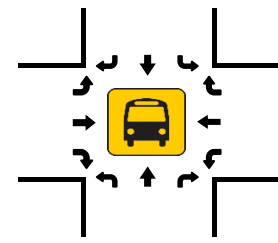
NORTHBOUND



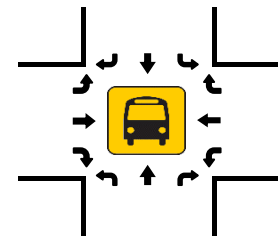
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

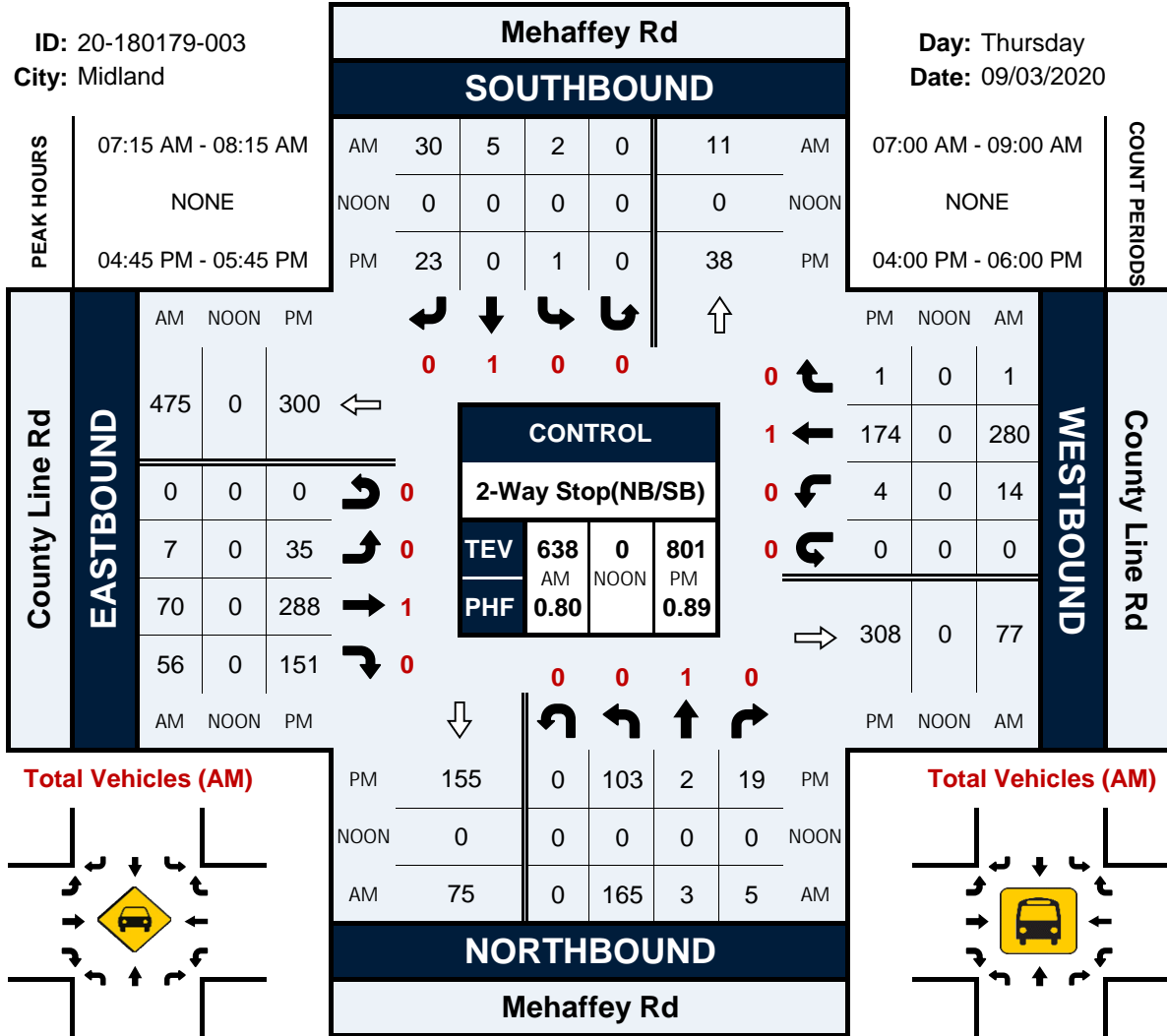


Mehaffey Rd & County Line Rd

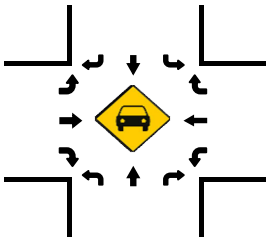
Peak Hour Turning Movement Count

ID: 20-180179-003
City: Midland

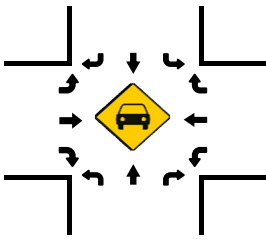
Day: Thursday
Date: 09/03/2020



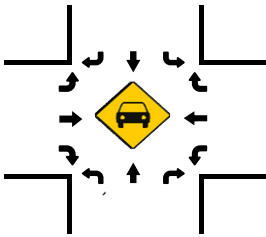
Total Vehicles (AM)



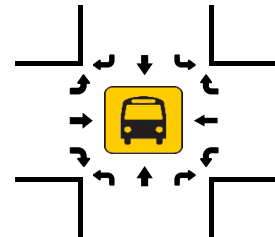
Total Vehicles (NOON)



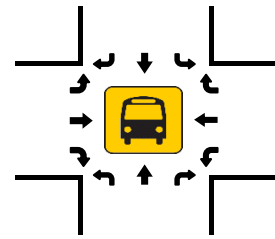
Total Vehicles (PM)



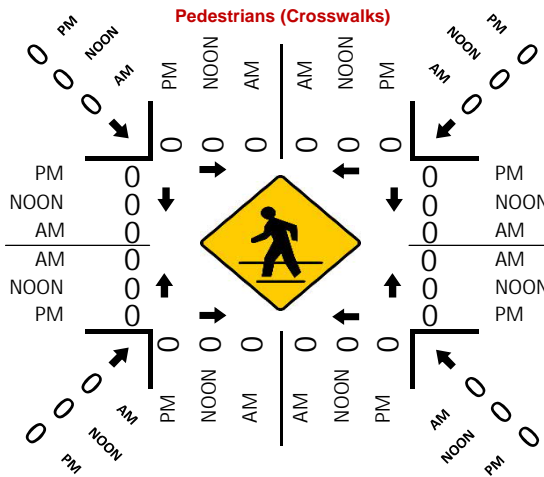
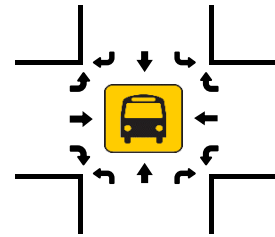
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

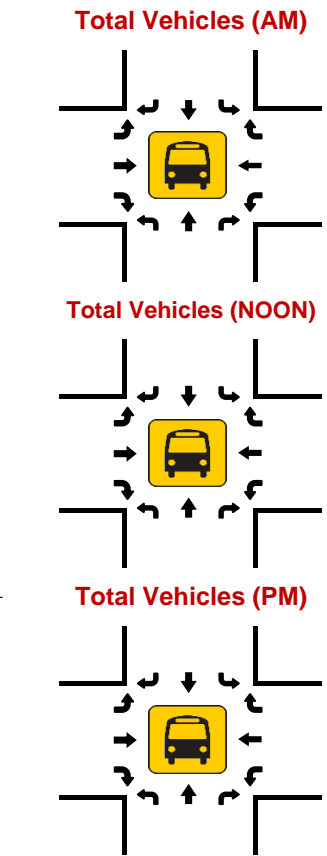
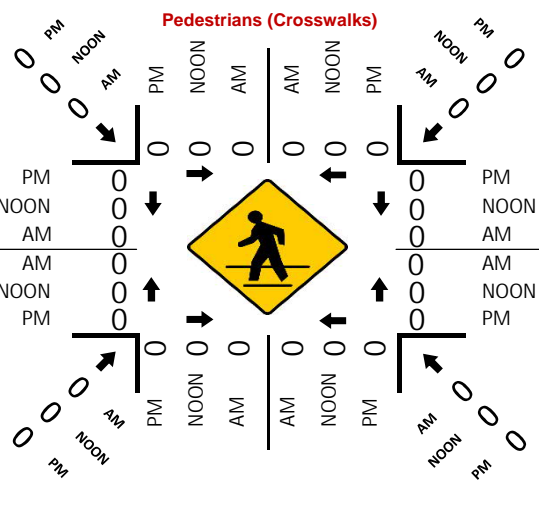
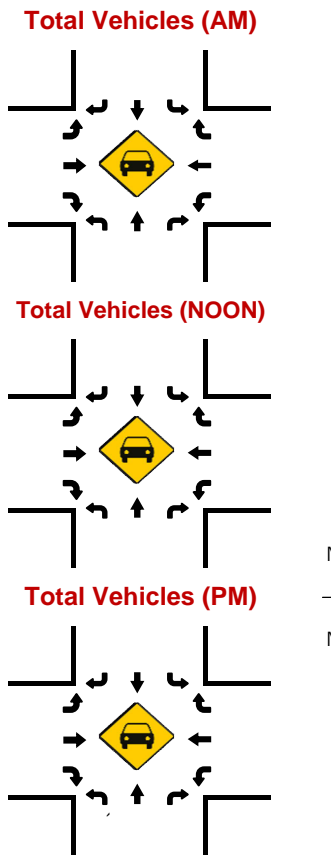
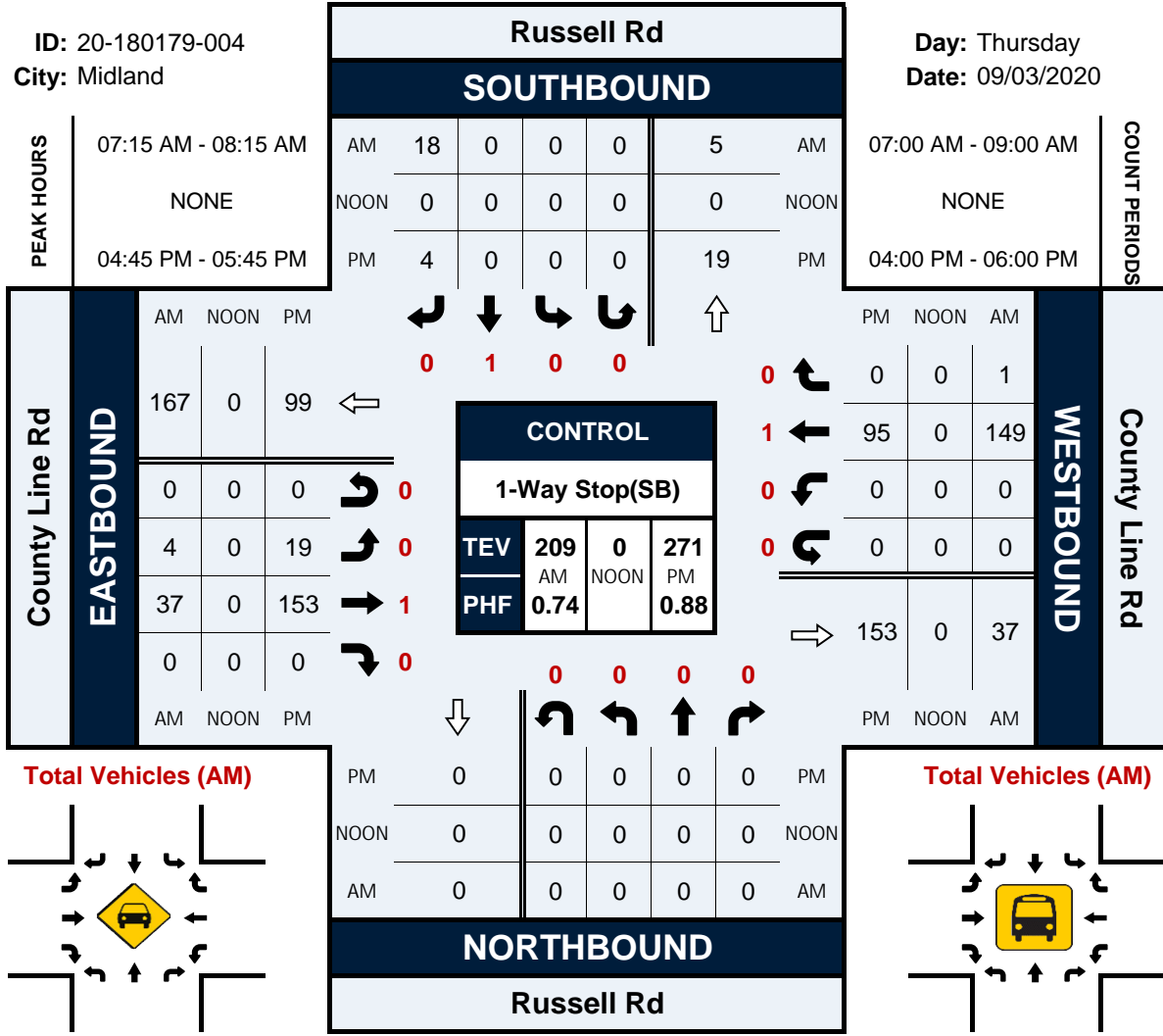


Russell Rd & County Line Rd

Peak Hour Turning Movement Count

ID: 20-180179-004
City: Midland

Day: Thursday
Date: 09/03/2020

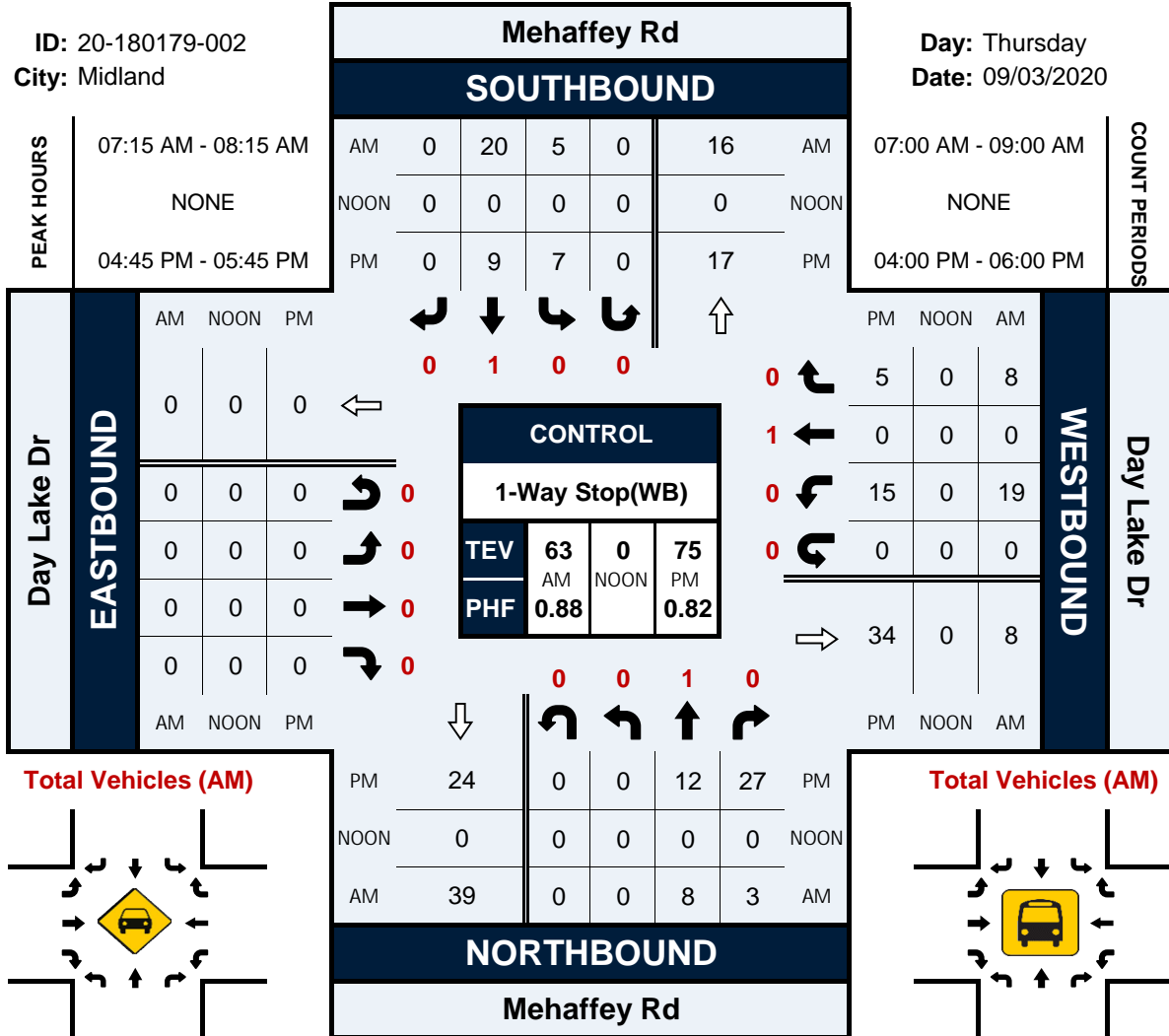


Mehaffey Rd & Day Lake Dr

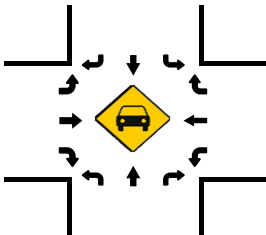
Peak Hour Turning Movement Count

ID: 20-180179-002
City: Midland

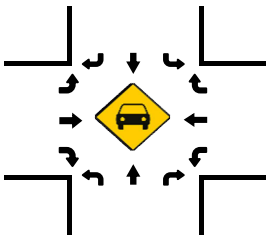
Day: Thursday
Date: 09/03/2020



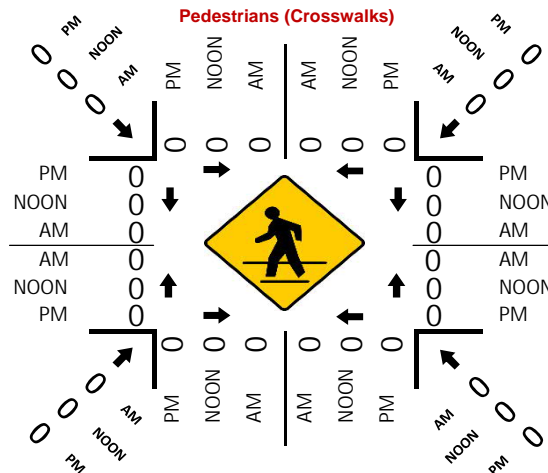
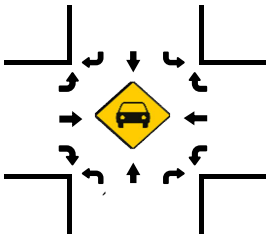
Total Vehicles (AM)



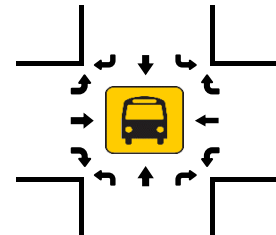
Total Vehicles (NOON)



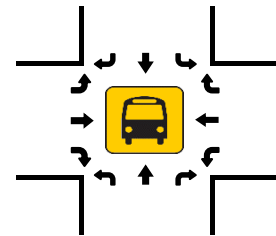
Total Vehicles (PM)



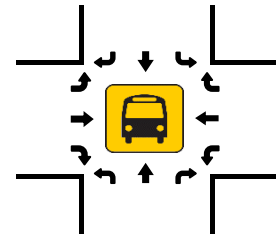
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Appendix C: Synchro Reports

Intersection

Int Delay, s/veh 7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↷	
Traffic Vol, veh/h	0	40	67	425	69	0	0	0	0	29	0	15
Future Vol, veh/h	0	40	67	425	69	0	0	0	0	29	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	73	462	75	0	0	0	0	32	0	16

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	116	0	0		1079	1115	75
Stage 1	-	-	-	-	-	-		999	999	-
Stage 2	-	-	-	-	-	-		80	116	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1473	-	0		242	208	986
Stage 1	0	-	-	-	-	0		356	321	-
Stage 2	0	-	-	-	-	0		943	800	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1473	-	-		163	0	986
Mov Cap-2 Maneuver	-	-	-	-	-	-		163	0	-
Stage 1	-	-	-	-	-	-		356	0	-
Stage 2	-	-	-	-	-	-		635	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	7.4	24.9
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1473	-	228
HCM Lane V/C Ratio	-	-	0.314	-	0.21
HCM Control Delay (s)	-	-	8.6	0	24.9
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	1.4	-	0.8

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	13	56	0	0	467	8	27	0	77	0	0	0
Future Vol, veh/h	13	56	0	0	467	8	27	0	77	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	61	0	0	508	9	29	0	84	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	517	0	0
Stage 1	-	-	89
Stage 2	-	-	513
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1049	0	463
Stage 1	-	0	934
Stage 2	-	0	601
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1049	-	457
Mov Cap-2 Maneuver	-	-	457
Stage 1	-	-	921
Stage 2	-	-	601

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	766	1049	-	-	-
HCM Lane V/C Ratio	0.148	0.013	-	-	-
HCM Control Delay (s)	10.5	8.5	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	0	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	70	56	14	280	1	165	3	5	2	5	30
Future Vol, veh/h	7	70	56	14	280	1	165	3	5	2	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	76	61	15	304	1	179	3	5	2	5	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	305	0	0	137	0	0	477	458	107	462	488	305
Stage 1	-	-	-	-	-	-	123	123	-	335	335	-
Stage 2	-	-	-	-	-	-	354	335	-	127	153	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1256	-	-	1447	-	-	498	499	947	510	480	735
Stage 1	-	-	-	-	-	-	881	794	-	679	643	-
Stage 2	-	-	-	-	-	-	663	643	-	877	771	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1256	-	-	1447	-	-	465	490	947	497	471	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	465	490	-	497	471	-
Stage 1	-	-	-	-	-	-	875	788	-	674	635	-
Stage 2	-	-	-	-	-	-	621	635	-	862	766	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			17.6			10.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	472	1256	-	-	1447	-	-	667	
HCM Lane V/C Ratio	0.398	0.006	-	-	0.011	-	-	0.06	
HCM Control Delay (s)	17.6	7.9	0	-	7.5	0	-	10.7	
HCM Lane LOS		C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	-	0.2	

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	37	149	1	0	18
Future Vol, veh/h	4	37	149	1	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	40	162	1	0	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	163	0	0	211	163
Stage 1	-	-	-	163	-
Stage 2	-	-	-	48	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1416	-	-	777	882
Stage 1	-	-	-	866	-
Stage 2	-	-	-	974	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1416	-	-	775	882
Mov Cap-2 Maneuver	-	-	-	775	-
Stage 1	-	-	-	863	-
Stage 2	-	-	-	974	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	882
HCM Lane V/C Ratio	0.003	-	-	-	0.022
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	19	8	8	3	5	20
Future Vol, veh/h	19	8	8	3	5	20
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	21	9	9	3	5	22

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	43	11	0	0	12
Stage 1	11	-	-	-	-
Stage 2	32	-	-	-	-
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	968	1070	-	-	1607
Stage 1	1012	-	-	-	-
Stage 2	991	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	965	1070	-	-	1607
Mov Cap-2 Maneuver	965	-	-	-	-
Stage 1	1012	-	-	-	-
Stage 2	988	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	994	1607
HCM Lane V/C Ratio	-	-	0.03	0.003
HCM Control Delay (s)	-	-	8.7	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	10	3	127	14	3
Future Vol, veh/h	50	10	3	127	14	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	11	3	138	15	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	65	204
Stage 1	-	-	-	60
Stage 2	-	-	-	144
Critical Hdwy	-	-	4.12	6.42
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	3.518
Pot Cap-1 Maneuver	-	-	1537	784
Stage 1	-	-	-	963
Stage 2	-	-	-	883
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1537	782
Mov Cap-2 Maneuver	-	-	-	782
Stage 1	-	-	-	963
Stage 2	-	-	-	881

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	814	-	-	1537	-
HCM Lane V/C Ratio	0.023	-	-	0.002	-
HCM Control Delay (s)	9.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	1.8						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↘	↑↑	↗	↙	↑↑
Traffic Vol, veh/h	56	85	0	222	13	47	781
Future Vol, veh/h	56	85	0	222	13	47	781
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	61	92	0	241	14	51	849

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	768	121	849	0	0	255	0
Stage 1	241	-	-	-	-	-	-
Stage 2	527	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	338	908	415	-	-	1307	-
Stage 1	776	-	-	-	-	-	-
Stage 2	557	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	325	908	415	-	-	1307	-
Mov Cap-2 Maneuver	325	-	-	-	-	-	-
Stage 1	776	-	-	-	-	-	-
Stage 2	535	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	415	-	-	325	908	1307
HCM Lane V/C Ratio	-	-	-	0.187	0.102	0.039
HCM Control Delay (s)	0	-	-	18.6	9.4	7.9
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.7	0.3	0.1

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	198	40	200	124	0	0	0	0	20	3	16
Future Vol, veh/h	0	198	40	200	124	0	0	0	0	20	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	215	43	217	135	0	0	0	0	22	3	17

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	258	0	0		806	827	135
Stage 1	-	-	-	-	-	-		569	569	-
Stage 2	-	-	-	-	-	-		237	258	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1307	-	0		351	307	914
Stage 1	0	-	-	-	-	0		566	506	-
Stage 2	0	-	-	-	-	0		802	694	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1307	-	-		288	0	914
Mov Cap-2 Maneuver	-	-	-	-	-	-		288	0	-
Stage 1	-	-	-	-	-	-		566	0	-
Stage 2	-	-	-	-	-	-		658	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1307	-	414
HCM Lane V/C Ratio	-	-	0.166	-	0.102
HCM Control Delay (s)	-	-	8.3	0	14.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.6	-	0.3

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	26	192	0	0	272	29	52	1	286	0	0	0
Future Vol, veh/h	26	192	0	0	272	29	52	1	286	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	209	0	0	296	32	57	1	311	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	328	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1232	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1232	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	1	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	742	1232	-	-	-
HCM Lane V/C Ratio	0.497	0.023	-	-	-
HCM Control Delay (s)	14.5	8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2.8	0.1	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	290	152	4	175	1	103	2	19	1	0	23
Future Vol, veh/h	36	290	152	4	175	1	103	2	19	1	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	315	165	4	190	1	112	2	21	1	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	480	0	0	687	675	398	686	757	191
Stage 1	-	-	-	-	-	-	476	476	-	199	199	-
Stage 2	-	-	-	-	-	-	211	199	-	487	558	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1383	-	-	1082	-	-	361	376	652	362	337	851
Stage 1	-	-	-	-	-	-	570	557	-	803	736	-
Stage 2	-	-	-	-	-	-	791	736	-	562	512	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1383	-	-	1082	-	-	339	360	652	337	323	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	339	360	-	337	323	-
Stage 1	-	-	-	-	-	-	548	535	-	772	733	-
Stage 2	-	-	-	-	-	-	765	733	-	521	492	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			20.5			9.7		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	1383	-	-	1082	-	-	800
HCM Lane V/C Ratio	0.368	0.028	-	-	0.004	-	-	0.033
HCM Control Delay (s)	20.5	7.7	0	-	8.3	0	-	9.7
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0	-	-	0.1

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	19	153	95	0	0	4
Future Vol, veh/h	19	153	95	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	166	103	0	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	103	0	-	0	311 103
Stage 1	-	-	-	-	103 -
Stage 2	-	-	-	-	208 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1489	-	-	-	681 952
Stage 1	-	-	-	-	921 -
Stage 2	-	-	-	-	827 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1489	-	-	-	670 952
Mov Cap-2 Maneuver	-	-	-	-	670 -
Stage 1	-	-	-	-	906 -
Stage 2	-	-	-	-	827 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1489	-	-	-	952
HCM Lane V/C Ratio	0.014	-	-	-	0.005
HCM Control Delay (s)	7.5	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	15	5	12	27	7	9
Future Vol, veh/h	15	5	12	27	7	9
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	16	5	13	29	8	10

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	54	28	0	0	42	0
Stage 1	28	-	-	-	-	-
Stage 2	26	-	-	-	-	-
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	954	1047	-	-	1567	-
Stage 1	995	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1047	-	-	1567	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	972	1567
HCM Lane V/C Ratio	-	-	0.022	0.005
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	10	2	58	7	3
Future Vol, veh/h	97	10	2	58	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	11	2	63	8	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	116	0	178
Stage 1	-	-	-	-	111
Stage 2	-	-	-	-	67
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1473	-	812
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	956
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1473	-	811
Mov Cap-2 Maneuver	-	-	-	-	811
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	955

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	846	-	-	1473	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	1.3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	30	35	0	697	55	52	455
Future Vol, veh/h	30	35	0	697	55	52	455
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	33	38	0	758	60	57	495

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1120	379	495	0	0	818
Stage 1	758	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	200	619	697	-	-	806
Stage 1	423	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	619	697	-	-	806
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	697	-	-	186	619	806
HCM Lane V/C Ratio	-	-	-	0.175	0.061	0.07
HCM Control Delay (s)	0	-	-	28.4	11.2	9.8
HCM Lane LOS	A	-	-	D	B	A
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0.2

Intersection

Int Delay, s/veh 7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	42	70	441	73	0	0	0	0	30	0	16
Future Vol, veh/h	0	42	70	441	73	0	0	0	0	30	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	76	479	79	0	0	0	0	33	0	17

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	122	0	0		1121	1159	79
Stage 1	-	-	-	-	-	-		1037	1037	-
Stage 2	-	-	-	-	-	-		84	122	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1465	-	0		228	196	981
Stage 1	0	-	-	-	-	0		342	308	-
Stage 2	0	-	-	-	-	0		939	795	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1465	-	-		150	0	981
Mov Cap-2 Maneuver	-	-	-	-	-	-		150	0	-
Stage 1	-	-	-	-	-	-		342	0	-
Stage 2	-	-	-	-	-	-		618	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	7.4	27
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1465	-	213
HCM Lane V/C Ratio	-	-	0.327	-	0.235
HCM Control Delay (s)	-	-	8.6	0	27
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	1.4	-	0.9

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	13	59	0	0	486	8	28	0	80	0	0	0
Future Vol, veh/h	13	59	0	0	486	8	28	0	80	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	64	0	0	528	9	30	0	87	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	537	0	0
Stage 1	-	-	92
Stage 2	-	-	533
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1031	0	449
Stage 1	-	0	932
Stage 2	-	0	588
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1031	-	443
Mov Cap-2 Maneuver	-	-	443
Stage 1	-	-	919
Stage 2	-	-	588

Approach	EB	WB	NB
HCM Control Delay, s	1.5	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	754	1031	-	-	-
HCM Lane V/C Ratio	0.156	0.014	-	-	-
HCM Control Delay (s)	10.7	8.5	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	0	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	73	59	15	292	1	171	3	5	2	5	31
Future Vol, veh/h	7	73	59	15	292	1	171	3	5	2	5	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	79	64	16	317	1	186	3	5	2	5	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	143	0	0	496	477	111	481	509	318
Stage 1	-	-	-	-	-	-	127	127	-	350	350	-
Stage 2	-	-	-	-	-	-	369	350	-	131	159	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1242	-	-	1440	-	-	484	487	942	495	467	723
Stage 1	-	-	-	-	-	-	877	791	-	666	633	-
Stage 2	-	-	-	-	-	-	651	633	-	873	766	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1242	-	-	1440	-	-	450	477	942	482	457	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	450	477	-	482	457	-
Stage 1	-	-	-	-	-	-	871	785	-	661	624	-
Stage 2	-	-	-	-	-	-	607	624	-	858	761	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			18.6			10.9		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	457	1242	-	-	1440	-	-	656
HCM Lane V/C Ratio	0.426	0.006	-	-	0.011	-	-	0.063
HCM Control Delay (s)	18.6	7.9	0	-	7.5	0	-	10.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	0.2

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	38	155	1	0	19
Future Vol, veh/h	4	38	155	1	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	41	168	1	0	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	169	0	-	0	218
Stage 1	-	-	-	-	169
Stage 2	-	-	-	-	49
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1409	-	-	-	770
Stage 1	-	-	-	-	861
Stage 2	-	-	-	-	973
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1409	-	-	-	768
Mov Cap-2 Maneuver	-	-	-	-	768
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	973

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1409	-	-	-	875
HCM Lane V/C Ratio	0.003	-	-	-	0.024
HCM Control Delay (s)	7.6	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	20	8	8	3	5	21
Future Vol, veh/h	20	8	8	3	5	21
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	22	9	9	3	5	23

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	44	11	0	0	12	0
Stage 1	11	-	-	-	-	-
Stage 2	33	-	-	-	-	-
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	967	1070	-	-	1607	-
Stage 1	1012	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	964	1070	-	-	1607	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	992	1607
HCM Lane V/C Ratio	-	-	0.031	0.003
HCM Control Delay (s)	-	-	8.7	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	10	3	131	15	3
Future Vol, veh/h	52	10	3	131	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	11	3	142	16	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	68	0	211 63
Stage 1	-	-	-	-	63 -
Stage 2	-	-	-	-	148 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1533	-	777 1002
Stage 1	-	-	-	-	960 -
Stage 2	-	-	-	-	880 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1533	-	775 1002
Mov Cap-2 Maneuver	-	-	-	-	775 -
Stage 1	-	-	-	-	960 -
Stage 2	-	-	-	-	878 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	805	-	-	1533	-
HCM Lane V/C Ratio	0.024	-	-	0.002	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	1.9						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	58	88	0	230	13	49	810
Future Vol, veh/h	58	88	0	230	13	49	810
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	63	96	0	250	14	53	880

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	796	125	880	0	0	264	0
Stage 1	250	-	-	-	-	-	-
Stage 2	546	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	324	902	396	-	-	1297	-
Stage 1	768	-	-	-	-	-	-
Stage 2	544	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	311	902	396	-	-	1297	-
Mov Cap-2 Maneuver	311	-	-	-	-	-	-
Stage 1	768	-	-	-	-	-	-
Stage 2	522	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	396	-	-	311	902	1297
HCM Lane V/C Ratio	-	-	-	0.203	0.106	0.041
HCM Control Delay (s)	0	-	-	19.5	9.5	7.9
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.7	0.4	0.1

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	205	42	208	129	0	0	0	0	21	3	17
Future Vol, veh/h	0	205	42	208	129	0	0	0	0	21	3	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	223	46	226	140	0	0	0	0	23	3	18

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	269	0	0		838	861	140
Stage 1	-	-	-	-	-	-		592	592	-
Stage 2	-	-	-	-	-	-		246	269	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1295	-	0		336	293	908
Stage 1	0	-	-	-	-	0		553	494	-
Stage 2	0	-	-	-	-	0		795	687	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1295	-	-		272	0	908
Mov Cap-2 Maneuver	-	-	-	-	-	-		272	0	-
Stage 1	-	-	-	-	-	-		553	0	-
Stage 2	-	-	-	-	-	-		645	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.2	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1295	-	396
HCM Lane V/C Ratio	-	-	0.175	-	0.113
HCM Control Delay (s)	-	-	8.4	0	15.2
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.6	-	0.4

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	27	199	0	0	283	30	54	1	297	0	0	0
Future Vol, veh/h	27	199	0	0	283	30	54	1	297	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	216	0	0	308	33	59	1	323	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	341	0	- - - 0 599 615 216
Stage 1	-	-	- - - 274 274 -
Stage 2	-	-	- - - 325 341 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	1218	-	0 0 - 465 407 824
Stage 1	-	-	0 0 - 772 683 -
Stage 2	-	-	0 0 - 732 639 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1218	-	- - - 452 0 824
Mov Cap-2 Maneuver	-	-	- - - 452 0 -
Stage 1	-	-	- - - 751 0 -
Stage 2	-	-	- - - 732 0 -

Approach	EB	WB	NB
HCM Control Delay, s	1	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	731	1218	-	-	-
HCM Lane V/C Ratio	0.523	0.024	-	-	-
HCM Control Delay (s)	15.2	8	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	3.1	0.1	-	-	-

HCM 6th TWSC
 3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	301	158	4	182	1	107	2	20	1	0	24
Future Vol, veh/h	37	301	158	4	182	1	107	2	20	1	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	327	172	4	198	1	116	2	22	1	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	199	0	0	499	0	0	713	700	413	712	786	199
Stage 1	-	-	-	-	-	-	493	493	-	207	207	-
Stage 2	-	-	-	-	-	-	220	207	-	505	579	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1373	-	-	1065	-	-	347	363	639	347	324	842
Stage 1	-	-	-	-	-	-	558	547	-	795	731	-
Stage 2	-	-	-	-	-	-	782	731	-	549	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1373	-	-	1065	-	-	325	347	639	322	309	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	325	347	-	322	309	-
Stage 1	-	-	-	-	-	-	535	525	-	762	728	-
Stage 2	-	-	-	-	-	-	755	728	-	506	480	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			21.8			9.7		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	352	1373	-	-	1065	-	-	791
HCM Lane V/C Ratio	0.398	0.029	-	-	0.004	-	-	0.034
HCM Control Delay (s)	21.8	7.7	0	-	8.4	0	-	9.7
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0	-	-	0.1

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	20	159	99	0	0	4
Future Vol, veh/h	20	159	99	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	173	108	0	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	108	0	0	325	108
Stage 1	-	-	-	108	-
Stage 2	-	-	-	217	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1483	-	-	669	946
Stage 1	-	-	-	916	-
Stage 2	-	-	-	819	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	658	946
Mov Cap-2 Maneuver	-	-	-	658	-
Stage 1	-	-	-	901	-
Stage 2	-	-	-	819	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	946
HCM Lane V/C Ratio	0.015	-	-	-	0.005
HCM Control Delay (s)	7.5	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	16	5	12	28	7	9
Future Vol, veh/h	16	5	12	28	7	9
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	17	5	13	30	8	10

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	54	28	0	0	43
Stage 1	28	-	-	-	-
Stage 2	26	-	-	-	-
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	954	1047	-	-	1566
Stage 1	995	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	949	1047	-	-	1566
Mov Cap-2 Maneuver	949	-	-	-	-
Stage 1	995	-	-	-	-
Stage 2	992	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	971	1566
HCM Lane V/C Ratio	-	-	0.024	0.005
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	10	2	60	7	3
Future Vol, veh/h	101	10	2	60	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	11	2	65	8	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	121	185
Stage 1	-	-	-	116
Stage 2	-	-	-	69
Critical Hdwy	-	-	4.12	6.42
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	3.518
Pot Cap-1 Maneuver	-	-	1467	804
Stage 1	-	-	-	909
Stage 2	-	-	-	954
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1467	803
Mov Cap-2 Maneuver	-	-	-	803
Stage 1	-	-	-	909
Stage 2	-	-	-	953

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	839	-	-	1467	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	1.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	31	36	0	723	57	54	472
Future Vol, veh/h	31	36	0	723	57	54	472
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	34	39	0	786	62	59	513

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1161	393	513	0	0	848
Stage 1	786	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	188	606	679	-	-	785
Stage 1	410	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	606	679	-	-	785
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	679	-	-	174	606	785
HCM Lane V/C Ratio	-	-	-	0.194	0.065	0.075
HCM Control Delay (s)	0	-	-	30.6	11.4	10
HCM Lane LOS	A	-	-	D	B	A
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0.2

Intersection

Int Delay, s/veh 7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↷	
Traffic Vol, veh/h	0	44	73	458	75	0	0	0	0	31	0	17
Future Vol, veh/h	0	44	73	458	75	0	0	0	0	31	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	48	79	498	82	0	0	0	0	34	0	18

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	127	0	0	1166	1205	82
Stage 1	-	-	-	-	-	-	1078	1078	-
Stage 2	-	-	-	-	-	-	88	127	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1459	-	0	214	184	978
Stage 1	0	-	-	-	-	0	327	295	-
Stage 2	0	-	-	-	-	0	935	791	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1459	-	-	137	0	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	0	-
Stage 1	-	-	-	-	-	-	327	0	-
Stage 2	-	-	-	-	-	-	600	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	7.5	29.7
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1459	-	197
HCM Lane V/C Ratio	-	-	0.341	-	0.265
HCM Control Delay (s)	-	-	8.7	0	29.7
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	1.5	-	1

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	14	61	0	0	504	8	29	0	83	0	0	0
Future Vol, veh/h	14	61	0	0	504	8	29	0	83	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	66	0	0	548	9	32	0	90	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	557	0	0
Stage 1	-	-	96
Stage 2	-	-	553
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1014	0	434
Stage 1	-	0	928
Stage 2	-	0	576
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1014	-	427
Mov Cap-2 Maneuver	-	-	427
Stage 1	-	-	914
Stage 2	-	-	576

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	741	1014	-	-	-
HCM Lane V/C Ratio	0.164	0.015	-	-	-
HCM Control Delay (s)	10.8	8.6	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	0	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	76	61	16	303	1	177	3	5	2	5	32
Future Vol, veh/h	7	76	61	16	303	1	177	3	5	2	5	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	83	66	17	329	1	192	3	5	2	5	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	149	0	0	516	496	116	500	529	330
Stage 1	-	-	-	-	-	-	132	132	-	364	364	-
Stage 2	-	-	-	-	-	-	384	364	-	136	165	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1229	-	-	1432	-	-	470	475	936	481	455	712
Stage 1	-	-	-	-	-	-	871	787	-	655	624	-
Stage 2	-	-	-	-	-	-	639	624	-	867	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1229	-	-	1432	-	-	436	465	936	468	445	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	465	-	468	445	-
Stage 1	-	-	-	-	-	-	865	781	-	650	615	-
Stage 2	-	-	-	-	-	-	593	615	-	852	757	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			19.7			11		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	443	1229	-	-	1432	-	-	645
HCM Lane V/C Ratio	0.454	0.006	-	-	0.012	-	-	0.066
HCM Control Delay (s)	19.7	7.9	0	-	7.5	0	-	11
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	0.2

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	4	39	161	1	0	20
Future Vol, veh/h	4	39	161	1	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	42	175	1	0	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	176	0	0	226	176
Stage 1	-	-	-	176	-
Stage 2	-	-	-	50	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1400	-	-	762	867
Stage 1	-	-	-	855	-
Stage 2	-	-	-	972	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1400	-	-	760	867
Mov Cap-2 Maneuver	-	-	-	760	-
Stage 1	-	-	-	852	-
Stage 2	-	-	-	972	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1400	-	-	-	867
HCM Lane V/C Ratio	0.003	-	-	-	0.025
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	21	8	8	3	5	22
Future Vol, veh/h	21	8	8	3	5	22
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	23	9	9	3	5	24

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	45	11	0	0	12	0
Stage 1	11	-	-	-	-	-
Stage 2	34	-	-	-	-	-
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	965	1070	-	-	1607	-
Stage 1	1012	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	962	1070	-	-	1607	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	990	1607
HCM Lane V/C Ratio	-	-	0.032	0.003
HCM Control Delay (s)	-	-	8.8	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	10	3	136	16	3
Future Vol, veh/h	54	10	3	136	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	11	3	148	17	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	70	0	219
Stage 1	-	-	-	-	65
Stage 2	-	-	-	-	154
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1531	-	769
Stage 1	-	-	-	-	958
Stage 2	-	-	-	-	874
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1531	-	767
Mov Cap-2 Maneuver	-	-	-	-	767
Stage 1	-	-	-	-	958
Stage 2	-	-	-	-	872

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	796	-	-	1531	-
HCM Lane V/C Ratio	0.026	-	-	0.002	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	2						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	60	92	0	239	13	51	840
Future Vol, veh/h	60	92	0	239	13	51	840
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	65	100	0	260	14	55	913

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	827	130	913	0	0	274
Stage 1	260	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	310	896	378	-	-	1286
Stage 1	760	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	297	896	378	-	-	1286
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	378	-	-	297	896	1286
HCM Lane V/C Ratio	-	-	-	0.22	0.112	0.043
HCM Control Delay (s)	0	-	-	20.5	9.5	7.9
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.8	0.4	0.1

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	213	44	216	134	0	0	0	0	22	3	18
Future Vol, veh/h	0	213	44	216	134	0	0	0	0	22	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	232	48	235	146	0	0	0	0	24	3	20

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	280	0	0		872	896	146
Stage 1	-	-	-	-	-	-		616	616	-
Stage 2	-	-	-	-	-	-		256	280	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1283	-	0		321	280	901
Stage 1	0	-	-	-	-	0		539	482	-
Stage 2	0	-	-	-	-	0		787	679	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1283	-	-		257	0	901
Mov Cap-2 Maneuver	-	-	-	-	-	-		257	0	-
Stage 1	-	-	-	-	-	-		539	0	-
Stage 2	-	-	-	-	-	-		630	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.2	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1283	-	379
HCM Lane V/C Ratio	-	-	0.183	-	0.123
HCM Control Delay (s)	-	-	8.4	0	15.8
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.7	-	0.4

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	29	206	0	0	294	31	56	1	308	0	0	0
Future Vol, veh/h	29	206	0	0	294	31	56	1	308	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	224	0	0	320	34	61	1	335	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	354	0	0
Stage 1	-	-	288
Stage 2	-	-	337
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1205	0	449
Stage 1	-	0	761
Stage 2	-	0	723
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1205	-	436
Mov Cap-2 Maneuver	-	-	436
Stage 1	-	-	738
Stage 2	-	-	723

Approach	EB	WB	NB
HCM Control Delay, s	1	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	719	1205	-	-	-
HCM Lane V/C Ratio	0.552	0.026	-	-	-
HCM Control Delay (s)	16	8.1	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	3.4	0.1	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

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	38	312	164	4	189	1	111	2	21	1	0	25
Future Vol, veh/h	38	312	164	4	189	1	111	2	21	1	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	339	178	4	205	1	121	2	23	1	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	517	0	0	737	724	428	737	813	206
Stage 1	-	-	-	-	-	-	510	510	-	214	214	-
Stage 2	-	-	-	-	-	-	227	214	-	523	599	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1365	-	-	1049	-	-	334	352	627	334	313	835
Stage 1	-	-	-	-	-	-	546	538	-	788	725	-
Stage 2	-	-	-	-	-	-	776	725	-	537	490	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	1049	-	-	312	335	627	309	298	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	312	335	-	309	298	-
Stage 1	-	-	-	-	-	-	523	515	-	754	722	-
Stage 2	-	-	-	-	-	-	748	722	-	493	469	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			23.4			9.8		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	339	1365	-	-	1049	-	-	784
HCM Lane V/C Ratio	0.43	0.03	-	-	0.004	-	-	0.036
HCM Control Delay (s)	23.4	7.7	0	-	8.4	0	-	9.8
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	2.1	0.1	-	-	0	-	-	0.1

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	21	165	103	0	0	4
Future Vol, veh/h	21	165	103	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	179	112	0	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	112	0	0	337	112
Stage 1	-	-	-	112	-
Stage 2	-	-	-	225	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1478	-	-	658	941
Stage 1	-	-	-	913	-
Stage 2	-	-	-	812	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1478	-	-	647	941
Mov Cap-2 Maneuver	-	-	-	647	-
Stage 1	-	-	-	897	-
Stage 2	-	-	-	812	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1478	-	-	-	941
HCM Lane V/C Ratio	0.015	-	-	-	0.005
HCM Control Delay (s)	7.5	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	17	5	12	29	7	9
Future Vol, veh/h	17	5	12	29	7	9
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	18	5	13	32	8	10

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	55	29	0	0	45
Stage 1	29	-	-	-	-
Stage 2	26	-	-	-	-
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	953	1046	-	-	1563
Stage 1	994	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	948	1046	-	-	1563
Mov Cap-2 Maneuver	948	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	992	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	969	1563
HCM Lane V/C Ratio	-	-	0.025	0.005
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	10	2	62	7	3
Future Vol, veh/h	105	10	2	62	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	11	2	67	8	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	125	191
Stage 1	-	-	-	120
Stage 2	-	-	-	71
Critical Hdwy	-	-	4.12	6.42
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	3.518
Pot Cap-1 Maneuver	-	-	1462	798
Stage 1	-	-	-	905
Stage 2	-	-	-	952
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1462	797
Mov Cap-2 Maneuver	-	-	-	797
Stage 1	-	-	-	905
Stage 2	-	-	-	951

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1462	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	1.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↘	↑↑	↗	↙	↑↑
Traffic Vol, veh/h	32	37	0	750	59	56	490
Future Vol, veh/h	32	37	0	750	59	56	490
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	35	40	0	815	64	61	533

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1204	408	533	0	0	879
Stage 1	815	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	177	593	660	-	-	764
Stage 1	396	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	163	593	660	-	-	764
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	660	-	-	163	593	764
HCM Lane V/C Ratio	-	-	-	0.213	0.068	0.08
HCM Control Delay (s)	0	-	-	33	11.5	10.1
HCM Lane LOS	A	-	-	D	B	B
HCM 95th %tile Q(veh)	0	-	-	0.8	0.2	0.3

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	50	70	517	85	0	0	0	0	38	0	16
Future Vol, veh/h	0	50	70	517	85	0	0	0	0	38	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	54	76	562	92	0	0	0	0	41	0	17

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	130	0	0		1308	1346	92
Stage 1	-	-	-	-	-	-		1216	1216	-
Stage 2	-	-	-	-	-	-		92	130	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1455	-	0		176	151	965
Stage 1	0	-	-	-	-	0		280	254	-
Stage 2	0	-	-	-	-	0		932	789	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1455	-	-		104	0	965
Mov Cap-2 Maneuver	-	-	-	-	-	-		104	0	-
Stage 1	-	-	-	-	-	-		280	0	-
Stage 2	-	-	-	-	-	-		553	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	7.7	47.6
HCM LOS			E

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1455	-	141
HCM Lane V/C Ratio	-	-	0.386	-	0.416
HCM Control Delay (s)	-	-	9	0	47.6
HCM Lane LOS	-	-	A	A	E
HCM 95th %tile Q(veh)	-	-	1.9	-	1.8

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	13	75	0	0	574	20	28	0	145	0	0	0
Future Vol, veh/h	13	75	0	0	574	20	28	0	145	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	82	0	0	624	22	30	0	158	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	646	0	0
Stage 1	-	-	110
Stage 2	-	-	635
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	939	0	382
Stage 1	-	0	915
Stage 2	-	0	528
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	939	-	376
Mov Cap-2 Maneuver	-	-	376
Stage 1	-	-	900
Stage 2	-	-	528

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	777	939	-	-	-
HCM Lane V/C Ratio	0.242	0.015	-	-	-
HCM Control Delay (s)	11.1	8.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.9	0	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	20.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	86	75	59	15	310	9	171	25	5	20	33	113
Future Vol, veh/h	86	75	59	15	310	9	171	25	5	20	33	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	82	64	16	337	10	186	27	5	22	36	123

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	146	0	0	754	679	114	690	706	342
Stage 1	-	-	-	-	-	-	300	300	-	374	374	-
Stage 2	-	-	-	-	-	-	454	379	-	316	332	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1212	-	-	1436	-	-	326	374	939	359	361	701
Stage 1	-	-	-	-	-	-	709	666	-	647	618	-
Stage 2	-	-	-	-	-	-	586	615	-	695	644	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1212	-	-	1436	-	-	228	338	939	311	326	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	338	-	311	326	-
Stage 1	-	-	-	-	-	-	649	610	-	593	609	-
Stage 2	-	-	-	-	-	-	448	606	-	605	590	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.2			0.3			78.8			15.9		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	242	1212	-	-	1436	-	-	508
HCM Lane V/C Ratio	0.903	0.077	-	-	0.011	-	-	0.355
HCM Control Delay (s)	78.8	8.2	0	-	7.5	0	-	15.9
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	7.7	0.2	-	-	0	-	-	1.6

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	6	56	155	9	10	45
Future Vol, veh/h	6	56	155	9	10	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	61	168	10	11	49

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	178	0	0	248	173
Stage 1	-	-	-	173	-
Stage 2	-	-	-	75	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1398	-	-	740	871
Stage 1	-	-	-	857	-
Stage 2	-	-	-	948	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	736	871
Mov Cap-2 Maneuver	-	-	-	736	-
Stage 1	-	-	-	853	-
Stage 2	-	-	-	948	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1398	-	-	-	843
HCM Lane V/C Ratio	0.005	-	-	-	0.071
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	40	10	101	18	5	129
Future Vol, veh/h	40	10	101	18	5	129
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	43	11	110	20	5	140

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	270	120	0	0	130	0
Stage 1	120	-	-	-	-	-
Stage 2	150	-	-	-	-	-
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	719	931	-	-	1455	-
Stage 1	905	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	716	931	-	-	1455	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	751	1455
HCM Lane V/C Ratio	-	-	0.072	0.004
HCM Control Delay (s)	-	-	10.2	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/22/2020

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	108	34	26	85	42	26
Future Vol, veh/h	108	34	26	85	42	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	37	28	92	46	28

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	194	74	0	0	120	0
Stage 1	74	-	-	-	-	-
Stage 2	120	-	-	-	-	-
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	795	988	-	-	1468	-
Stage 1	949	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	770	988	-	-	1468	-
Mov Cap-2 Maneuver	770	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	4.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	813	1468
HCM Lane V/C Ratio	-	-	0.19	0.031
HCM Control Delay (s)	-	-	10.5	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	32	24	131	43	19
Future Vol, veh/h	52	32	24	131	43	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	35	26	142	47	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	92	0	269 75
Stage 1	-	-	-	-	75 -
Stage 2	-	-	-	-	194 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1503	-	720 986
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	839 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1503	-	706 986
Mov Cap-2 Maneuver	-	-	-	-	706 -
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	823 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	773	-	-	1503	-
HCM Lane V/C Ratio	0.087	-	-	0.017	-
HCM Control Delay (s)	10.1	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	58	116	0	230	13	71	810
Future Vol, veh/h	58	116	0	230	13	71	810
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	63	126	0	250	14	77	880

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	844	125	880
Stage 1	250	-	-
Stage 2	594	-	-
Critical Hdwy	6.84	6.94	6.44
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.52
Pot Cap-1 Maneuver	302	902	396
Stage 1	768	-	-
Stage 2	514	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	284	902	396
Mov Cap-2 Maneuver	284	-	-
Stage 1	768	-	-
Stage 2	484	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	396	-	-	284	902	1297
HCM Lane V/C Ratio	-	-	-	0.222	0.14	0.06
HCM Control Delay (s)	0	-	-	21.3	9.6	8
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.8	0.5	0.2

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	207	42	271	140	0	0	0	0	36	3	17
Future Vol, veh/h	0	207	42	271	140	0	0	0	0	36	3	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	225	46	295	152	0	0	0	0	39	3	18

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	271	0	0		990	1013	152
Stage 1	-	-	-	-	-	-		742	742	-
Stage 2	-	-	-	-	-	-		248	271	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1292	-	0		273	239	894
Stage 1	0	-	-	-	-	0		471	422	-
Stage 2	0	-	-	-	-	0		793	685	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1292	-	-		205	0	894
Mov Cap-2 Maneuver	-	-	-	-	-	-		205	0	-
Stage 1	-	-	-	-	-	-		471	0	-
Stage 2	-	-	-	-	-	-		596	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.7	22
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1292	-	272
HCM Lane V/C Ratio	-	-	0.228	-	0.224
HCM Control Delay (s)	-	-	8.6	0	22
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.9	-	0.8

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	27	216	0	0	357	39	54	1	406	0	0	0
Future Vol, veh/h	27	216	0	0	357	39	54	1	406	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	235	0	0	388	42	59	1	441	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	430	0	0
Stage 1	-	-	293
Stage 2	-	-	409
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1129	0	404
Stage 1	-	0	757
Stage 2	-	0	671
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1129	-	392
Mov Cap-2 Maneuver	-	-	392
Stage 1	-	-	734
Stage 2	-	-	671

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	716	1129	-	-	-
HCM Lane V/C Ratio	0.7	0.026	-	-	-
HCM Control Delay (s)	20.9	8.3	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	5.8	0.1	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	26.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	154	310	158	4	187	9	107	38	20	18	28	102
Future Vol, veh/h	154	310	158	4	187	9	107	38	20	18	28	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	167	337	172	4	203	10	116	41	22	20	30	111

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	213	0	0	509	0	0	1044	978	423	1005	1059	208
Stage 1	-	-	-	-	-	-	757	757	-	216	216	-
Stage 2	-	-	-	-	-	-	287	221	-	789	843	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1357	-	-	1056	-	-	207	250	631	220	224	832
Stage 1	-	-	-	-	-	-	400	416	-	786	724	-
Stage 2	-	-	-	-	-	-	720	720	-	384	380	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1357	-	-	1056	-	-	136	205	631	156	184	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	205	-	156	184	-
Stage 1	-	-	-	-	-	-	330	343	-	648	721	-
Stage 2	-	-	-	-	-	-	595	717	-	269	313	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.2			154.1			21.3		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	164	1357	-	-	1056	-	-	379
HCM Lane V/C Ratio	1.094	0.123	-	-	0.004	-	-	0.424
HCM Control Delay (s)	154.1	8	0	-	8.4	0	-	21.3
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	9.2	0.4	-	-	0	-	-	2.1

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	29	176	99	12	11	17
Future Vol, veh/h	29	176	99	12	11	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	191	108	13	12	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	121	0	-	0	370 115
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	255 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1467	-	-	-	630 937
Stage 1	-	-	-	-	910 -
Stage 2	-	-	-	-	788 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1467	-	-	-	615 937
Mov Cap-2 Maneuver	-	-	-	-	615 -
Stage 1	-	-	-	-	888 -
Stage 2	-	-	-	-	788 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1467	-	-	-	777
HCM Lane V/C Ratio	0.021	-	-	-	0.039
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	28	8	138	63	10	120
Future Vol, veh/h	28	8	138	63	10	120
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	30	9	150	68	11	130

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	336	184	0	0	218	0
Stage 1	184	-	-	-	-	-
Stage 2	152	-	-	-	-	-
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	659	858	-	-	1352	-
Stage 1	848	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	653	858	-	-	1352	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	690	1352
HCM Lane V/C Ratio	-	-	0.057	0.008
HCM Control Delay (s)	-	-	10.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/22/2020

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	111	42	28	118	74	19
Future Vol, veh/h	111	42	28	118	74	19
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	121	46	30	128	80	21

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	275	94	0	0	158	0
Stage 1	94	-	-	-	-	-
Stage 2	181	-	-	-	-	-
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	715	963	-	-	1422	-
Stage 1	930	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	674	963	-	-	1422	-
Mov Cap-2 Maneuver	674	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	6.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	1422
HCM Lane V/C Ratio	-	-	0.226	0.057
HCM Control Delay (s)	-	-	11.3	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	46	42	60	44	19
Future Vol, veh/h	101	46	42	60	44	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	50	46	65	48	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	160	0	292
Stage 1	-	-	-	-	135
Stage 2	-	-	-	-	157
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1419	-	699
Stage 1	-	-	-	-	891
Stage 2	-	-	-	-	871
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1419	-	675
Mov Cap-2 Maneuver	-	-	-	-	675
Stage 1	-	-	-	-	891
Stage 2	-	-	-	-	841

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	733	-	-	1419	-
HCM Lane V/C Ratio	0.093	-	-	0.032	-
HCM Control Delay (s)	10.4	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	2						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↕	↗	↖	↕
Traffic Vol, veh/h	31	73	0	723	57	90	472
Future Vol, veh/h	31	73	0	723	57	90	472
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	34	79	0	786	62	98	513

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1239	393	513	0	0	848
Stage 1	786	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	168	606	679	-	-	785
Stage 1	410	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	606	679	-	-	785
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	679	-	-	147	606	785
HCM Lane V/C Ratio	-	-	-	0.229	0.131	0.125
HCM Control Delay (s)	0	-	-	36.6	11.8	10.2
HCM Lane LOS	A	-	-	E	B	B
HCM 95th %tile Q(veh)	0	-	-	0.8	0.4	0.4

Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	55	73	588	98	0	0	0	0	41	0	17
Future Vol, veh/h	0	55	73	588	98	0	0	0	0	41	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	79	639	107	0	0	0	0	45	0	18

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	139	0	0	1485	1524	107
Stage 1	-	-	-	-	-	-	1385	1385	-
Stage 2	-	-	-	-	-	-	100	139	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1445	-	0	137	118	947
Stage 1	0	-	-	-	-	0	232	211	-
Stage 2	0	-	-	-	-	0	924	782	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1445	-	-	73	0	947
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	0	-
Stage 1	-	-	-	-	-	-	232	0	-
Stage 2	-	-	-	-	-	-	490	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	8.1	88.7
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1445	-	100
HCM Lane V/C Ratio	-	-	0.442	-	0.63
HCM Control Delay (s)	-	-	9.5	0	88.7
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	2.3	-	3.1

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	14	82	0	0	657	29	29	0	168	0	0	0
Future Vol, veh/h	14	82	0	0	657	29	29	0	168	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	89	0	0	714	32	32	0	183	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	746	0	849
Stage 1	-	-	119
Stage 2	-	-	730
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	862	0	331
Stage 1	-	0	906
Stage 2	-	0	477
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	862	-	325
Mov Cap-2 Maneuver	-	-	325
Stage 1	-	-	890
Stage 2	-	-	477

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	750	862	-	-	-
HCM Lane V/C Ratio	0.286	0.018	-	-	-
HCM Control Delay (s)	11.7	9.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.2	0.1	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	53.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	100	89	61	20	350	13	177	26	6	23	43	159
Future Vol, veh/h	100	89	61	20	350	13	177	26	6	23	43	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	97	66	22	380	14	192	28	7	25	47	173

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	0	163	0	0	889	786	130	797	812	387
Stage 1	-	-	-	-	-	-	348	348	-	431	431	-
Stage 2	-	-	-	-	-	-	541	438	-	366	381	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1165	-	-	1416	-	-	264	324	920	305	313	661
Stage 1	-	-	-	-	-	-	668	634	-	603	583	-
Stage 2	-	-	-	-	-	-	525	579	-	653	613	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1165	-	-	1416	-	-	~ 154	284	920	254	275	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 154	284	-	254	275	-
Stage 1	-	-	-	-	-	-	599	568	-	540	571	-
Stage 2	-	-	-	-	-	-	349	567	-	552	549	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.4			0.4			244.7			21.2		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	168	1165	-	-	1416	-	-	462
HCM Lane V/C Ratio	1.352	0.093	-	-	0.015	-	-	0.529
HCM Control Delay (s)	244.7	8.4	0	-	7.6	0	-	21.2
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	13.6	0.3	-	-	0	-	-	3

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

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	60	161	12	13	83
Future Vol, veh/h	18	60	161	12	13	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	65	175	13	14	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	188	0	-	0	287
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	105
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1386	-	-	-	703
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	919
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1386	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	692
Stage 1	-	-	-	-	836
Stage 2	-	-	-	-	919

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	833
HCM Lane V/C Ratio	0.014	-	-	-	0.125
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	10	121	18	6	188
Future Vol, veh/h	41	10	121	18	6	188
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	45	11	132	20	7	204

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	360	142	0	0	152	0
Stage 1	142	-	-	-	-	-
Stage 2	218	-	-	-	-	-
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	639	906	-	-	1429	-
Stage 1	885	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	635	906	-	-	1429	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1429
HCM Lane V/C Ratio	-	-	0.082	0.005
HCM Control Delay (s)	-	-	10.8	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/22/2020

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	166	46	30	101	48	28
Future Vol, veh/h	166	46	30	101	48	28
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	180	50	33	110	52	30

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	222	88	0	0	143	0
Stage 1	88	-	-	-	-	-
Stage 2	134	-	-	-	-	-
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	766	970	-	-	1440	-
Stage 1	935	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	738	970	-	-	1440	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	778	1440
HCM Lane V/C Ratio	-	-	0.296	0.036
HCM Control Delay (s)	-	-	11.6	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	38	24	136	60	19
Future Vol, veh/h	54	38	24	136	60	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	41	26	148	65	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	100	0	280 80
Stage 1	-	-	-	-	80 -
Stage 2	-	-	-	-	200 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1493	-	710 980
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	834 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1493	-	697 980
Mov Cap-2 Maneuver	-	-	-	-	697 -
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	818 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	749	-	-	1493	-
HCM Lane V/C Ratio	0.115	-	-	0.017	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	2.5						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	60	136	0	239	13	79	840
Future Vol, veh/h	60	136	0	239	13	79	840
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	65	148	0	260	14	86	913

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	889	130	913	0	0	274
Stage 1	260	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	283	896	378	-	-	1286
Stage 1	760	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	896	378	-	-	1286
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	378	-	-	264	896	1286
HCM Lane V/C Ratio	-	-	-	0.247	0.165	0.067
HCM Control Delay (s)	0	-	-	23.1	9.8	8
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.9	0.6	0.2

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	223	44	312	153	0	0	0	0	45	3	18
Future Vol, veh/h	0	223	44	312	153	0	0	0	0	45	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	242	48	339	166	0	0	0	0	49	3	20

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	290	0	0	1110	1134	166
Stage 1	-	-	-	-	-	-	844	844	-
Stage 2	-	-	-	-	-	-	266	290	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1272	-	0	232	203	878
Stage 1	0	-	-	-	-	0	422	379	-
Stage 2	0	-	-	-	-	0	779	672	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1272	-	-	164	0	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	0	-
Stage 1	-	-	-	-	-	-	422	0	-
Stage 2	-	-	-	-	-	-	550	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.9	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1272	-	214
HCM Lane V/C Ratio	-	-	0.267	-	0.335
HCM Control Delay (s)	-	-	8.9	0	30.1
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	1.1	-	1.4

Intersection												
Int Delay, s/veh	14.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	29	239	0	0	409	45	56	1	483	0	0	0
Future Vol, veh/h	29	239	0	0	409	45	56	1	483	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	260	0	0	445	49	61	1	525	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	494	0	- - - 0 794 818 260
Stage 1	-	-	- - - 324 324 -
Stage 2	-	-	- - - 470 494 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	1070	-	0 0 - - 357 311 779
Stage 1	-	-	0 0 - - 733 650 -
Stage 2	-	-	0 0 - - 629 546 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1070	-	- - - 345 0 779
Mov Cap-2 Maneuver	-	-	- - - 345 0 -
Stage 1	-	-	- - - 707 0 -
Stage 2	-	-	- - - 629 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	32.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	689	1070	-	-	-
HCM Lane V/C Ratio	0.852	0.029	-	-	-
HCM Control Delay (s)	32.7	8.5	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0.1	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/22/2020

Intersection												
Int Delay, s/veh	79.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	199	359	164	7	211	11	111	44	23	20	36	132
Future Vol, veh/h	199	359	164	7	211	11	111	44	23	20	36	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	216	390	178	8	229	12	121	48	25	22	39	143

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	568	0	0	1253	1168	479	1199	1251	235
Stage 1	-	-	-	-	-	-	911	911	-	251	251	-
Stage 2	-	-	-	-	-	-	342	257	-	948	1000	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1326	-	-	1004	-	-	149	193	587	162	172	804
Stage 1	-	-	-	-	-	-	328	353	-	753	699	-
Stage 2	-	-	-	-	-	-	673	695	-	313	321	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1326	-	-	1004	-	-	~ 76	144	587	94	129	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 76	144	-	94	129	-
Stage 1	-	-	-	-	-	-	248	267	-	569	693	-
Stage 2	-	-	-	-	-	-	517	689	-	186	242	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0.3			\$ 535.5			43.4		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	1326	-	-	1004	-	-	287
HCM Lane V/C Ratio	1.954	0.163	-	-	0.008	-	-	0.712
HCM Control Delay (s)	\$ 535.5	8.2	0	-	8.6	0	-	43.4
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	16.3	0.6	-	-	0	-	-	5

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

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/22/2020

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	70	184	103	21	13	39
Future Vol, veh/h	70	184	103	21	13	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	200	112	23	14	42

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	135	0	-	0	476 124
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	352 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1449	-	-	-	548 927
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	712 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1449	-	-	-	516 927
Mov Cap-2 Maneuver	-	-	-	-	516 -
Stage 1	-	-	-	-	849 -
Stage 2	-	-	-	-	712 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	773
HCM Lane V/C Ratio	0.053	-	-	-	0.073
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/22/2020

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	29	8	189	65	9	159
Future Vol, veh/h	29	8	189	65	9	159
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	32	9	205	71	10	173

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	434	241	0	0	276	0
Stage 1	241	-	-	-	-	-
Stage 2	193	-	-	-	-	-
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	579	798	-	-	1287	-
Stage 1	799	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	574	798	-	-	1287	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	611	1287
HCM Lane V/C Ratio	-	-	0.066	0.008
HCM Control Delay (s)	-	-	11.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/22/2020

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	150	48	30	167	89	18
Future Vol, veh/h	150	48	30	167	89	18
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	163	52	33	182	97	20

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	338	124	0	0	215	0
Stage 1	124	-	-	-	-	-
Stage 2	214	-	-	-	-	-
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	658	927	-	-	1355	-
Stage 1	902	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	611	927	-	-	1355	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	6.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1355
HCM Lane V/C Ratio	-	-	0.323	0.071
HCM Control Delay (s)	-	-	13	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0.2

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/22/2020

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	105	61	42	62	52	19
Future Vol, veh/h	105	61	42	62	52	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	66	46	67	57	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	180	0	306
Stage 1	-	-	-	-	147
Stage 2	-	-	-	-	159
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1396	-	686
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	870
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1396	-	663
Mov Cap-2 Maneuver	-	-	-	-	663
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	840

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	713	-	-	1396	-
HCM Lane V/C Ratio	0.108	-	-	0.033	-
HCM Control Delay (s)	10.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/22/2020

Intersection							
Int Delay, s/veh	2.3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	32	82	0	750	59	107	490
Future Vol, veh/h	32	82	0	750	59	107	490
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	35	89	0	815	64	116	533

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	1314	408	533	0	0	879	0
Stage 1	815	-	-	-	-	-	-
Stage 2	499	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	150	593	660	-	-	764	-
Stage 1	396	-	-	-	-	-	-
Stage 2	575	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	127	593	660	-	-	764	-
Mov Cap-2 Maneuver	127	-	-	-	-	-	-
Stage 1	396	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	660	-	-	127	593	764
HCM Lane V/C Ratio	-	-	-	0.274	0.15	0.152
HCM Control Delay (s)	0	-	-	43.7	12.1	10.6
HCM Lane LOS	A	-	-	E	B	B
HCM 95th %tile Q(veh)	0	-	-	1	0.5	0.5

Intersection

Int Delay, s/veh 12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	55	73	588	98	0	0	0	0	41	0	17
Future Vol, veh/h	0	55	73	588	98	0	0	0	0	41	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	79	639	107	0	0	0	0	45	0	18

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	139	0	0		1485	1524	107
Stage 1	-	-	-	-	-	-		1385	1385	-
Stage 2	-	-	-	-	-	-		100	139	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1445	-	0		137	118	947
Stage 1	0	-	-	-	-	0		232	211	-
Stage 2	0	-	-	-	-	0		924	782	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1445	-	-		73	0	947
Mov Cap-2 Maneuver	-	-	-	-	-	-		73	0	-
Stage 1	-	-	-	-	-	-		232	0	-
Stage 2	-	-	-	-	-	-		490	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	8.1	88.7
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1445	-	100
HCM Lane V/C Ratio	-	-	0.442	-	0.63
HCM Control Delay (s)	-	-	9.5	0	88.7
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	2.3	-	3.1

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	14	82	0	0	657	29	29	0	168	0	0	0
Future Vol, veh/h	14	82	0	0	657	29	29	0	168	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	89	0	0	714	32	32	0	183	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	746	0	849
Stage 1	-	-	119
Stage 2	-	-	730
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	862	0	331
Stage 1	-	0	906
Stage 2	-	0	477
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	862	-	325
Mov Cap-2 Maneuver	-	-	325
Stage 1	-	-	890
Stage 2	-	-	477

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	750	862	-	-	-
HCM Lane V/C Ratio	0.286	0.018	-	-	-
HCM Control Delay (s)	11.7	9.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.2	0.1	-	-	-

HCM 6th AWSC
3: Mehaffey Rd & County Line Rd

09/24/2020

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	100	89	61	20	350	13	177	26	6	23	43	159
Future Vol, veh/h	100	89	61	20	350	13	177	26	6	23	43	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	97	66	22	380	14	192	28	7	25	47	173
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	15.1	22.3	15	13.9
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	85%	40%	5%	10%
Vol Thru, %	12%	36%	91%	19%
Vol Right, %	3%	24%	3%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	250	383	225
LT Vol	177	100	20	23
Through Vol	26	89	350	43
RT Vol	6	61	13	159
Lane Flow Rate	227	272	416	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.43	0.477	0.702	0.425
Departure Headway (Hd)	6.81	6.318	6.074	6.25
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	527	568	591	572
Service Time	4.88	4.386	4.133	4.318
HCM Lane V/C Ratio	0.431	0.479	0.704	0.428
HCM Control Delay	15	15.1	22.3	13.9
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	2.1	2.6	5.6	2.1

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/24/2020

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	60	161	12	13	83
Future Vol, veh/h	18	60	161	12	13	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	65	175	13	14	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	188	0	-	0	287
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	105
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1386	-	-	-	703
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	919
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1386	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	692
Stage 1	-	-	-	-	836
Stage 2	-	-	-	-	919

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	833
HCM Lane V/C Ratio	0.014	-	-	-	0.125
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/24/2020

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	41	10	121	18	6	188
Future Vol, veh/h	41	10	121	18	6	188
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	45	11	132	20	7	204

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	360	142	0	0	152	0
Stage 1	142	-	-	-	-	-
Stage 2	218	-	-	-	-	-
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	639	906	-	-	1429	-
Stage 1	885	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	635	906	-	-	1429	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1429
HCM Lane V/C Ratio	-	-	0.082	0.005
HCM Control Delay (s)	-	-	10.8	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/24/2020

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	166	46	30	101	48	28
Future Vol, veh/h	166	46	30	101	48	28
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	180	50	33	110	52	30

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	222	88	0	0	143	0
Stage 1	88	-	-	-	-	-
Stage 2	134	-	-	-	-	-
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	766	970	-	-	1440	-
Stage 1	935	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	738	970	-	-	1440	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	778	1440
HCM Lane V/C Ratio	-	-	0.296	0.036
HCM Control Delay (s)	-	-	11.6	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/24/2020

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	38	24	136	60	19
Future Vol, veh/h	54	38	24	136	60	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	41	26	148	65	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	100	0	280 80
Stage 1	-	-	-	-	80 -
Stage 2	-	-	-	-	200 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1493	-	710 980
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	834 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1493	-	697 980
Mov Cap-2 Maneuver	-	-	-	-	697 -
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	818 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	749	-	-	1493	-
HCM Lane V/C Ratio	0.115	-	-	0.017	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/24/2020

Intersection							
Int Delay, s/veh	2.5						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	60	136	0	239	13	79	840
Future Vol, veh/h	60	136	0	239	13	79	840
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	65	148	0	260	14	86	913

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	889	130	913	0	0	274
Stage 1	260	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	283	896	378	-	-	1286
Stage 1	760	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	896	378	-	-	1286
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	378	-	-	264	896	1286
HCM Lane V/C Ratio	-	-	-	0.247	0.165	0.067
HCM Control Delay (s)	0	-	-	23.1	9.8	8
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.9	0.6	0.2

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	223	44	312	153	0	0	0	0	45	3	18
Future Vol, veh/h	0	223	44	312	153	0	0	0	0	45	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	242	48	339	166	0	0	0	0	49	3	20

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	290	0	0	1110	1134	166
Stage 1	-	-	-	-	-	-	844	844	-
Stage 2	-	-	-	-	-	-	266	290	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1272	-	0	232	203	878
Stage 1	0	-	-	-	-	0	422	379	-
Stage 2	0	-	-	-	-	0	779	672	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1272	-	-	164	0	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	0	-
Stage 1	-	-	-	-	-	-	422	0	-
Stage 2	-	-	-	-	-	-	550	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.9	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1272	-	214
HCM Lane V/C Ratio	-	-	0.267	-	0.335
HCM Control Delay (s)	-	-	8.9	0	30.1
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	1.1	-	1.4

Intersection												
Int Delay, s/veh	14.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	29	239	0	0	409	45	56	1	483	0	0	0
Future Vol, veh/h	29	239	0	0	409	45	56	1	483	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	260	0	0	445	49	61	1	525	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	494	0	- - - 0 794 818 260
Stage 1	-	-	- - - 324 324 -
Stage 2	-	-	- - - 470 494 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	1070	-	0 0 - - 357 311 779
Stage 1	-	-	0 0 - - 733 650 -
Stage 2	-	-	0 0 - - 629 546 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1070	-	- - - 345 0 779
Mov Cap-2 Maneuver	-	-	- - - 345 0 -
Stage 1	-	-	- - - 707 0 -
Stage 2	-	-	- - - 629 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	32.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	689	1070	-	-	-
HCM Lane V/C Ratio	0.852	0.029	-	-	-
HCM Control Delay (s)	32.7	8.5	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0.1	-	-	-

HCM 6th AWSC
 3: Mehaffey Rd & County Line Rd

09/24/2020

Intersection	
Intersection Delay, s/veh	86.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	199	359	164	7	211	11	111	44	23	20	36	132
Future Vol, veh/h	199	359	164	7	211	11	111	44	23	20	36	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	216	390	178	8	229	12	121	48	25	22	39	143
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	146.1	15.3	15.3	14.6
HCM LOS	F	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	28%	3%	11%
Vol Thru, %	25%	50%	92%	19%
Vol Right, %	13%	23%	5%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	722	229	188
LT Vol	111	199	7	20
Through Vol	44	359	211	36
RT Vol	23	164	11	132
Lane Flow Rate	193	785	249	204
Geometry Grp	1	1	1	1
Degree of Util (X)	0.379	1.252	0.445	0.375
Departure Headway (Hd)	7.716	5.742	6.916	7.261
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	470	628	525	499
Service Time	5.716	3.809	4.916	5.261
HCM Lane V/C Ratio	0.411	1.25	0.474	0.409
HCM Control Delay	15.3	146.1	15.3	14.6
HCM Lane LOS	C	F	C	B
HCM 95th-tile Q	1.7	29.4	2.3	1.7

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/24/2020

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	70	184	103	21	13	39
Future Vol, veh/h	70	184	103	21	13	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	200	112	23	14	42

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	135	0	-	0	476 124
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	352 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1449	-	-	-	548 927
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	712 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1449	-	-	-	516 927
Mov Cap-2 Maneuver	-	-	-	-	516 -
Stage 1	-	-	-	-	849 -
Stage 2	-	-	-	-	712 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	773
HCM Lane V/C Ratio	0.053	-	-	-	0.073
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/24/2020

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	29	8	189	65	9	159
Future Vol, veh/h	29	8	189	65	9	159
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	32	9	205	71	10	173

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	434	241	0	0	276	0
Stage 1	241	-	-	-	-	-
Stage 2	193	-	-	-	-	-
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	579	798	-	-	1287	-
Stage 1	799	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	574	798	-	-	1287	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	611	1287
HCM Lane V/C Ratio	-	-	0.066	0.008
HCM Control Delay (s)	-	-	11.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/24/2020

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	150	48	30	167	89	18
Future Vol, veh/h	150	48	30	167	89	18
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	163	52	33	182	97	20

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	338	124	0	0	215	0
Stage 1	124	-	-	-	-	-
Stage 2	214	-	-	-	-	-
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	658	927	-	-	1355	-
Stage 1	902	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	611	927	-	-	1355	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	6.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1355
HCM Lane V/C Ratio	-	-	0.323	0.071
HCM Control Delay (s)	-	-	13	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0.2

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/24/2020

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	61	42	62	52	19
Future Vol, veh/h	105	61	42	62	52	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	66	46	67	57	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	180	0	306
Stage 1	-	-	-	-	147
Stage 2	-	-	-	-	159
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1396	-	686
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	870
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1396	-	663
Mov Cap-2 Maneuver	-	-	-	-	663
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	840

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	713	-	-	1396	-
HCM Lane V/C Ratio	0.108	-	-	0.033	-
HCM Control Delay (s)	10.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/24/2020

Intersection							
Int Delay, s/veh	2.3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	32	82	0	750	59	107	490
Future Vol, veh/h	32	82	0	750	59	107	490
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	35	89	0	815	64	116	533

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	1314	408	533	0	0	879	0
Stage 1	815	-	-	-	-	-	-
Stage 2	499	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	150	593	660	-	-	764	-
Stage 1	396	-	-	-	-	-	-
Stage 2	575	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	127	593	660	-	-	764	-
Mov Cap-2 Maneuver	127	-	-	-	-	-	-
Stage 1	396	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	660	-	-	127	593	764
HCM Lane V/C Ratio	-	-	-	0.274	0.15	0.152
HCM Control Delay (s)	0	-	-	43.7	12.1	10.6
HCM Lane LOS	A	-	-	E	B	B
HCM 95th %tile Q(veh)	0	-	-	1	0.5	0.5

Intersection

Int Delay, s/veh 12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↷	
Traffic Vol, veh/h	0	55	73	588	98	0	0	0	0	41	0	17
Future Vol, veh/h	0	55	73	588	98	0	0	0	0	41	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	79	639	107	0	0	0	0	45	0	18

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	139	0	0		1485	1524	107
Stage 1	-	-	-	-	-	-		1385	1385	-
Stage 2	-	-	-	-	-	-		100	139	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1445	-	0		137	118	947
Stage 1	0	-	-	-	-	0		232	211	-
Stage 2	0	-	-	-	-	0		924	782	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1445	-	-		73	0	947
Mov Cap-2 Maneuver	-	-	-	-	-	-		73	0	-
Stage 1	-	-	-	-	-	-		232	0	-
Stage 2	-	-	-	-	-	-		490	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	8.1	88.7
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1445	-	100
HCM Lane V/C Ratio	-	-	0.442	-	0.63
HCM Control Delay (s)	-	-	9.5	0	88.7
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	2.3	-	3.1

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	14	82	0	0	657	29	29	0	168	0	0	0
Future Vol, veh/h	14	82	0	0	657	29	29	0	168	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	89	0	0	714	32	32	0	183	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	746	0	849
Stage 1	-	-	119
Stage 2	-	-	730
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	862	0	331
Stage 1	-	0	906
Stage 2	-	0	477
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	862	-	325
Mov Cap-2 Maneuver	-	-	325
Stage 1	-	-	890
Stage 2	-	-	477

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	750	862	-	-	-
HCM Lane V/C Ratio	0.286	0.018	-	-	-
HCM Control Delay (s)	11.7	9.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.2	0.1	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/24/2020

Intersection												
Int Delay, s/veh	25.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔			↔	↔
Traffic Vol, veh/h	100	89	61	20	350	13	177	26	6	23	43	159
Future Vol, veh/h	100	89	61	20	350	13	177	26	6	23	43	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	100	-	-	200	200	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	97	66	22	380	14	192	28	7	25	47	173

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	163	0	0	763	739	97	786	805	380
Stage 1	-	-	-	-	-	-	315	315	-	424	424	-
Stage 2	-	-	-	-	-	-	448	424	-	362	381	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1178	-	-	1416	-	-	321	345	959	310	316	667
Stage 1	-	-	-	-	-	-	696	656	-	608	587	-
Stage 2	-	-	-	-	-	-	590	587	-	657	613	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1178	-	-	1416	-	-	~ 188	303	959	260	278	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 188	303	-	260	278	-
Stage 1	-	-	-	-	-	-	624	588	-	545	575	-
Stage 2	-	-	-	-	-	-	394	575	-	557	550	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.3			0.4			108.1			15.4		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	188	239	1178	-	-	1416	-	-	271	667
HCM Lane V/C Ratio	1.023	0.146	0.092	-	-	0.015	-	-	0.265	0.259
HCM Control Delay (s)	123.5	22.6	8.4	0	-	7.6	0	-	23	12.3
HCM Lane LOS	F	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	8.8	0.5	0.3	-	-	0	-	-	1	1

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

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/24/2020

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	60	161	12	13	83
Future Vol, veh/h	18	60	161	12	13	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	65	175	13	14	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	188	0	-	0	287
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	105
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1386	-	-	-	703
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	919
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1386	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	692
Stage 1	-	-	-	-	836
Stage 2	-	-	-	-	919

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	833
HCM Lane V/C Ratio	0.014	-	-	-	0.125
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/24/2020

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	41	10	121	18	6	188
Future Vol, veh/h	41	10	121	18	6	188
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	45	11	132	20	7	204

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	360	142	0	0	152	0
Stage 1	142	-	-	-	-	-
Stage 2	218	-	-	-	-	-
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	639	906	-	-	1429	-
Stage 1	885	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	635	906	-	-	1429	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1429
HCM Lane V/C Ratio	-	-	0.082	0.005
HCM Control Delay (s)	-	-	10.8	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/24/2020

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	166	46	30	101	48	28
Future Vol, veh/h	166	46	30	101	48	28
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	180	50	33	110	52	30

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	222	88	0	0	143	0
Stage 1	88	-	-	-	-	-
Stage 2	134	-	-	-	-	-
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	766	970	-	-	1440	-
Stage 1	935	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	738	970	-	-	1440	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	778	1440
HCM Lane V/C Ratio	-	-	0.296	0.036
HCM Control Delay (s)	-	-	11.6	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/24/2020

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	38	24	136	60	19
Future Vol, veh/h	54	38	24	136	60	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	41	26	148	65	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	100	0	280 80
Stage 1	-	-	-	-	80 -
Stage 2	-	-	-	-	200 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1493	-	710 980
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	834 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1493	-	697 980
Mov Cap-2 Maneuver	-	-	-	-	697 -
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	818 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	749	-	-	1493	-
HCM Lane V/C Ratio	0.115	-	-	0.017	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/24/2020

Intersection							
Int Delay, s/veh	2.5						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	60	136	0	239	13	79	840
Future Vol, veh/h	60	136	0	239	13	79	840
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	65	148	0	260	14	86	913

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	889	130	913	0	0	274
Stage 1	260	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	283	896	378	-	-	1286
Stage 1	760	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	896	378	-	-	1286
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	378	-	-	264	896	1286
HCM Lane V/C Ratio	-	-	-	0.247	0.165	0.067
HCM Control Delay (s)	0	-	-	23.1	9.8	8
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.9	0.6	0.2

Intersection

Int Delay, s/veh 5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	223	44	312	153	0	0	0	0	45	3	18
Future Vol, veh/h	0	223	44	312	153	0	0	0	0	45	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	242	48	339	166	0	0	0	0	49	3	20

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	290	0	0		1110	1134	166
Stage 1	-	-	-	-	-	-		844	844	-
Stage 2	-	-	-	-	-	-		266	290	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1272	-	0		232	203	878
Stage 1	0	-	-	-	-	0		422	379	-
Stage 2	0	-	-	-	-	0		779	672	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1272	-	-		164	0	878
Mov Cap-2 Maneuver	-	-	-	-	-	-		164	0	-
Stage 1	-	-	-	-	-	-		422	0	-
Stage 2	-	-	-	-	-	-		550	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.9	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1272	-	214
HCM Lane V/C Ratio	-	-	0.267	-	0.335
HCM Control Delay (s)	-	-	8.9	0	30.1
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	1.1	-	1.4

Intersection												
Int Delay, s/veh	14.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	29	239	0	0	409	45	56	1	483	0	0	0
Future Vol, veh/h	29	239	0	0	409	45	56	1	483	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	260	0	0	445	49	61	1	525	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	494	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1070	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1070	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	32.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	689	1070	-	-	-
HCM Lane V/C Ratio	0.852	0.029	-	-	-
HCM Control Delay (s)	32.7	8.5	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0.1	-	-	-

HCM 6th TWSC
3: Mehaffey Rd & County Line Rd

09/24/2020

Intersection												
Int Delay, s/veh	27.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗			↖	↗
Traffic Vol, veh/h	199	359	164	7	211	11	111	44	23	20	36	132
Future Vol, veh/h	199	359	164	7	211	11	111	44	23	20	36	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	100	-	-	200	200	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	216	390	178	8	229	12	121	48	25	22	39	143

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	568	0	0	1087	1067	390	1180	1245	229
Stage 1	-	-	-	-	-	-	822	822	-	245	245	-
Stage 2	-	-	-	-	-	-	265	245	-	935	1000	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1339	-	-	1004	-	-	194	222	658	167	174	810
Stage 1	-	-	-	-	-	-	368	388	-	759	703	-
Stage 2	-	-	-	-	-	-	740	703	-	318	321	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1339	-	-	1004	-	-	~ 100	167	658	102	131	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 100	167	-	102	131	-
Stage 1	-	-	-	-	-	-	279	294	-	575	697	-
Stage 2	-	-	-	-	-	-	570	697	-	194	243	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0.3			163.1			26.2		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	100	162	1339	-	-	1004	-	-	119	810
HCM Lane V/C Ratio	1.207	0.45	0.162	-	-	0.008	-	-	0.512	0.177
HCM Control Delay (s)	234.8	44.2	8.2	0	-	8.6	0	-	63.3	10.4
HCM Lane LOS	F	E	A	A	-	A	A	-	F	B
HCM 95th %tile Q(veh)	8.1	2.1	0.6	-	-	0	-	-	2.4	0.6

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

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/24/2020

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	70	184	103	21	13	39
Future Vol, veh/h	70	184	103	21	13	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	200	112	23	14	42

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	135	0	-	0	476 124
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	352 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1449	-	-	-	548 927
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	712 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1449	-	-	-	516 927
Mov Cap-2 Maneuver	-	-	-	-	516 -
Stage 1	-	-	-	-	849 -
Stage 2	-	-	-	-	712 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	773
HCM Lane V/C Ratio	0.053	-	-	-	0.073
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/24/2020

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	29	8	189	65	9	159
Future Vol, veh/h	29	8	189	65	9	159
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	32	9	205	71	10	173

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	434	241	0	0	276	0
Stage 1	241	-	-	-	-	-
Stage 2	193	-	-	-	-	-
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	579	798	-	-	1287	-
Stage 1	799	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	574	798	-	-	1287	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	611	1287
HCM Lane V/C Ratio	-	-	0.066	0.008
HCM Control Delay (s)	-	-	11.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/24/2020

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	150	48	30	167	89	18
Future Vol, veh/h	150	48	30	167	89	18
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	163	52	33	182	97	20

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	338	124	0	0	215	0
Stage 1	124	-	-	-	-	-
Stage 2	214	-	-	-	-	-
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	658	927	-	-	1355	-
Stage 1	902	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	611	927	-	-	1355	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	6.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1355
HCM Lane V/C Ratio	-	-	0.323	0.071
HCM Control Delay (s)	-	-	13	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0.2

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/24/2020

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	61	42	62	52	19
Future Vol, veh/h	105	61	42	62	52	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	66	46	67	57	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	180	0	306
Stage 1	-	-	-	-	147
Stage 2	-	-	-	-	159
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1396	-	686
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	870
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1396	-	663
Mov Cap-2 Maneuver	-	-	-	-	663
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	840

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	713	-	-	1396	-
HCM Lane V/C Ratio	0.108	-	-	0.033	-
HCM Control Delay (s)	10.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/24/2020

Intersection							
Int Delay, s/veh	2.3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	32	82	0	750	59	107	490
Future Vol, veh/h	32	82	0	750	59	107	490
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	35	89	0	815	64	116	533

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	1314	408	533	0	0	879	0
Stage 1	815	-	-	-	-	-	-
Stage 2	499	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	150	593	660	-	-	764	-
Stage 1	396	-	-	-	-	-	-
Stage 2	575	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	127	593	660	-	-	764	-
Mov Cap-2 Maneuver	127	-	-	-	-	-	-
Stage 1	396	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	660	-	-	127	593	764
HCM Lane V/C Ratio	-	-	-	0.274	0.15	0.152
HCM Control Delay (s)	0	-	-	43.7	12.1	10.6
HCM Lane LOS	A	-	-	E	B	B
HCM 95th %tile Q(veh)	0	-	-	1	0.5	0.5

Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	55	73	588	98	0	0	0	0	41	0	17
Future Vol, veh/h	0	55	73	588	98	0	0	0	0	41	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	79	639	107	0	0	0	0	45	0	18

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	139	0	0		1485	1524	107
Stage 1	-	-	-	-	-	-		1385	1385	-
Stage 2	-	-	-	-	-	-		100	139	-
Critical Hdwy	-	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1445	-	0		137	118	947
Stage 1	0	-	-	-	-	0		232	211	-
Stage 2	0	-	-	-	-	0		924	782	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1445	-	-		73	0	947
Mov Cap-2 Maneuver	-	-	-	-	-	-		73	0	-
Stage 1	-	-	-	-	-	-		232	0	-
Stage 2	-	-	-	-	-	-		490	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	8.1	88.7
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1445	-	100
HCM Lane V/C Ratio	-	-	0.442	-	0.63
HCM Control Delay (s)	-	-	9.5	0	88.7
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	2.3	-	3.1

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	14	82	0	0	657	29	29	0	168	0	0	0
Future Vol, veh/h	14	82	0	0	657	29	29	0	168	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	89	0	0	714	32	32	0	183	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	746	0	0
Stage 1	-	-	119
Stage 2	-	-	730
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	862	0	331
Stage 1	-	0	906
Stage 2	-	0	477
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	862	-	325
Mov Cap-2 Maneuver	-	-	325
Stage 1	-	-	890
Stage 2	-	-	477

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	750	862	-	-	-
HCM Lane V/C Ratio	0.286	0.018	-	-	-
HCM Control Delay (s)	11.7	9.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.2	0.1	-	-	-

HCM 6th Roundabout
3: Mehaffey Rd & County Line Rd

09/24/2020

Intersection				
Intersection Delay, s/veh	7.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	272	416	227	245
Demand Flow Rate, veh/h	277	424	232	250
Vehicles Circulating, veh/h	95	336	235	606
Vehicles Exiting, veh/h	760	131	137	154
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	8.7	5.4	9.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	277	424	232	250
Cap Entry Lane, veh/h	1252	980	1086	744
Entry HV Adj Factor	0.982	0.982	0.980	0.980
Flow Entry, veh/h	272	416	227	245
Cap Entry, veh/h	1230	962	1064	729
V/C Ratio	0.221	0.433	0.214	0.336
Control Delay, s/veh	4.9	8.7	5.4	9.1
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	1

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/24/2020

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	60	161	12	13	83
Future Vol, veh/h	18	60	161	12	13	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	65	175	13	14	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	188	0	-	0	287
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	105
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1386	-	-	-	703
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	919
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1386	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	692
Stage 1	-	-	-	-	836
Stage 2	-	-	-	-	919

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	833
HCM Lane V/C Ratio	0.014	-	-	-	0.125
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/24/2020

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	41	10	121	18	6	188
Future Vol, veh/h	41	10	121	18	6	188
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	45	11	132	20	7	204

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	360	142	0	0	152	0
Stage 1	142	-	-	-	-	-
Stage 2	218	-	-	-	-	-
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	639	906	-	-	1429	-
Stage 1	885	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	635	906	-	-	1429	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1429
HCM Lane V/C Ratio	-	-	0.082	0.005
HCM Control Delay (s)	-	-	10.8	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/24/2020

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	166	46	30	101	48	28
Future Vol, veh/h	166	46	30	101	48	28
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	180	50	33	110	52	30

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	222	88	0	0	143
Stage 1	88	-	-	-	-
Stage 2	134	-	-	-	-
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	766	970	-	-	1440
Stage 1	935	-	-	-	-
Stage 2	892	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	738	970	-	-	1440
Mov Cap-2 Maneuver	738	-	-	-	-
Stage 1	935	-	-	-	-
Stage 2	859	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	778	1440
HCM Lane V/C Ratio	-	-	0.296	0.036
HCM Control Delay (s)	-	-	11.6	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/24/2020

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	38	24	136	60	19
Future Vol, veh/h	54	38	24	136	60	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	41	26	148	65	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	100	0	280 80
Stage 1	-	-	-	-	80 -
Stage 2	-	-	-	-	200 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1493	-	710 980
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	834 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1493	-	697 980
Mov Cap-2 Maneuver	-	-	-	-	697 -
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	818 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	749	-	-	1493	-
HCM Lane V/C Ratio	0.115	-	-	0.017	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/24/2020

Intersection							
Int Delay, s/veh	2.5						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	60	136	0	239	13	79	840
Future Vol, veh/h	60	136	0	239	13	79	840
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	65	148	0	260	14	86	913

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	889	130	913	0	0	274
Stage 1	260	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	283	896	378	-	-	1286
Stage 1	760	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	896	378	-	-	1286
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	378	-	-	264	896	1286
HCM Lane V/C Ratio	-	-	-	0.247	0.165	0.067
HCM Control Delay (s)	0	-	-	23.1	9.8	8
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.9	0.6	0.2

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	223	44	312	153	0	0	0	0	45	3	18
Future Vol, veh/h	0	223	44	312	153	0	0	0	0	45	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	242	48	339	166	0	0	0	0	49	3	20

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	290	0	0	1110	1134	166
Stage 1	-	-	-	-	-	-	844	844	-
Stage 2	-	-	-	-	-	-	266	290	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1272	-	0	232	203	878
Stage 1	0	-	-	-	-	0	422	379	-
Stage 2	0	-	-	-	-	0	779	672	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1272	-	-	164	0	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	0	-
Stage 1	-	-	-	-	-	-	422	0	-
Stage 2	-	-	-	-	-	-	550	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.9	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1272	-	214
HCM Lane V/C Ratio	-	-	0.267	-	0.335
HCM Control Delay (s)	-	-	8.9	0	30.1
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	1.1	-	1.4

Intersection												
Int Delay, s/veh	14.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	29	239	0	0	409	45	56	1	483	0	0	0
Future Vol, veh/h	29	239	0	0	409	45	56	1	483	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	260	0	0	445	49	61	1	525	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	494	0	- - - 0 794 818 260
Stage 1	-	-	- - - 324 324 -
Stage 2	-	-	- - - 470 494 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	1070	-	0 0 - - 357 311 779
Stage 1	-	-	0 0 - - 733 650 -
Stage 2	-	-	0 0 - - 629 546 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1070	-	- - - 345 0 779
Mov Cap-2 Maneuver	-	-	- - - 345 0 -
Stage 1	-	-	- - - 707 0 -
Stage 2	-	-	- - - 629 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	32.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	689	1070	-	-	-
HCM Lane V/C Ratio	0.852	0.029	-	-	-
HCM Control Delay (s)	32.7	8.5	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0.1	-	-	-

HCM 6th Roundabout
3: Mehaffey Rd & County Line Rd

09/24/2020

Intersection				
Intersection Delay, s/veh	9.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	784	249	194	204
Demand Flow Rate, veh/h	800	254	198	208
Vehicles Circulating, veh/h	70	392	640	365
Vehicles Exiting, veh/h	503	445	230	281
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.6	6.8	8.4	6.0
Approach LOS	B	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	800	254	198	208
Cap Entry Lane, veh/h	1285	925	718	951
Entry HV Adj Factor	0.980	0.982	0.980	0.982
Flow Entry, veh/h	784	249	194	204
Cap Entry, veh/h	1259	908	704	934
V/C Ratio	0.623	0.275	0.276	0.219
Control Delay, s/veh	10.6	6.8	8.4	6.0
LOS	B	A	A	A
95th %tile Queue, veh	5	1	1	1

HCM 6th TWSC
4: County Line Rd & Russell Rd

09/24/2020

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	70	184	103	21	13	39
Future Vol, veh/h	70	184	103	21	13	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	200	112	23	14	42

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	135	0	-	0	476 124
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	352 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1449	-	-	-	548 927
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	712 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1449	-	-	-	516 927
Mov Cap-2 Maneuver	-	-	-	-	516 -
Stage 1	-	-	-	-	849 -
Stage 2	-	-	-	-	712 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	773
HCM Lane V/C Ratio	0.053	-	-	-	0.073
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

HCM 6th TWSC
5: Mehaffey Rd & Day Lake Dr

09/24/2020

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	29	8	189	65	9	159
Future Vol, veh/h	29	8	189	65	9	159
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	32	9	205	71	10	173

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	434	241	0	0	276	0
Stage 1	241	-	-	-	-	-
Stage 2	193	-	-	-	-	-
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	579	798	-	-	1287	-
Stage 1	799	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	574	798	-	-	1287	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	611	1287
HCM Lane V/C Ratio	-	-	0.066	0.008
HCM Control Delay (s)	-	-	11.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC
6: Mehaffey Rd & Drwy

09/24/2020

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	150	48	30	167	89	18
Future Vol, veh/h	150	48	30	167	89	18
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	163	52	33	182	97	20

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	338	124	0	0	215	0
Stage 1	124	-	-	-	-	-
Stage 2	214	-	-	-	-	-
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	658	927	-	-	1355	-
Stage 1	902	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	611	927	-	-	1355	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	6.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1355
HCM Lane V/C Ratio	-	-	0.323	0.071
HCM Control Delay (s)	-	-	13	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0.2

HCM 6th TWSC
7: Mehaffey Rd & Central Church Rd

09/24/2020

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	61	42	62	52	19
Future Vol, veh/h	105	61	42	62	52	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	66	46	67	57	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	180	0	306
Stage 1	-	-	-	-	147
Stage 2	-	-	-	-	159
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1396	-	686
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	870
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1396	-	663
Mov Cap-2 Maneuver	-	-	-	-	663
Stage 1	-	-	-	-	880
Stage 2	-	-	-	-	840

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	713	-	-	1396	-
HCM Lane V/C Ratio	0.108	-	-	0.033	-
HCM Control Delay (s)	10.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
8: US 27 & Central Church Rd

09/24/2020

Intersection							
Int Delay, s/veh	2.3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↕	↗	↘	↕
Traffic Vol, veh/h	32	82	0	750	59	107	490
Future Vol, veh/h	32	82	0	750	59	107	490
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	0	200	-	200	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	35	89	0	815	64	116	533

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1314	408	533	0	0	879
Stage 1	815	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	150	593	660	-	-	764
Stage 1	396	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	593	660	-	-	764
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	660	-	-	127	593	764
HCM Lane V/C Ratio	-	-	-	0.274	0.15	0.152
HCM Control Delay (s)	0	-	-	43.7	12.1	10.6
HCM Lane LOS	A	-	-	E	B	B
HCM 95th %tile Q(veh)	0	-	-	1	0.5	0.5