

**TRAFFIC IMPACT STUDY  
FOR  
SMARTIES ACADEMY REDEVELOPMENT  
AT 465 CLAIREMONT AVENUE,  
CITY OF DECATUR, GEORGIA**



***Prepared for:***

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***Prepared By:***



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May 5, 2023  
A & R Project # 22-255

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## 1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the planned redevelopment of Smarties Academy at 465 Clairemont Avenue in the City of Decatur, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic generated by the development. The planned Smarties Academy expansion will increase the capacity of the existing day care center from 148 students to 255 students in the future. The project also proposes expanding the existing parking lot and repaving the currently unused exit-only driveway on SR 155 (Clairemont Avenue), which will then be accessible following the site redevelopment.



The development proposes access at the following locations:

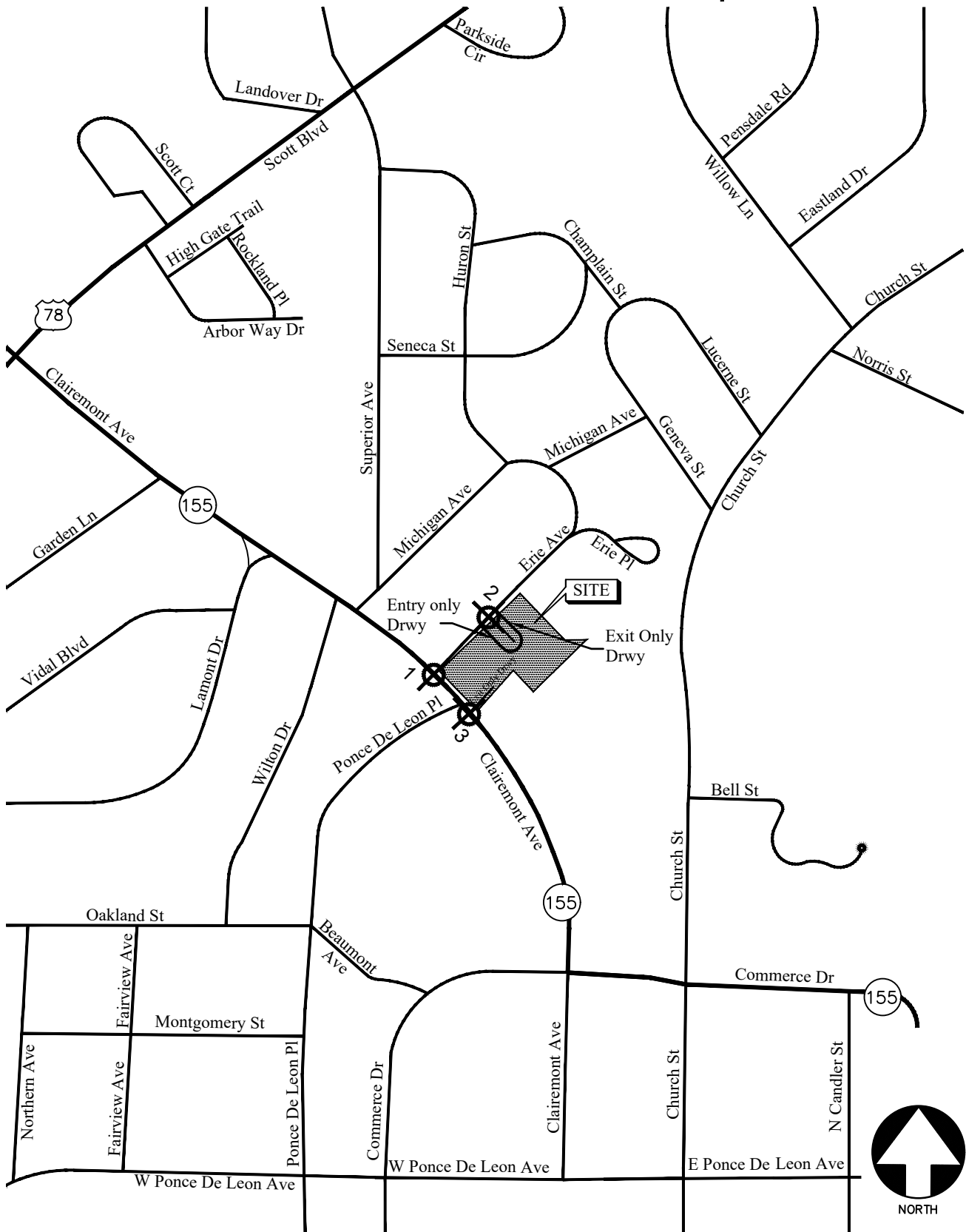
- Full access site driveway on Erie Avenue
- Exit-only driveway on SR 155 (Clairemont Avenue)

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the following intersections:

- SR 155 (Clairemont Avenue) at Erie Avenue
- Erie Avenue at Site Driveway

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.

⊕ Study Intersection



LOCATION MAP

FIGURE 1

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## **2.0 EXISTING FACILITIES / CONDITIONS**

### **2.1 Roadway Facilities**

The following is a brief description of each of the roadway facilities located in proximity to the site:

#### **2.1.1 SR 155 (Clairemont Avenue)**

SR 155 (Clairemont Avenue) is an east-west, four-lane undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID 089-3229) indicate that the daily traffic volume on Clairemont Avenue in 2021 was 16,300 vehicles per day to the west of Erie Avenue. GDOT classifies Clairemont Avenue as a minor arterial urban roadway.

#### **2.1.2 Erie Avenue**

Erie Avenue is a north-south, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

## 3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board’s Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

### 3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from “A” through “F”. Level-of-service “A” indicates excellent operations with little delay to motorists, while level-of-service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

\*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

### 3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

\*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.



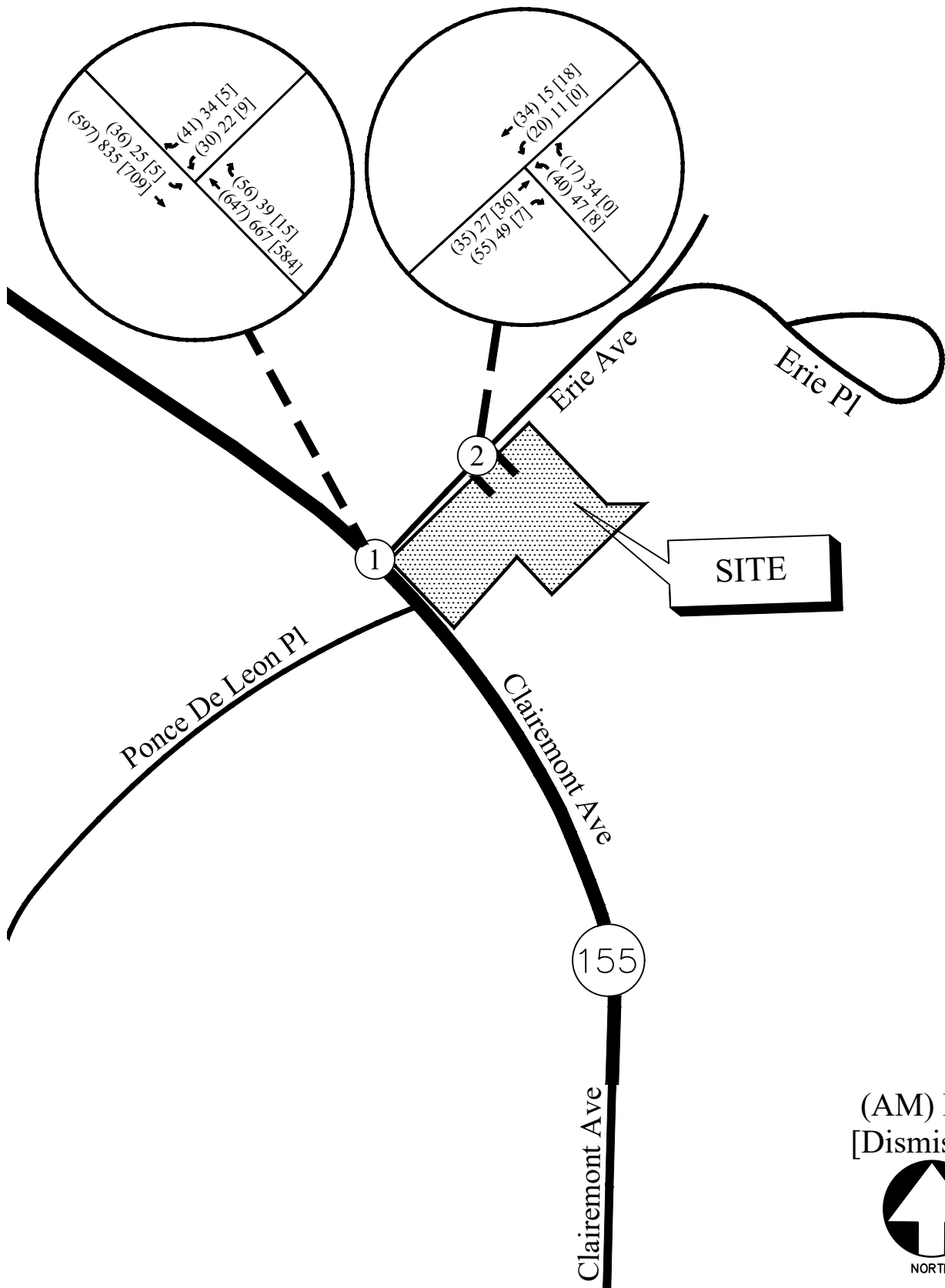
## **4.0 EXISTING 2023 TRAFFIC ANALYSIS**

### **4.1 Existing Traffic Volumes**

Existing traffic counts were obtained at the following study intersections:

- SR 155 (Clairemont Avenue) at Erie Avenue
- Erie Avenue at Smarties Academy Site Driveway




Turning movement counts were collected on Tuesday, January 17, 2023. All turning movement counts were recorded during the AM, local school dismissal, and PM peak hours between 7:00 AM to 9:00 AM, 2:00 PM to 4:00 PM, and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

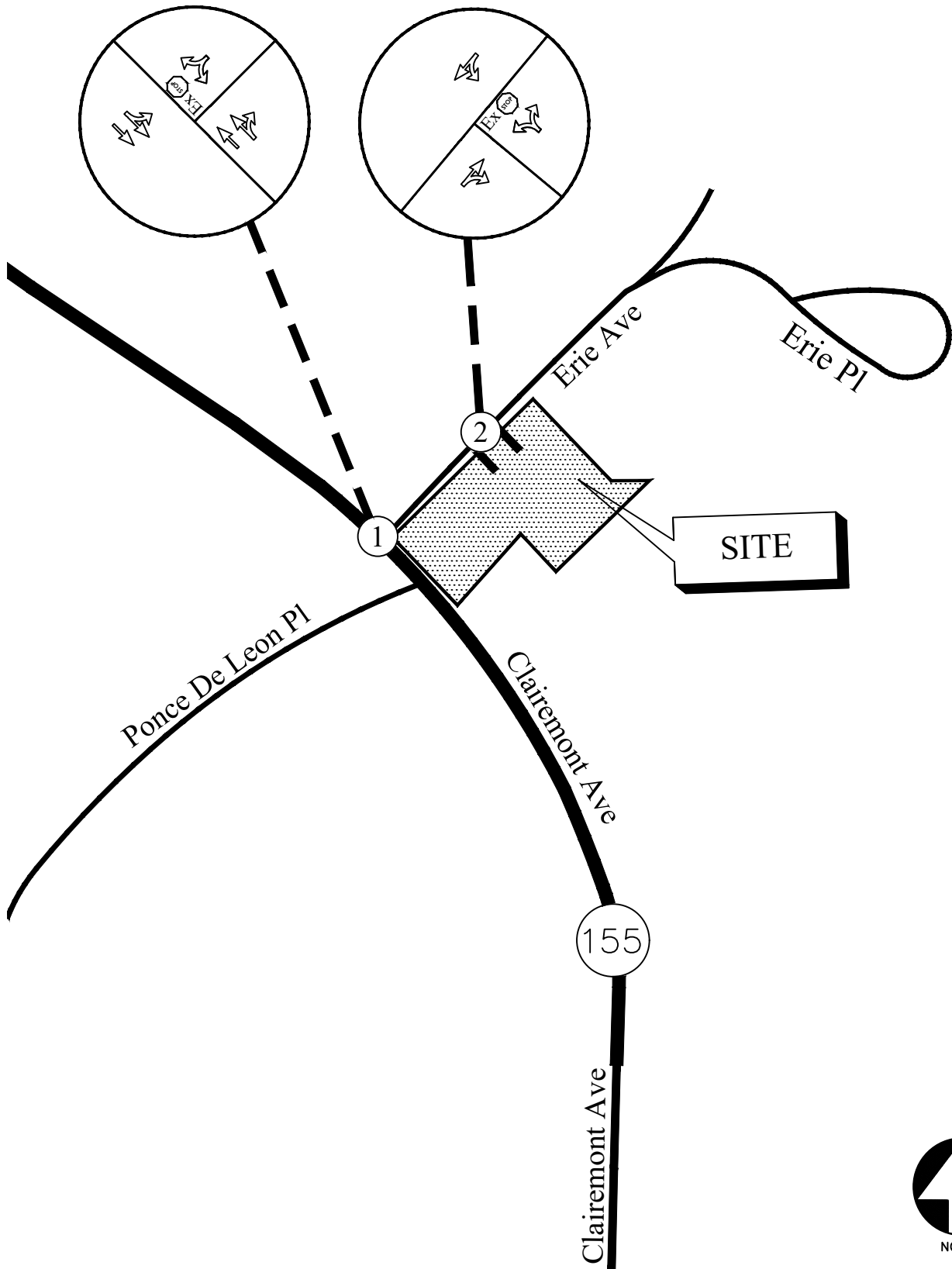


EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2  
A&R Engineering Inc.

**LEGEND**

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

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## 4.2 Existing Traffic Operations

Existing 2023 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS					
Intersection		Traffic Control	LOS (Delay)		
			AM Peak	School Dismissal	PM Peak
1	<b><u>SR 155 (Clairemont Avenue) @ Erie Avenue</u></b>	Stop Controlled on Southbound Approach	A (9.4)	A (9.0)	A (9.3)
	-Eastbound Left -Southbound Approach		C (20.3)	C (18.9)	C (19.5)
2	<b><u>Erie Avenue @ Site Driveway</u></b>	Stop Controlled on Westbound Approach	A (9.7)	A (9.0)	A (9.2)
	-Westbound Approach -Southbound Left		A (7.5)	A (7.3)	A (7.4)

The results of the existing traffic operations analysis indicate that all the approached at the unsignalized study intersections are operating at a level of service “C” or better during the AM, school dismissal and PM peak hours.

## 5.0 PROPOSED DEVELOPMENT

The planned Smarties Academy expansion will increase the capacity of the Day Care Center from 148 students to 255 in the future. The project also proposes expanding the existing parking lot and repaving the currently unused exit-only driveway on SR 155 (Clairemont Avenue), which will then be accessible following the site redevelopment.



The development proposes access at the following locations:

- Full access site driveway on Erie Avenue
- Exit-only driveway on SR 155 (Clairemont Avenue)

A site plan is shown in Figure 4.



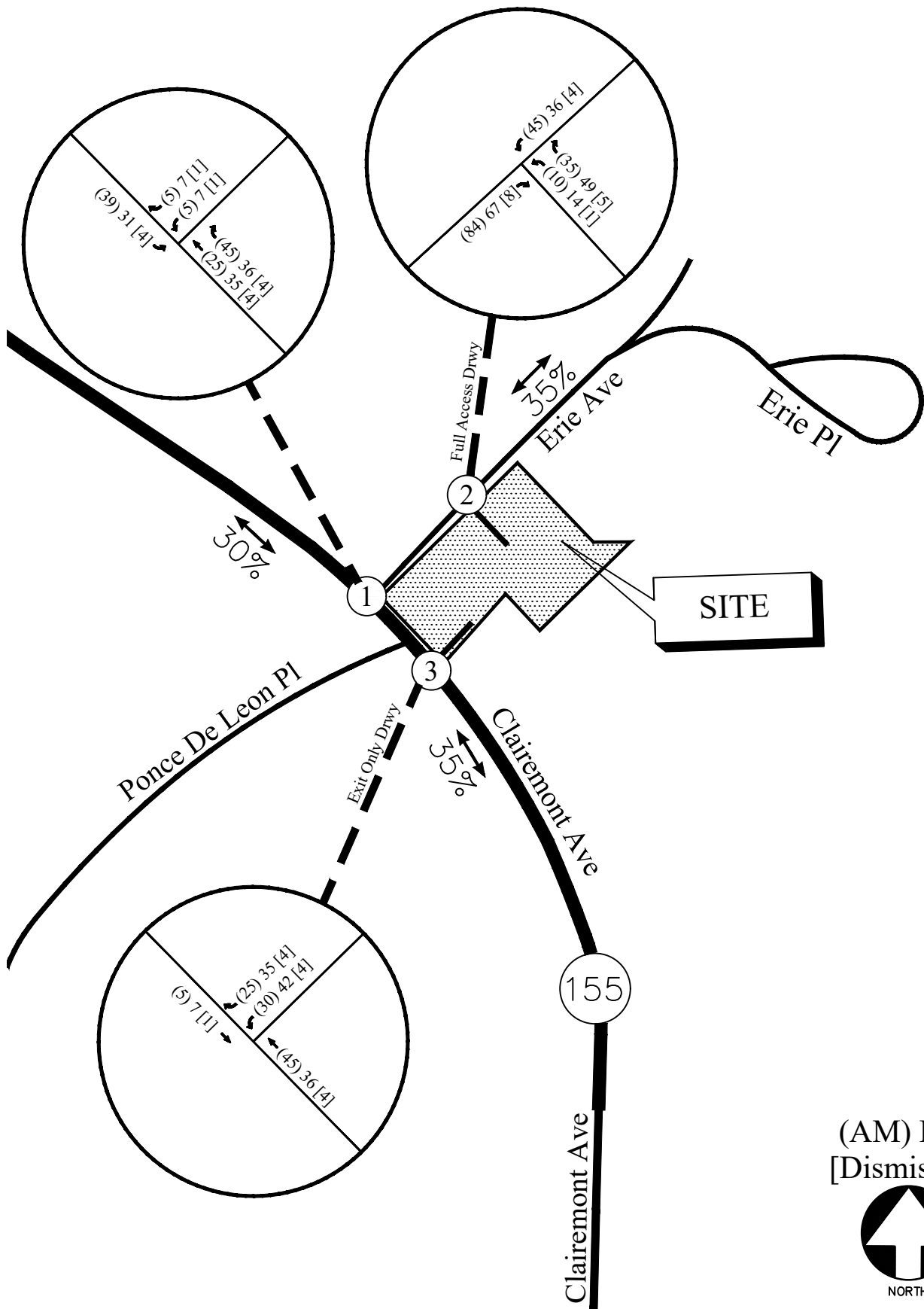
## 5.1 Trip Generation

Smarties Academy is proposing to increase its enrolment to 255 students after its expansion from a 148-student capacity. ITE Trip Generation Manual, 11<sup>th</sup> Edition gives trip generation rates for a maximum of 220 students for the ITE Land Use: *565 – Day Care Center and* recommends that local data should be collected and used to estimate trip generation, if the size of a study site is not within the range of data points presented in the Manual. Since the size of the study is larger than the size of studies reported in the Trip Generation Manual, it was not recommended to use the ITE rates in this case. Instead, the post-redevelopment trip generation (255 students) was estimated by taking the peak hour counts for traffic entering and leaving the existing site, and pro-rating the existing counts by a ratio of 255/148. The estimated ITE 24-Hour 2-way total trip volume for a day care center with 148 students (605 trips) was also pro-rated by the same ratio. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION											
Land Use	Size	AM Peak Hour			PM Peak Hour			School Dismissal Peak Hour			24-Hr 2-way
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	
<i>Existing Day Care Center</i>	148 Students	75	57	132	60	81	141	7	8	15	605
<b>Proposed Redevelopment</b>	255 Students	129	99	227	103	139	243	12	14	26	1,042

## 5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and peak hour new traffic generated by the proposed site are shown in Figure 5.



TRIP DISTRIBUTION AND SITE-GENERATED  
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5  
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## **6.0 FUTURE 2025 TRAFFIC ANALYSIS**

The future 2025 traffic operations are analyzed for the “Build” and “No-Build” conditions.

### **6.1 Future “No-Build” Conditions**

The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of through traffic.

#### **6.1.1 Annual Traffic Growth**

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last three years revealed growth of approximately 2% in the area was used in the analysis. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future “No-Build” volumes on the roadway are shown in Figure 6.

### **6.2 Future “Build” Conditions**

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 7.

### 6.3 Auxiliary Lane Analysis

Included below are analyses for left-turn lanes and deceleration lanes for the main site driveway on Erie Avenue per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume for traffic entering and exiting the site is 1,042 vehicles.

#### 6.3.1 Left Turn Lane Analysis

For two-lane roadways with AADT's under 6,000 vehicles and a posted speed limit of 35 mph or less, the daily site-generated traffic volume threshold to warrant a left turn lane is 300 left-turning vehicles a day. The projected left turn volume per day for the main site driveway is shown in Table 5.

TABLE 5 – GDOT REQUIREMENTS FOR LEFT TURN LANES					
Intersection	Left Turn Traffic (% Total Entering)	Left Turn Volume (vehicles/day)	Roadway Speed / # Lanes / ADT	GDOT Threshold (vehicles/ day)	Warrants Met?
Erie Avenue @ Full Access Site Driveway	35%	<b>182</b> (Total Trips) ÷ 2 × 0.35 = (1,042) ÷ 2 × 0.35 = 182	25 mph / 2-Lane / < 6,000	300	No

A left turn lane is not warranted at the main site driveway.

### 6.3.2 Deceleration Turn Lane Analysis

For two lane roadways with AADT's under 6,000 vehicles and a posted speed limit of 35 mph or less, the daily site generated traffic volume threshold to warrant a deceleration lane is 200 right-turning vehicles a day. The projected right turn volume per day for the main site driveway is shown in Table 6.

TABLE 6 – GDOT REQUIREMENTS FOR DECELERATION LANES					
Intersection	Right Turn Traffic (% total entering)	Right-turn Volume (vehicles/day)	Roadway Speed / # Lanes / ADT	GDOT Threshold (vehicles/day)	Warrants Met?
Erie Avenue @ Full Access Site Driveway	65%	<b>339</b> (Total Trips) ÷ 2 × 0.65 = (1,042) ÷ 2 × 0.65 = 339	25 mph / 2-Lane / < 6,000	200	Yes

The site driveway will meet GDOT warrants for a deceleration lane. However, as GDOT auxiliary lane standards are primarily implemented on state highways with high speed limits, a deceleration lane is not recommended for this driveway with Erie Avenue being a local road with low traffic volumes and a speed limit of only 25 mph. Additionally, the addition of a right turn lane for the site driveway is not considered to be a feasible option due to the lack of available space, as the site frontage along the east side of Erie Avenue is occupied by a sidewalk and mature trees (additional concerns include the grade difference and existing concrete steps leading to the day care building).

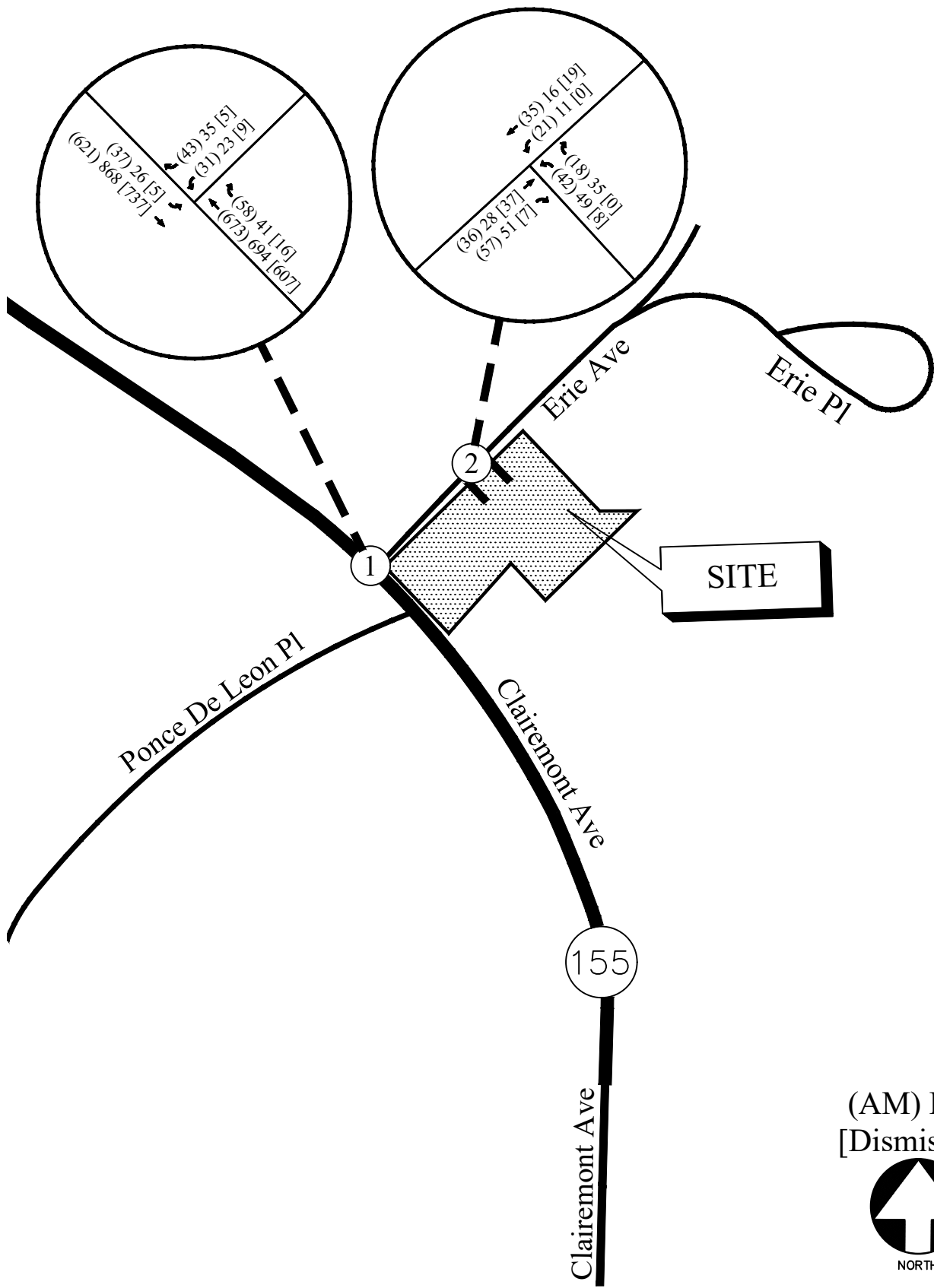


## 6.4 Future Buildout Year 2025 Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 6 and Figure 7, respectively. The results of the future traffic operations analysis for the 2025 buildout year are shown below in Table 7.

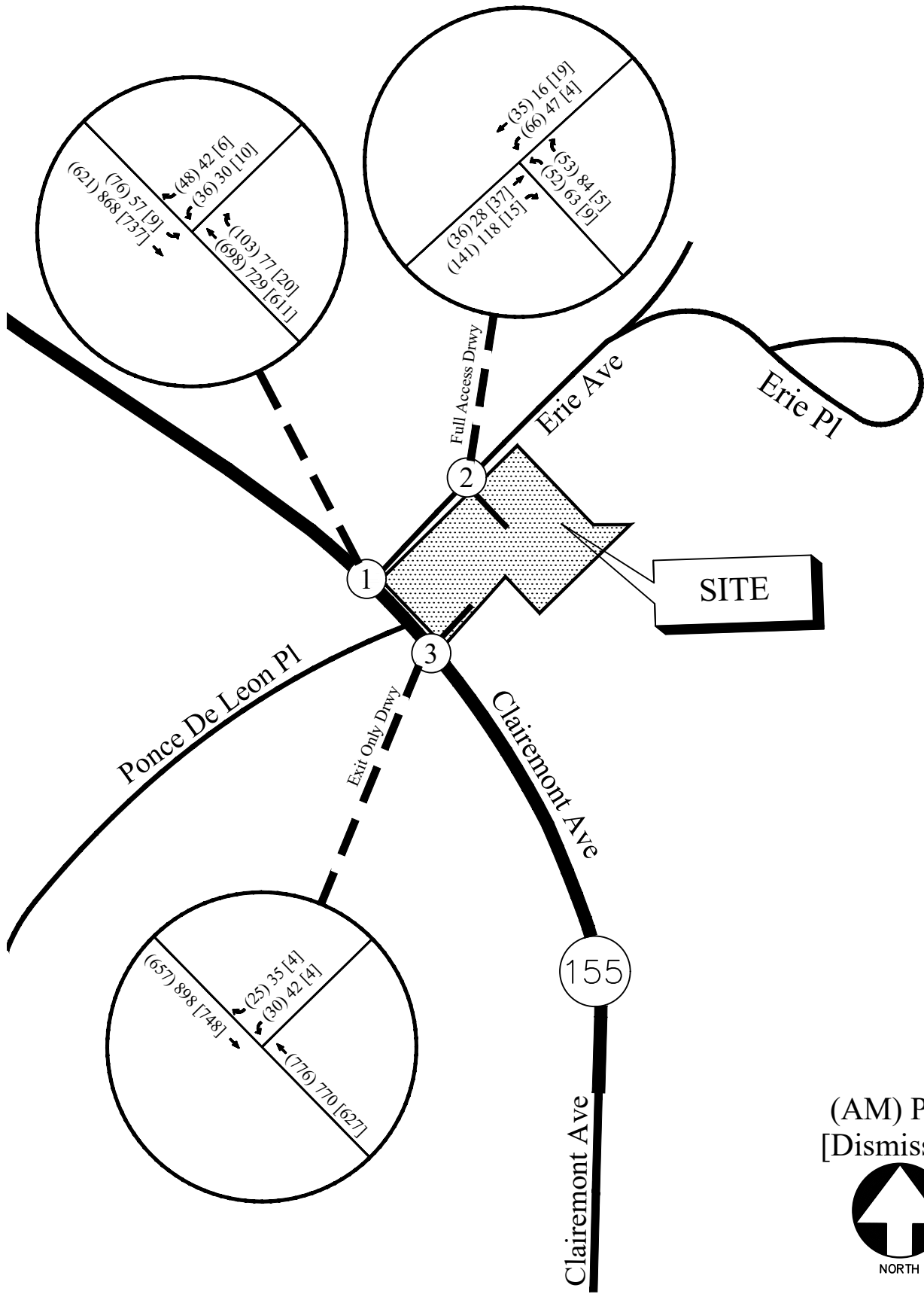
TABLE 7 – FUTURE INTERSECTION OPERATIONS (BUILDOUT YEAR 2025)							
Intersection		Future Condition: LOS (Delay)					
		NO-BUILD (2025)			BUILD (2025)		
		AM	PM	Dismissal	AM	PM	Dismissal
1	<b><u>SR 155 (Clairemont Avenue) @ Erie Avenue</u></b>						
	-Eastbound Left -Southbound Approach	A (9.6) C (21.7)	A (9.4) C (20.9)	A (9.1) C (19.9)	B (10.2) D (31.0)	A (9.9) D (29.2)	A (9.1) C (20.1)
2	<b><u>Erie Avenue @ Site Driveway</u></b>						
	-Westbound Approach -Southbound Left	A (9.8) A (7.5)	A (9.2) A (7.4)	A (9.0) A (0.0)	B (11.2) A (7.9)	B (10.1) A (7.6)	A (9.0) A (7.4)
3	<b><u>SR 155 (Clairemont Avenue) @ Exit-Only Driveway</u></b>						
	-Southbound Approach	-	-	-	C (22.9)	D (30.5)	C (16.6)

The results of the future 2025 traffic operations analysis indicate that all the stop-controlled approaches at the unsignalized study intersections will operate at a level-of-service “D” or better during the AM, School Dismissal, and PM peak hours.



FUTURE 2025 (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6  
A&R Engineering Inc.



FUTURE 2025 (BUILD) WEEKDAY PEAK HOUR  
 VOLUMES

FIGURE 7  
 A&R Engineering Inc.

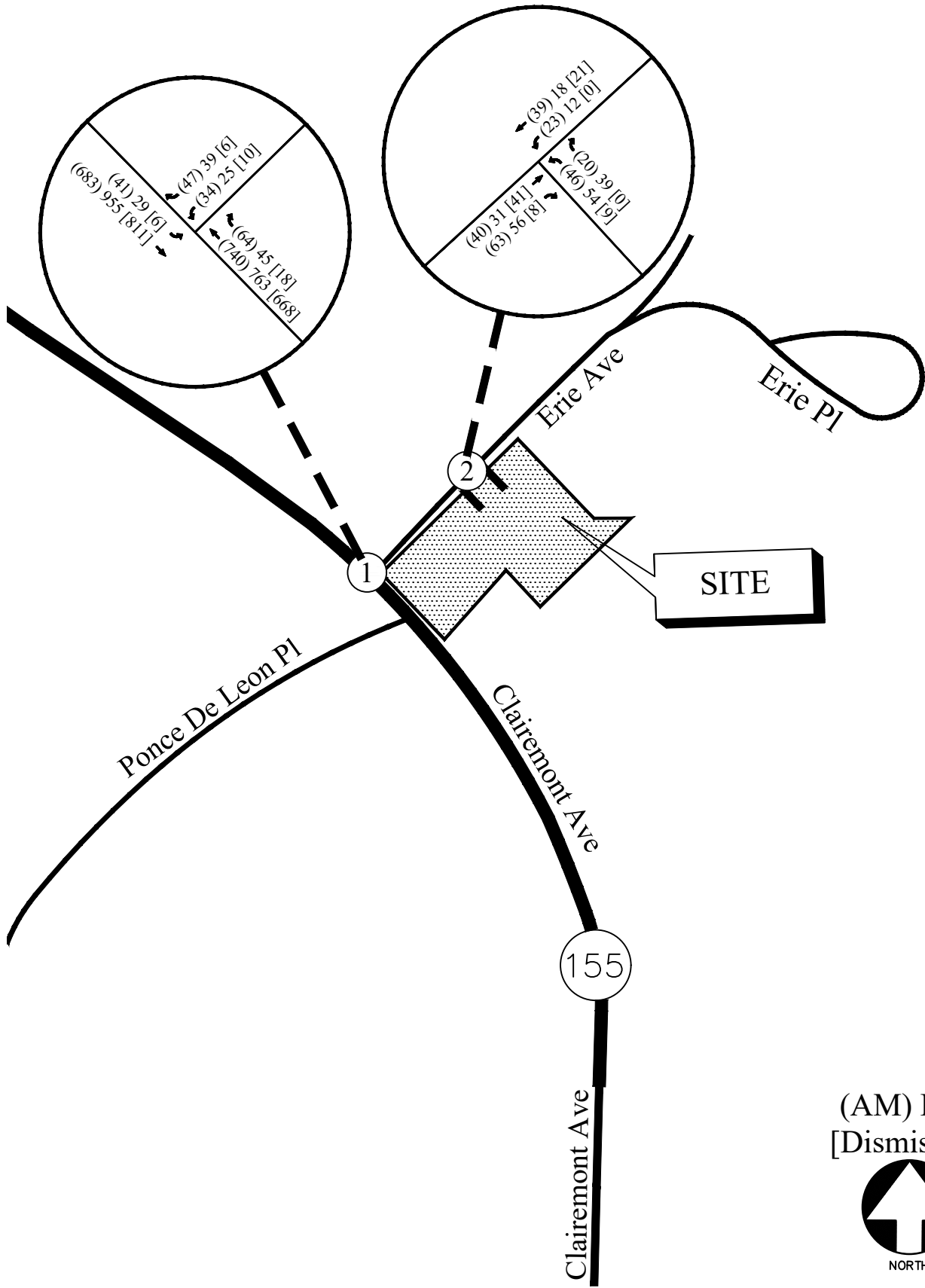
## 6.5 Future Horizon Year 2030 Traffic Operations

The buildout 2025 “No-Build” volumes were grown for five years (from buildout year 2025 to horizon year 2030) to obtain the horizon year 2030 “No-Build” volumes (Figure 9) using the 2% annual traffic growth factor. The additional traffic volumes from the proposed site (Figure 5) added to the horizon year 2030 “No-Build” volumes (Figure 8) to obtain the horizon year 2030 “Build” traffic volumes (Figure 9) after the construction of the development.

The future Horizon 2030 “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 8 and Figure 9, respectively, and the results are shown in Table 8 below.

TABLE 8 – FUTURE INTERSECTION OPERATIONS (HORIZON YEAR 2030)							
Intersection		Future Condition: LOS (Delay)					
		NO-BUILD (2030)			BUILD (2030)		
		AM	PM	Dismissal	AM	PM	Dismissal
1	<b><u>SR 155 (Clairemont Avenue) @ Erie Avenue</u></b>						
	-Eastbound Left -Southbound Approach	A (9.9) D (26.9)	A (9.7) C (24.9)	A (9.4) C (22.4)	B (10.6) E (42.5)	B (10.3) E (37.9)	A (9.4) C (22.9)
2	<b><u>Erie Avenue @ Site Driveway</u></b>						
	-Westbound Approach -Southbound Left	B (10.0) A (7.5)	A (9.3) A (7.4)	A (9.0) A (0.0)	B (11.5) A (7.9)	B (10.3) A (7.6)	A (9.0) A (7.4)
3	<b><u>SR 155 (Clairemont Avenue) @ Exit-Only Driveway</u></b>						
	-Southbound Approach	-	-	-	D (27.0)	E (39.0)	C (18.4)

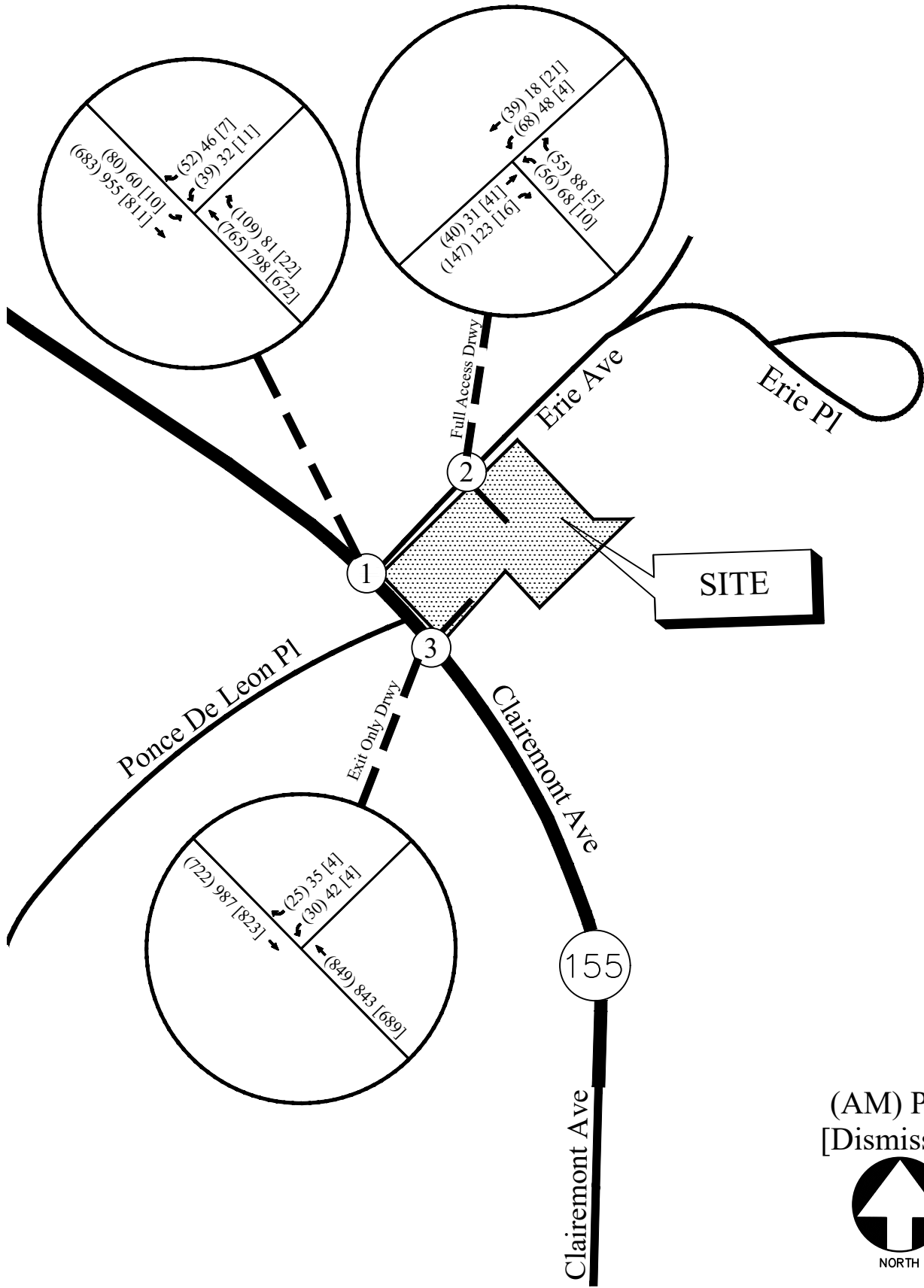
The results of the future 2030 traffic operations analysis indicate that the stop-controlled approaches at the unsignalized study intersections will operate at a level of service “E” or better during the AM, School Dismissal, and PM peak hours. It is not unusual for minor side streets that are stop sign controlled to experience higher delays due to the time gap required for vehicles to make turning movements on busy roadways. Signal warrants will not be met at any of the study intersections in future “Build” 2030 conditions. Recommendations for future traffic control and lane geometry are shown in Figure 10.



FUTURE 2030 (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8  
A&R Engineering Inc.









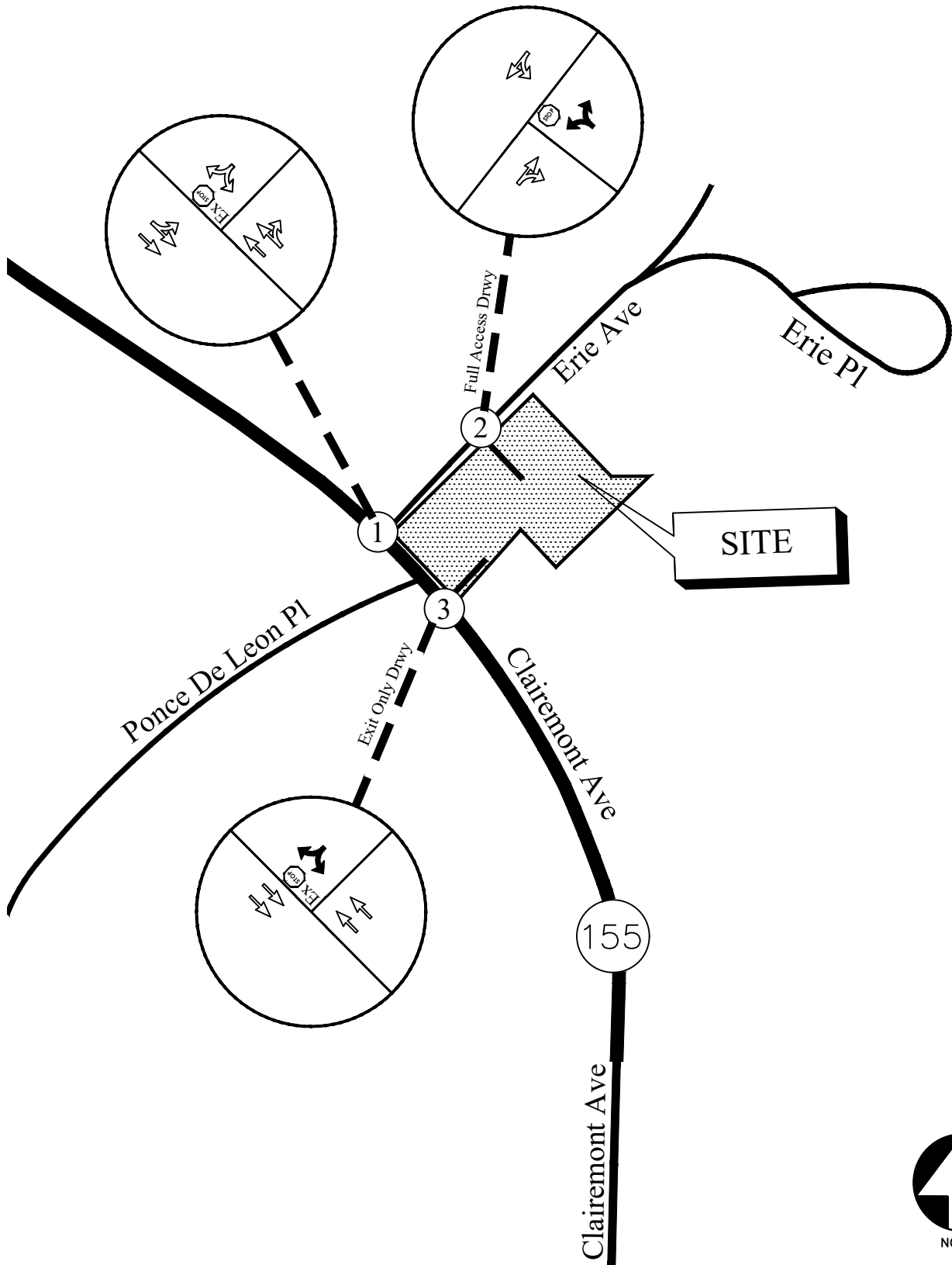


FUTURE 2030 (BUILD) WEEKDAY PEAK HOUR  
 VOLUMES

FIGURE 9  
 A&R Engineering Inc.

**LEGEND**

- |  |                          |   |                          |
|--|--------------------------|---|--------------------------|
| Ex    | Existing Signed Approach |    | Proposed Signed Approach |
|      | Existing Lane Geometry   |   | Proposed Lane Geometry   |
| Ex  | Existing Traffic Signal  |  | Proposed Traffic Signal  |



**FUTURE TRAFFIC CONTROL AND LANE GEOMETRY**

**FIGURE 10**

**A&R Engineering Inc.**

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the planned redevelopment of Smarties Academy at 465 Clairemont Avenue in the City of Decatur, Georgia. The planned Smarties Academy expansion will increase the capacity of the Day Care Center from 148 students to 255 in the future. The project also proposes expanding the existing parking lot and repaving the currently unused exit-only driveway on SR 155 (Clairemont Avenue), which will then be accessible following the site redevelopment.

The development proposes access at the following locations:

- Full access site driveway on Erie Avenue
- Exit-only driveway on SR 155 (Clairemont Avenue)

Existing and future operations after completion of the project were analyzed at the intersections of:

- SR 155 (Clairemont Avenue) at Erie Avenue
- Erie Avenue at Full Access Site Driveway
- SR 155 (Clairemont Avenue) at Exit-Only Site Driveway

The analysis included the evaluation of Future operations for “No-Build” and “Build” conditions, both of which account for increases in the annual growth of through traffic. The results of the future 2025 traffic operations analysis indicate that all the stop-controlled approaches at the unsignalized study intersections will operate at a level-of-service “D” or better during the AM, School Dismissal, and PM peak hours. The results of the future 2030 traffic operations analysis indicate that the stop-controlled approaches at the unsignalized study intersections will operate at a level of service “E” or better during the AM, School Dismissal, and PM peak hours. It is not unusual for minor side streets that are stop sign controlled to experience higher delays due to the time gap required for vehicles to make turning movements on busy roadways. Signal warrants will not be met at any of the study intersections in future “Build” 2030 conditions. Based on the analysis, the proposed development will have minimal impact on traffic operations in the study network.

### 7.1 Recommendations for Site Access Configuration

The following access configuration is recommended for the proposed site driveway intersections:

- Full access driveway on Erie Avenue
  - One entering lane and one exiting lane
  - Stop-sign controlled on the driveway approach with Erie Avenue remaining free-flow
  - Provide adequate sight distance per AASHTO standards
- Exit-only driveway on SR 155 (Clairemont Avenue)
  - One exiting lane (no entrance access)
  - Stop-sign controlled on the driveway approach with SR 155 (Clairemont Avenue) remaining free-flow
  - Provide adequate sight distance per AASHTO standards

## **Appendix**

Existing Intersection Traffic Counts .....	
Linear Regression of Daily Traffic.....	
Existing Intersection Analysis.....	
Future “No-Build” Intersection Analysis – Buildout Year 2025 .....	
Future “Build” Intersection Analysis – Buildout Year 2025 .....	
Future “No-Build” Intersection Analysis – Horizon Year 2030 .....	
Future “Build” Intersection Analysis – Horizon Year 2030 .....	
Traffic Volume Worksheets .....	

## **EXISTING INTERSECTION TRAFFIC COUNTS**

# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
SR 155 (Clairmont Ave) @ Erie Ave  
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220555  
Site Code : 20220555  
Start Date : 01-17-2023  
Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Northbound				Erie Ave Southbound				SR 155 (Clairmont Ave) Eastbound				SR 155 (Clairmont Ave) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	3	82	0	85	0	166	2	168	254
07:15 AM	0	0	0	0	1	0	0	1	2	74	0	76	0	184	4	188	265
07:30 AM	0	0	0	0	3	0	5	8	8	94	0	102	0	202	5	207	317
07:45 AM	0	0	0	0	5	0	8	13	7	142	0	149	0	181	17	198	360
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>23</b>	<b>20</b>	<b>392</b>	<b>0</b>	<b>412</b>	<b>0</b>	<b>733</b>	<b>28</b>	<b>761</b>	<b>1196</b>
08:00 AM	0	0	0	0	8	0	9	17	11	142	0	153	0	140	16	156	326
08:15 AM	0	0	0	0	12	0	15	27	10	164	0	174	0	157	19	176	377
08:30 AM	0	0	0	0	5	0	9	14	8	149	0	157	0	169	4	173	344
08:45 AM	0	0	0	0	5	0	8	13	4	132	0	136	0	183	5	188	337
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>41</b>	<b>71</b>	<b>33</b>	<b>587</b>	<b>0</b>	<b>620</b>	<b>0</b>	<b>649</b>	<b>44</b>	<b>693</b>	<b>1384</b>
*** BREAK ***																	
02:00 PM	0	0	0	0	1	0	3	4	2	104	0	106	0	142	6	148	258
02:15 PM	0	0	0	0	3	0	0	3	2	131	0	133	0	124	6	130	266
02:30 PM	0	0	0	0	1	0	0	1	8	146	0	154	0	128	12	140	295
02:45 PM	0	0	0	0	10	0	7	17	1	173	0	174	0	127	5	132	323
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>13</b>	<b>554</b>	<b>0</b>	<b>567</b>	<b>0</b>	<b>521</b>	<b>29</b>	<b>550</b>	<b>1142</b>
03:00 PM	0	0	0	0	0	0	1	1	2	138	0	140	0	131	3	134	275
03:15 PM	0	0	0	0	0	0	1	1	0	197	0	197	0	156	3	159	357
03:30 PM	0	0	0	0	2	0	3	5	1	165	0	166	0	144	3	147	318
03:45 PM	0	0	0	0	7	0	0	7	2	209	0	211	0	153	6	159	377
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>709</b>	<b>0</b>	<b>714</b>	<b>0</b>	<b>584</b>	<b>15</b>	<b>599</b>	<b>1327</b>
04:00 PM	0	0	0	0	6	0	6	12	8	208	0	216	0	151	9	160	388
04:15 PM	0	0	0	0	2	0	5	7	4	193	0	197	0	157	3	160	364
04:30 PM	0	0	0	0	2	0	6	8	2	182	0	184	0	165	8	173	365
04:45 PM	0	0	0	0	2	0	11	13	8	222	0	230	0	135	15	150	393
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>22</b>	<b>805</b>	<b>0</b>	<b>827</b>	<b>0</b>	<b>608</b>	<b>35</b>	<b>643</b>	<b>1510</b>
05:00 PM	0	0	0	0	7	0	11	18	5	209	0	214	0	164	10	174	406
05:15 PM	0	0	0	0	6	0	7	13	7	201	0	208	0	182	15	197	418
05:30 PM	0	0	0	0	6	0	13	19	9	209	0	218	0	146	8	154	391
05:45 PM	0	0	0	0	3	0	3	6	4	216	0	220	0	175	6	181	407
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>34</b>	<b>56</b>	<b>25</b>	<b>835</b>	<b>0</b>	<b>860</b>	<b>0</b>	<b>667</b>	<b>39</b>	<b>706</b>	<b>1622</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>132</b>	<b>229</b>	<b>118</b>	<b>3882</b>	<b>0</b>	<b>4000</b>	<b>0</b>	<b>3762</b>	<b>190</b>	<b>3952</b>	<b>8181</b>
Apprch %	0	0	0		42.4	0	57.6		3	97.1	0		0	95.2	4.8		
Total %	0	0	0		1.2	0	1.6	2.8	1.4	47.5	0	48.9	0	46	2.3	48.3	

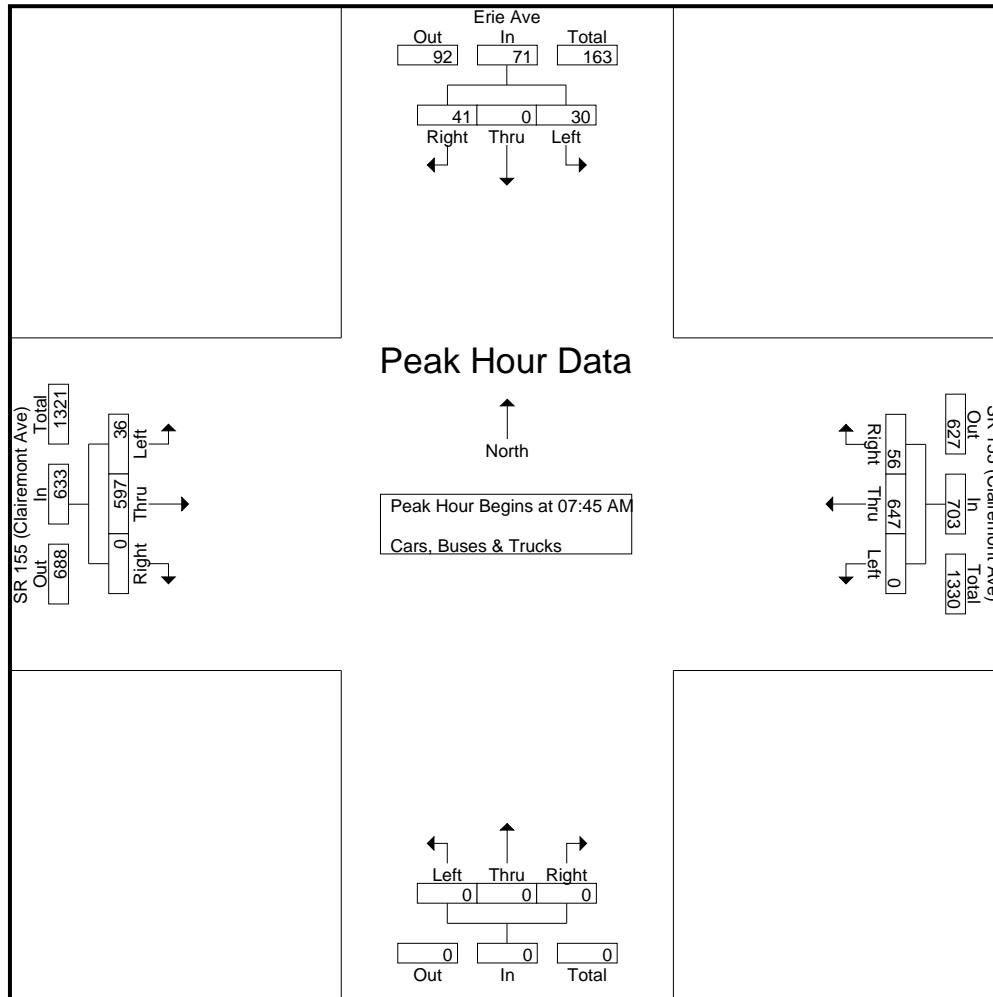
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
SR 155 (Clairmont Ave) @ Erie Ave  
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220555  
Site Code : 20220555  
Start Date : 01-17-2023  
Page No : 2

Start Time	Northbound				Erie Ave Southbound				SR 155 (Clairmont Ave) Eastbound				SR 155 (Clairmont Ave) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	5	0	8	13	7	142	0	149	0	181	17	198	360
08:00 AM	0	0	0	0	8	0	9	17	11	142	0	153	0	140	16	156	326
08:15 AM	0	0	0	0	12	0	15	27	10	164	0	174	0	157	19	176	377
08:30 AM	0	0	0	0	5	0	9	14	8	149	0	157	0	169	4	173	344
Total Volume	0	0	0	0	30	0	41	71	36	597	0	633	0	647	56	703	1407
% App. Total	0	0	0	0	42.3	0	57.7	71	5.7	94.3	0	633	0	92	8	703	1407
PHF	.000	.000	.000	.000	.625	.000	.683	.657	.818	.910	.000	.909	.000	.894	.737	.888	.933



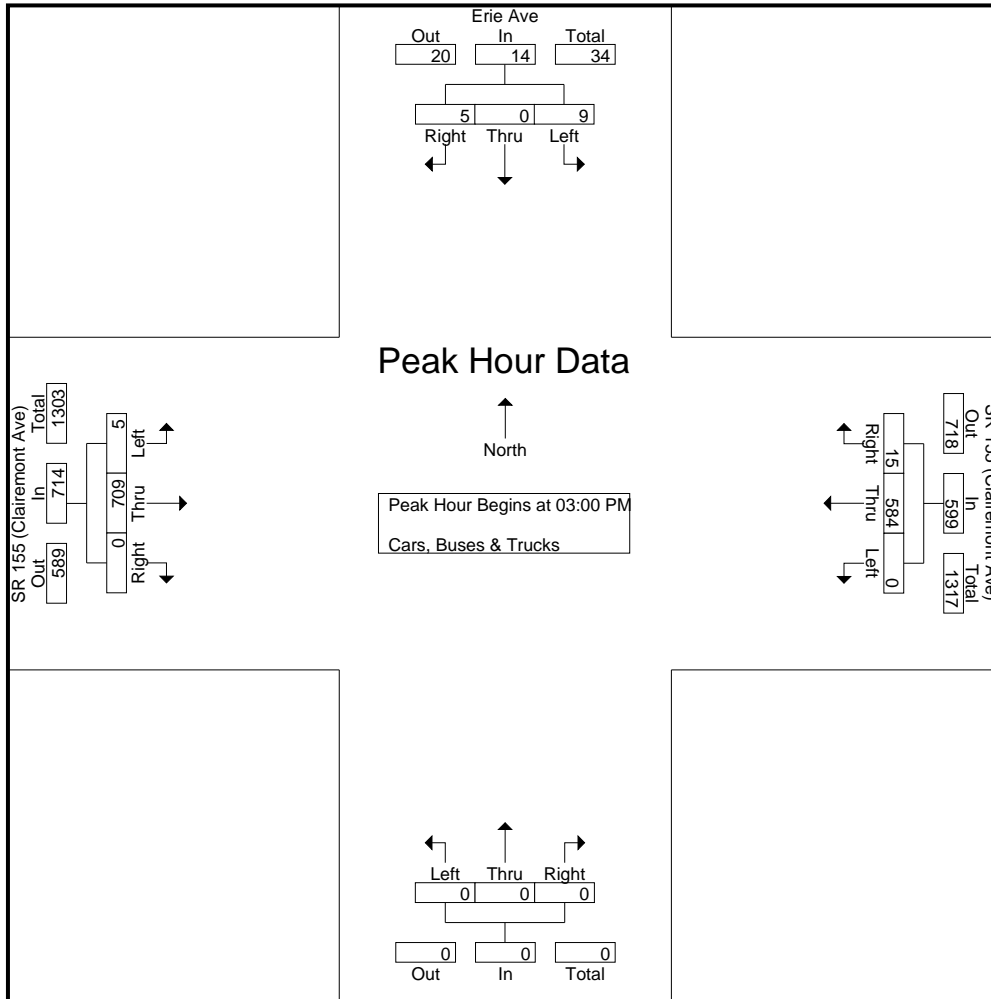
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
SR 155 (Clairmont Ave) @ Erie Ave  
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220555  
Site Code : 20220555  
Start Date : 01-17-2023  
Page No : 3

Start Time	Northbound				Erie Ave Southbound				SR 155 (Clairmont Ave) Eastbound				SR 155 (Clairmont Ave) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	1	1	2	138	0	140	0	131	3	134	275
03:15 PM	0	0	0	0	0	0	1	1	0	197	0	197	0	<b>156</b>	3	<b>159</b>	357
03:30 PM	0	0	0	0	2	0	<b>3</b>	5	1	165	0	166	0	144	3	147	318
03:45 PM	0	0	0	0	7	0	0	7	2	<b>209</b>	0	<b>211</b>	0	153	6	159	<b>377</b>
Total Volume	0	0	0	0	9	0	5	14	5	709	0	714	0	584	15	599	1327
% App. Total	0	0	0	0	64.3	0	35.7		0.7	99.3	0		0	97.5	2.5		
PHF	.000	.000	.000	.000	.321	.000	.417	.500	.625	.848	.000	.846	.000	.936	.625	.942	.880





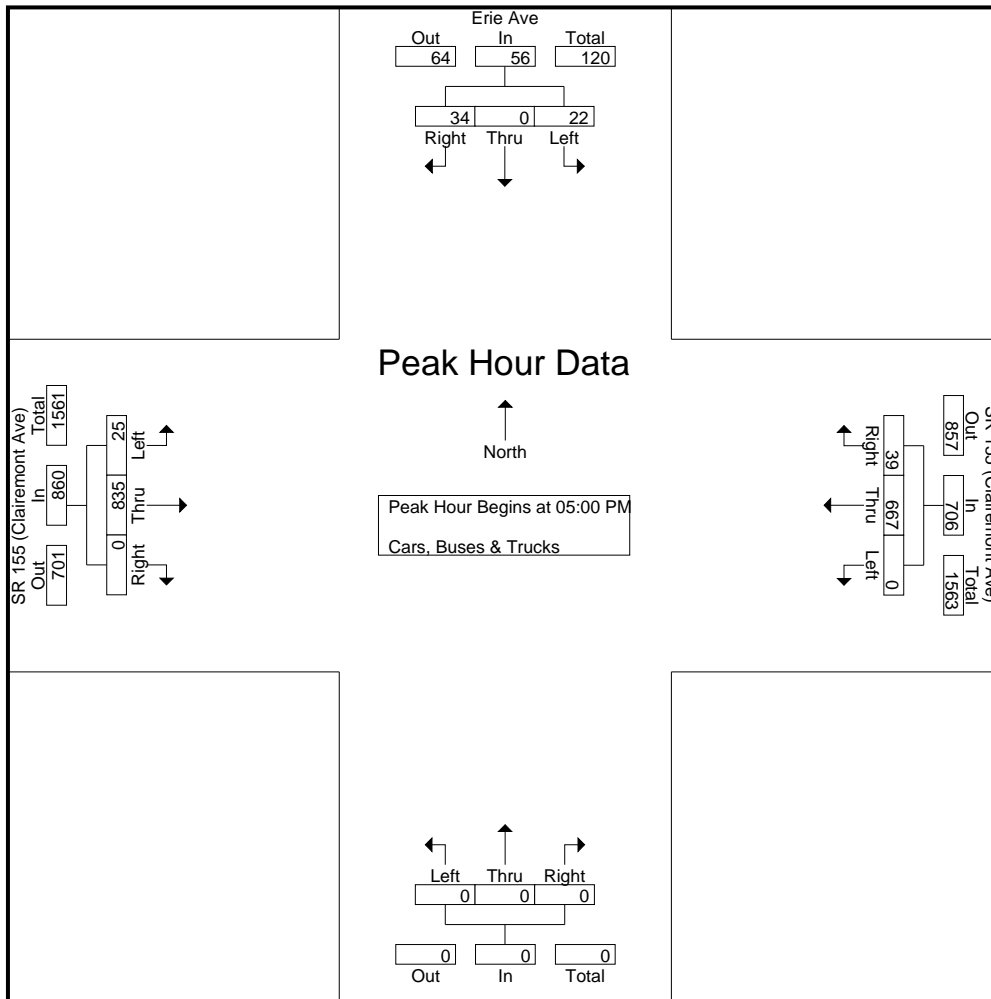
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
SR 155 (Clairmont Ave) @ Erie Ave  
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220555  
Site Code : 20220555  
Start Date : 01-17-2023  
Page No : 4

Start Time	Northbound				Erie Ave Southbound				SR 155 (Clairmont Ave) Eastbound				SR 155 (Clairmont Ave) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	7	0	11	18	5	209	0	214	0	164	10	174	406
05:15 PM	0	0	0	0	6	0	7	13	7	201	0	208	0	182	15	197	418
05:30 PM	0	0	0	0	6	0	13	19	9	209	0	218	0	146	8	154	391
05:45 PM	0	0	0	0	3	0	3	6	4	216	0	220	0	175	6	181	407
Total Volume	0	0	0	0	22	0	34	56	25	835	0	860	0	667	39	706	1622
% App. Total	0	0	0	0	39.3	0	60.7		2.9	97.1	0		0	94.5	5.5		
PHF	.000	.000	.000	.000	.786	.000	.654	.737	.694	.966	.000	.977	.000	.916	.650	.896	.970



# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Erie Ave @ Site Drwy  
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220556  
Site Code : 20220556  
Start Date : 01-17-2023  
Page No : 1

### Groups Printed- Cars, Buses & Trucks

Start Time	Erie Ave Northbound				Erie Ave Southbound				Eastbound				Site Drwy Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	3	5	0	1	0	1	0	0	0	0	0	0	1	1	7
07:15 AM	0	2	4	6	2	2	0	4	0	0	0	0	0	0	0	0	10
07:30 AM	0	5	10	15	5	1	0	6	0	0	0	0	6	0	3	9	30
07:45 AM	0	13	9	22	4	6	0	10	0	0	0	0	7	0	3	10	42
<b>Total</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>48</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>20</b>	<b>89</b>
08:00 AM	0	10	16	26	5	14	0	19	0	0	0	0	6	0	6	12	57
08:15 AM	0	10	18	28	8	11	0	19	0	0	0	0	16	0	4	20	67
08:30 AM	0	2	12	14	3	3	0	6	0	0	0	0	11	0	4	15	35
08:45 AM	0	5	5	10	5	2	0	7	0	0	0	0	12	0	3	15	32
<b>Total</b>	<b>0</b>	<b>27</b>	<b>51</b>	<b>78</b>	<b>21</b>	<b>30</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>191</b>
<b>*** BREAK ***</b>																	
02:00 PM	0	7	0	7	0	2	0	2	0	0	0	0	2	0	0	2	11
02:15 PM	0	5	0	5	0	3	0	3	0	0	0	0	0	0	0	0	8
02:30 PM	0	15	5	20	0	4	0	4	0	0	0	0	1	0	0	1	25
02:45 PM	0	9	2	11	0	9	0	9	0	0	0	0	5	0	0	5	25
<b>Total</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>43</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>
03:00 PM	0	2	3	5	0	0	0	0	0	0	0	0	2	0	2	4	9
03:15 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
03:30 PM	0	3	2	5	0	5	0	5	0	0	0	0	0	0	0	0	10
03:45 PM	0	6	1	7	2	7	0	9	0	0	0	0	0	0	2	2	18
<b>Total</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>20</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>42</b>
04:00 PM	0	10	7	17	1	6	0	7	0	0	0	0	5	0	2	7	31
04:15 PM	0	4	3	7	4	2	0	6	0	0	0	0	4	0	3	7	20
04:30 PM	0	3	6	9	7	2	0	9	0	0	0	0	8	0	4	12	30
04:45 PM	0	5	16	21	6	4	0	10	0	0	0	0	8	0	10	18	49
<b>Total</b>	<b>0</b>	<b>22</b>	<b>32</b>	<b>54</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>130</b>
05:00 PM	0	5	12	17	2	5	0	7	0	0	0	0	12	0	7	19	43
05:15 PM	0	7	14	21	1	5	0	6	0	0	0	0	13	0	9	22	49
05:30 PM	0	10	7	17	2	1	0	3	0	0	0	0	14	0	8	22	42
05:45 PM	0	9	1	10	1	4	0	5	0	0	0	0	2	0	3	5	20
<b>Total</b>	<b>0</b>	<b>31</b>	<b>34</b>	<b>65</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>154</b>
<b>Grand Total</b>	<b>0</b>	<b>152</b>	<b>156</b>	<b>308</b>	<b>58</b>	<b>101</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>74</b>	<b>208</b>	<b>675</b>
Apprch %	0	49.4	50.6		36.5	63.5	0		0	0	0		64.4	0	35.6		
Total %	0	22.5	23.1	45.6	8.6	15	0	23.6	0	0	0	0	19.9	0	11	30.8	

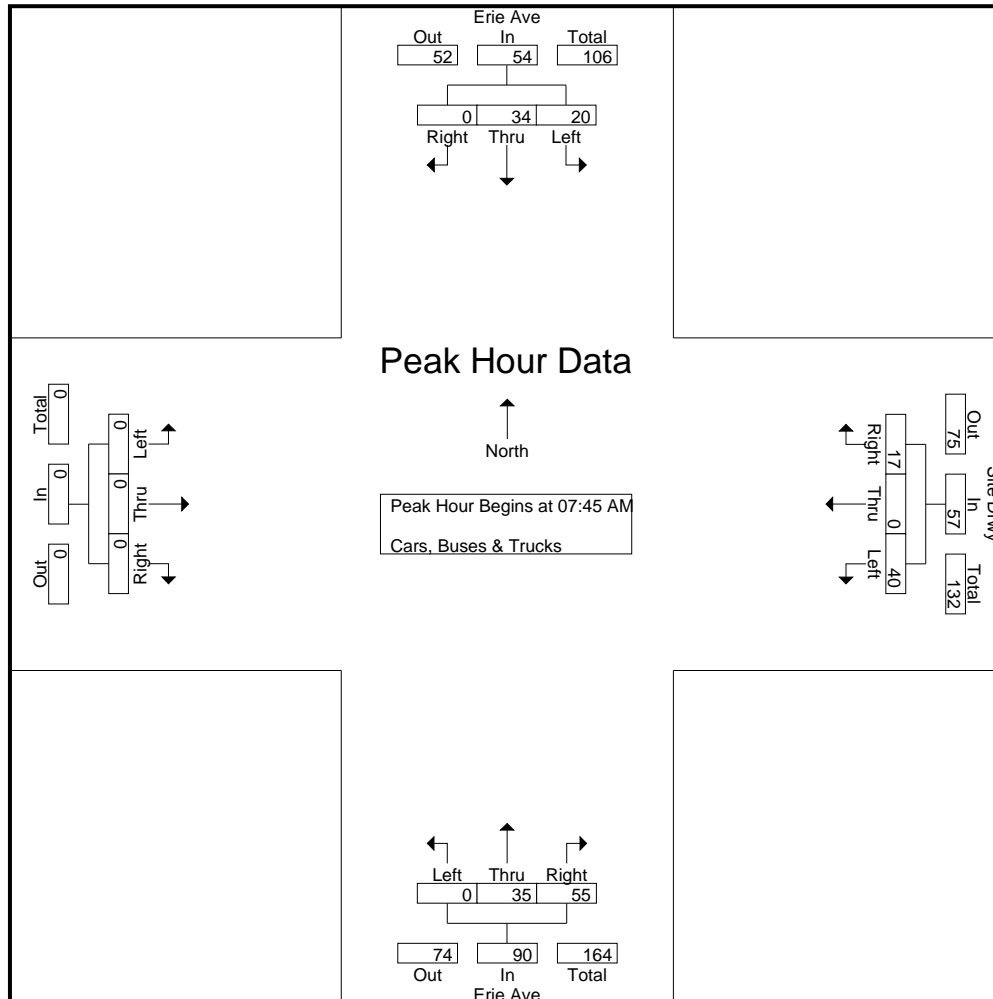
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Erie Ave @ Site Drwy  
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220556  
Site Code : 20220556  
Start Date : 01-17-2023  
Page No : 2

Start Time	Erie Ave Northbound				Erie Ave Southbound				Eastbound				Site Drwy Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	13	9	22	4	6	0	10	0	0	0	0	7	0	3	10	42
08:00 AM	0	10	16	26	5	14	0	19	0	0	0	0	6	0	6	12	57
08:15 AM	0	10	18	28	8	11	0	19	0	0	0	0	16	0	4	20	67
08:30 AM	0	2	12	14	3	3	0	6	0	0	0	0	11	0	4	15	35
Total Volume	0	35	55	90	20	34	0	54	0	0	0	0	40	0	17	57	201
% App. Total	0	38.9	61.1		37	63	0		0	0	0		70.2	0	29.8		
PHF	.000	.673	.764	.804	.625	.607	.000	.711	.000	.000	.000	.000	.625	.000	.708	.713	.750



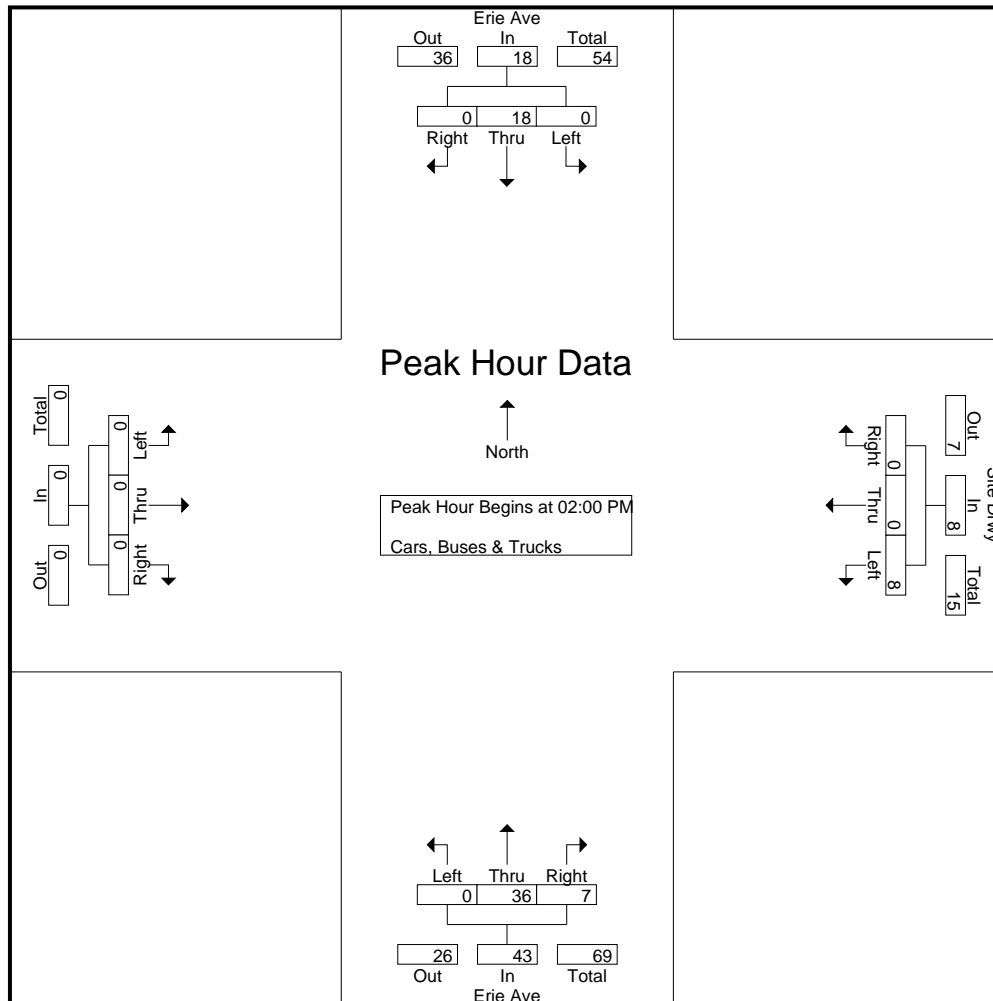
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Erie Ave @ Site Drwy  
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220556  
Site Code : 20220556  
Start Date : 01-17-2023  
Page No : 3

Start Time	Erie Ave Northbound				Erie Ave Southbound				Eastbound				Site Drwy Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	7	0	7	0	2	0	2	0	0	0	0	2	0	0	2	11
02:15 PM	0	5	0	5	0	3	0	3	0	0	0	0	0	0	0	0	8
02:30 PM	0	15	5	20	0	4	0	4	0	0	0	0	1	0	0	1	25
02:45 PM	0	9	2	11	0	9	0	9	0	0	0	0	5	0	0	5	25
Total Volume	0	36	7	43	0	18	0	18	0	0	0	0	8	0	0	8	69
% App. Total	0	83.7	16.3		0	100	0		0	0	0		100	0	0		
PHF	.000	.600	.350	.538	.000	.500	.000	.500	.000	.000	.000	.000	.400	.000	.000	.400	.690



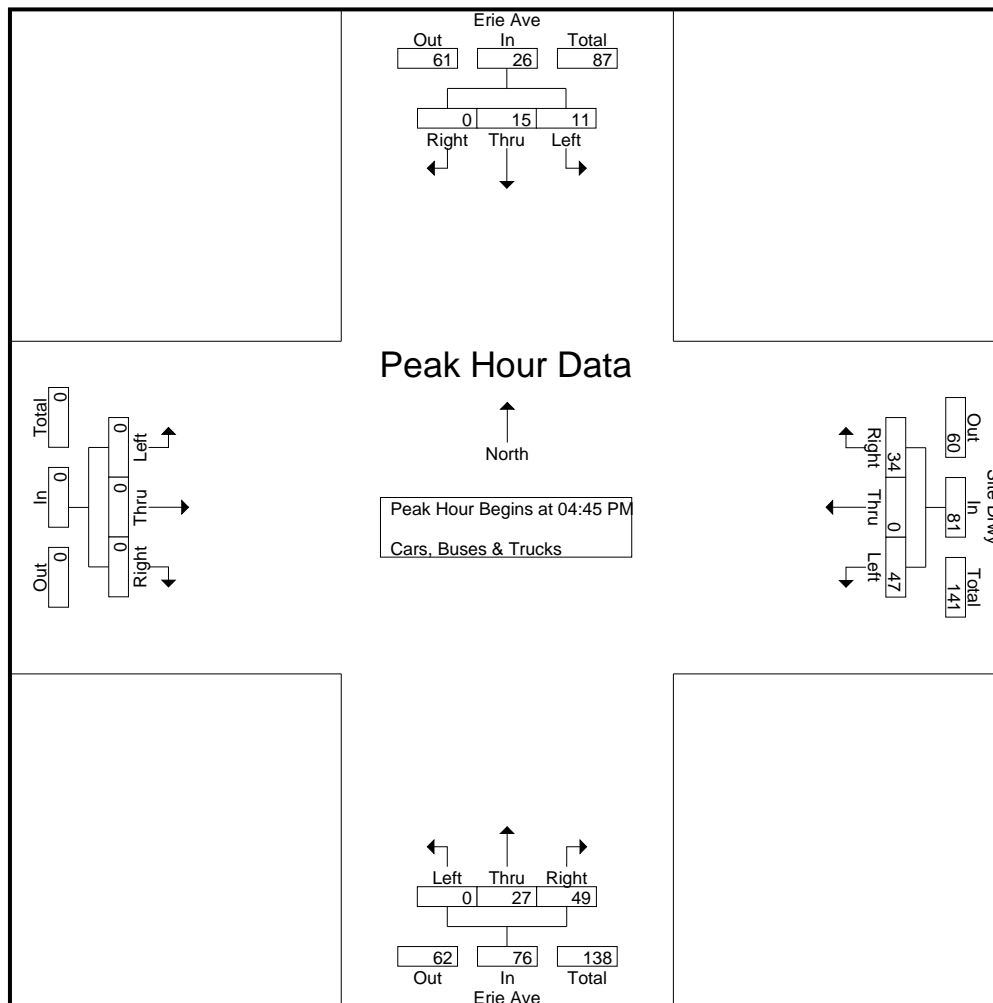
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Erie Ave @ Site Drwy  
7-9 am | 2-4 pm | 4-6 pm

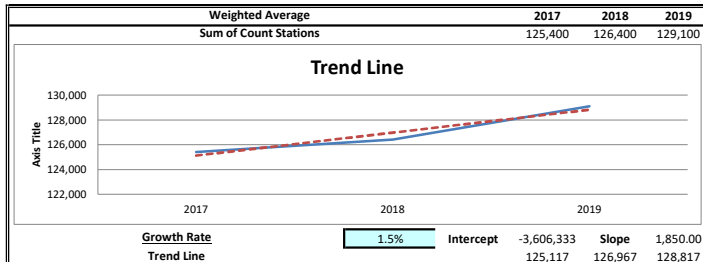
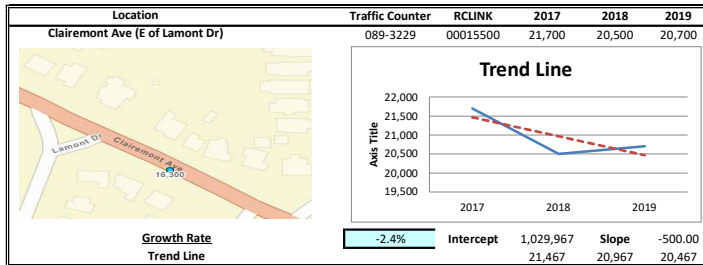
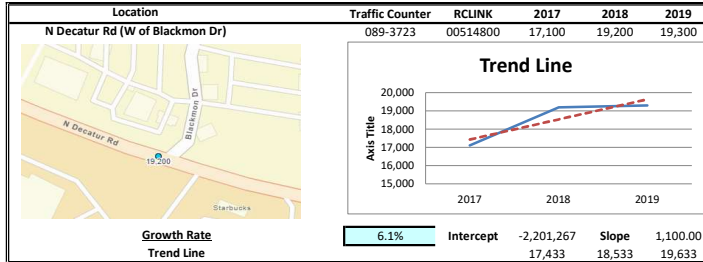
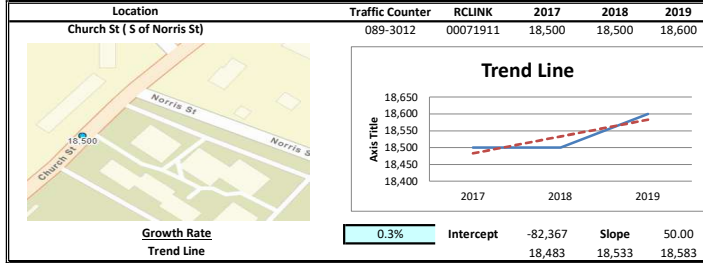
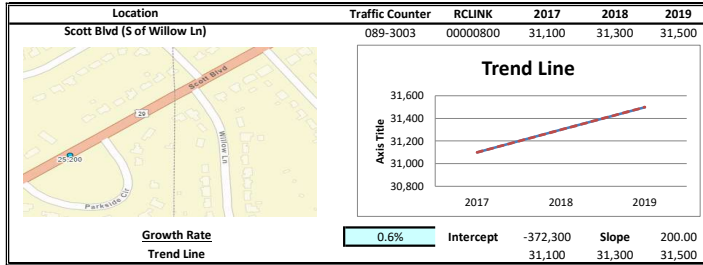
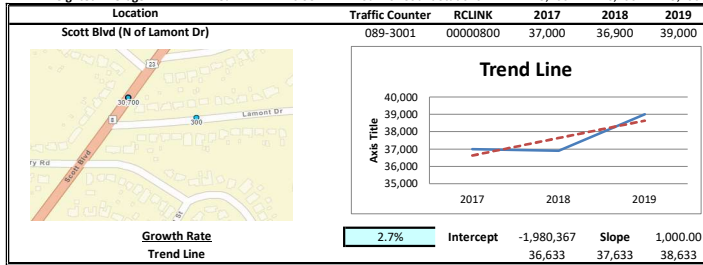
File Name : 20220556  
Site Code : 20220556  
Start Date : 01-17-2023  
Page No : 4

Start Time	Erie Ave Northbound				Erie Ave Southbound				Eastbound				Site Drwy Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	5	16	21	6	4	0	10	0	0	0	0	8	0	10	18	49
05:00 PM	0	5	12	17	2	5	0	7	0	0	0	0	12	0	7	19	43
05:15 PM	0	7	14	21	1	5	0	6	0	0	0	0	13	0	9	22	49
05:30 PM	0	10	7	17	2	1	0	3	0	0	0	0	14	0	8	22	42
Total Volume	0	27	49	76	11	15	0	26	0	0	0	0	47	0	34	81	183
% App. Total	0	35.5	64.5		42.3	57.7	0		0	0	0		58	0	42		
PHF	.000	.675	.766	.905	.458	.750	.000	.650	.000	.000	.000	.000	.839	.000	.850	.920	.934



# **LINEAR REGRESSION OF DAILY TRAFFIC**

Location	Growth Rate	R Squared	Station ID	Route	2017	2018	2019
Scott Blvd (N of Lamont Dr)	2.7%	0.71	089-3001	00000800	37,000	36,900	39,000
Scott Blvd (S of Willow Ln)	0.6%	1.00	089-3003	00000800	31,100	31,300	31,500
Church St (S of Norris St)	0.3%	0.75	089-3012	00071911	18,500	18,500	18,600
N Decatur Rd (W of Blackmon D)	6.1%	0.78	089-3723	00514800	17,100	19,200	19,300
Clairemont Ave (E of Lamont Dr)	-2.4%	0.60	089-3229	00015500	21,700	20,500	20,700
<b>Weighted Average</b>	<b>1.5%</b>	<b>0.93</b>	<b>Sum of Count Stations =</b>		<b>125,400</b>	<b>126,400</b>	<b>129,100</b>



## **EXISTING INTERSECTION ANALYSIS**



**Intersection**

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↔↑		↔	
Traffic Vol, veh/h	36	597	647	56	30	41
Future Vol, veh/h	36	597	647	56	30	41
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	642	696	60	32	44

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	756	0	0	1125	378
Stage 1	-	-	-	726	-
Stage 2	-	-	-	399	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	851	-	-	199	620
Stage 1	-	-	-	440	-
Stage 2	-	-	-	647	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	851	-	-	185	620
Mov Cap-2 Maneuver	-	-	-	185	-
Stage 1	-	-	-	409	-
Stage 2	-	-	-	647	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.8	0	20.3
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	851	-	-	-	311
HCM Lane V/C Ratio	0.045	-	-	-	0.245
HCM Control Delay (s)	9.4	0.3	-	-	20.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

**Intersection**

Int Delay, s/veh 3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	40	17	35	55	20	34
Future Vol, veh/h	40	17	35	55	20	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	23	47	73	27	45

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	183	84	0
Stage 1	84	-	-
Stage 2	99	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	806	975	-
Stage 1	939	-	-
Stage 2	925	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	791	975	-
Mov Cap-2 Maneuver	791	-	-
Stage 1	939	-	-
Stage 2	907	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	838	1468
HCM Lane V/C Ratio	-	-	0.091	0.018
HCM Control Delay (s)	-	-	9.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Vol, veh/h	25	835	667	39	22	34
Future Vol, veh/h	25	835	667	39	22	34
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	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	861	688	40	23	35

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	728	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	871	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	871	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.5	0	19.5
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	871	-	-	-	306
HCM Lane V/C Ratio	0.03	-	-	-	0.189
HCM Control Delay (s)	9.3	0.2	-	-	19.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	47	34	27	49	11	15
Future Vol, veh/h	47	34	27	49	11	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	37	29	53	12	16
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	96	56	0	0	82	0
Stage 1	56	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	903	1011	-	-	1515	-
Stage 1	967	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	896	1011	-	-	1515	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		3.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	941	1515	-	
HCM Lane V/C Ratio	-	-	0.093	0.008	-	
HCM Control Delay (s)	-	-	9.2	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	5	709	584	15	9	5
Future Vol, veh/h	5	709	584	15	9	5
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	806	664	17	10	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	681	0	-	0	1088	341
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	907	-	-	-	210	655
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	907	-	-	-	207	655
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	635	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		18.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBR
Capacity (veh/h)	907	-	-	-	-	274
HCM Lane V/C Ratio	0.006	-	-	-	-	0.058
HCM Control Delay (s)	9	0.1	-	-	-	18.9
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	8	0	36	7	0	18
Future Vol, veh/h	8	0	36	7	0	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	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	52	10	0	26
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	83	57	0	0	62	0
Stage 1	57	-	-	-	-	-
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	919	1009	-	-	1541	-
Stage 1	966	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	919	1009	-	-	1541	-
Mov Cap-2 Maneuver	919	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	919	1541	-	
HCM Lane V/C Ratio	-	-	0.013	-	-	
HCM Control Delay (s)	-	-	9	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

**FUTURE "NO-BUILD" INTERSECTION  
ANALYSIS – BUILDOUT YEAR 2025**

**Intersection**

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	37	621	673	58	31	43
Future Vol, veh/h	37	621	673	58	31	43
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	668	724	62	33	46

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	786	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	829	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	829	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.8	0	21.7
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	829	-	-	-	295
HCM Lane V/C Ratio	0.048	-	-	-	0.27
HCM Control Delay (s)	9.6	0.3	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1



Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	42	18	36	57	21	35
Future Vol, veh/h	42	18	36	57	21	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	24	48	76	28	47
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	189	86	0	0	124	0
Stage 1	86	-	-	-	-	-
Stage 2	103	-	-	-	-	-
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	800	973	-	-	1463	-
Stage 1	937	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	784	973	-	-	1463	-
Mov Cap-2 Maneuver	784	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		2.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	833	1463	-	
HCM Lane V/C Ratio	-	-	0.096	0.019	-	
HCM Control Delay (s)	-	-	9.8	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Vol, veh/h	26	868	694	41	23	35
Future Vol, veh/h	26	868	694	41	23	35
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	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	895	715	42	24	36
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	757	0	-	0	1238	379
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	502	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	850	-	-	-	168	619
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	850	-	-	-	157	619
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	573	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		20.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	850	-	-	-	-	286
HCM Lane V/C Ratio	0.032	-	-	-	-	0.209
HCM Control Delay (s)	9.4	0.3	-	-	-	20.9
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.8

**Intersection**

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	49	35	28	51	11	16
Future Vol, veh/h	49	35	28	51	11	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	38	30	55	12	17

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	99	58	0
Stage 1	58	-	-
Stage 2	41	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	900	1008	-
Stage 1	965	-	-
Stage 2	981	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	893	1008	-
Mov Cap-2 Maneuver	893	-	-
Stage 1	965	-	-
Stage 2	973	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1512
HCM Lane V/C Ratio	-	-	0.096	0.008
HCM Control Delay (s)	-	-	9.2	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↔↑		↔↓	
Traffic Vol, veh/h	5	737	607	16	9	5
Future Vol, veh/h	5	737	607	16	9	5
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	838	690	18	10	6

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	708	0	-	0	1130 354
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	431 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	887	-	-	-	197 642
Stage 1	-	-	-	-	454 -
Stage 2	-	-	-	-	623 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	887	-	-	-	194 642
Mov Cap-2 Maneuver	-	-	-	-	194 -
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	623 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.2	0	19.9
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	887	-	-	-	258
HCM Lane V/C Ratio	0.006	-	-	-	0.062
HCM Control Delay (s)	9.1	0.1	-	-	19.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

**Intersection**

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	8	0	37	7	0	19
Future Vol, veh/h	8	0	37	7	0	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	69	69	69	69	69	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	54	10	0	21

**Major/Minor**

	Minor1	Major1	Major2		
Conflicting Flow All	80	59	0	0	64
Stage 1	59	-	-	-	-
Stage 2	21	-	-	-	-
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	922	1007	-	-	1538
Stage 1	964	-	-	-	-
Stage 2	1002	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	922	1007	-	-	1538
Mov Cap-2 Maneuver	922	-	-	-	-
Stage 1	964	-	-	-	-
Stage 2	1002	-	-	-	-

**Approach**

	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

**Minor Lane/Major Mvmt**

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	1538
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	9	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

**FUTURE "BUILD" INTERSECTION ANALYSIS -  
BUILDOUT YEAR 2025**

**Intersection**

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Vol, veh/h	76	621	698	103	36	48
Future Vol, veh/h	76	621	698	103	36	48
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	668	751	111	39	52

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	862	0	0	1305	431
Stage 1	-	-	-	807	-
Stage 2	-	-	-	498	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	776	-	-	152	573
Stage 1	-	-	-	399	-
Stage 2	-	-	-	576	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	776	-	-	126	573
Mov Cap-2 Maneuver	-	-	-	126	-
Stage 1	-	-	-	332	-
Stage 2	-	-	-	576	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	1.7	0	31
HCM LOS			D

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1	SBR
Capacity (veh/h)	776	-	-	-	227	
HCM Lane V/C Ratio	0.105	-	-	-	0.398	
HCM Control Delay (s)	10.2	0.7	-	-	31	
HCM Lane LOS	B	A	-	-	D	
HCM 95th %tile Q(veh)	0.4	-	-	-	1.8	

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	52	53	36	141	66	35
Future Vol, veh/h	52	53	36	141	66	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	71	48	188	88	47
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	365	142	0	0	236	0
Stage 1	142	-	-	-	-	-
Stage 2	223	-	-	-	-	-
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	635	906	-	-	1331	-
Stage 1	885	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	592	906	-	-	1331	-
Mov Cap-2 Maneuver	592	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.2	0		5.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	718	1331	-	
HCM Lane V/C Ratio	-	-	0.195	0.066	-	
HCM Control Delay (s)	-	-	11.2	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-	



**Intersection**

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		∩∩	
Traffic Vol, veh/h	0	657	776	0	30	25
Future Vol, veh/h	0	657	776	0	30	25
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	0	714	843	0	33	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 1200 422
Stage 1	-	-	- 843 -
Stage 2	-	-	- 357 -
Critical Hdwy	-	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	-	-	- 3.52 3.32
Pot Cap-1 Maneuver	0	-	0 178 580
Stage 1	0	-	0 382 -
Stage 2	0	-	0 679 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 178 580
Mov Cap-2 Maneuver	-	-	- 178 -
Stage 1	-	-	- 382 -
Stage 2	-	-	- 679 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.9
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	260
HCM Lane V/C Ratio	-	-	0.23
HCM Control Delay (s)	-	-	22.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.9

**Intersection**

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↔↑		↔↓	
Traffic Vol, veh/h	57	868	729	77	30	42
Future Vol, veh/h	57	868	729	77	30	42
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	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	895	752	79	31	43

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	831	0	0	1358	416
Stage 1	-	-	-	792	-
Stage 2	-	-	-	566	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	797	-	-	140	585
Stage 1	-	-	-	407	-
Stage 2	-	-	-	532	-
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	797	-	-	119	585
Mov Cap-2 Maneuver	-	-	-	119	-
Stage 1	-	-	-	347	-
Stage 2	-	-	-	532	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	1.2	0	29.2
HCM LOS			D

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	797	-	-	-	222
HCM Lane V/C Ratio	0.074	-	-	-	0.334
HCM Control Delay (s)	9.9	0.6	-	-	29.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	63	84	28	118	47	16
Future Vol, veh/h	63	84	28	118	47	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	90	30	127	51	17
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	213	94	0	0	157	0
Stage 1	94	-	-	-	-	-
Stage 2	119	-	-	-	-	-
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	775	963	-	-	1423	-
Stage 1	930	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	747	963	-	-	1423	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.1	0		5.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	857	1423	-	
HCM Lane V/C Ratio	-	-	0.184	0.036	-	
HCM Control Delay (s)	-	-	10.1	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		∩	
Traffic Vol, veh/h	0	898	770	0	42	35
Future Vol, veh/h	0	898	770	0	42	35
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	0	976	837	0	46	38

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1325 419
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	488 -
Critical Hdwy	-	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	0	-	-	0	147 583
Stage 1	0	-	-	0	385 -
Stage 2	0	-	-	0	583 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	147 583
Mov Cap-2 Maneuver	-	-	-	-	147 -
Stage 1	-	-	-	-	385 -
Stage 2	-	-	-	-	583 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0	0	30.5
HCM LOS			D

**Minor Lane/Major Mvmt**

	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	223
HCM Lane V/C Ratio	-	-	0.375
HCM Control Delay (s)	-	-	30.5
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.6

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↔↑		↔↓	
Traffic Vol, veh/h	9	737	611	20	10	6
Future Vol, veh/h	9	737	611	20	10	6
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	838	694	23	11	7

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	717	0	-	0	1145 359
Stage 1	-	-	-	-	706 -
Stage 2	-	-	-	-	439 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	880	-	-	-	193 638
Stage 1	-	-	-	-	450 -
Stage 2	-	-	-	-	617 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	880	-	-	-	189 638
Mov Cap-2 Maneuver	-	-	-	-	189 -
Stage 1	-	-	-	-	441 -
Stage 2	-	-	-	-	617 -

**Approach**

HCM Control Delay, s 0.2      0      20.1  
HCM LOS      C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	880	-	-	-	257
HCM Lane V/C Ratio	0.012	-	-	-	0.071
HCM Control Delay (s)	9.1	0.1	-	-	20.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	9	5	37	15	4	19
Future Vol, veh/h	9	5	37	15	4	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	69	69	69	69	69	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	7	54	22	6	21
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	98	65	0	0	76	0
Stage 1	65	-	-	-	-	-
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	901	999	-	-	1523	-
Stage 1	958	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	897	999	-	-	1523	-
Mov Cap-2 Maneuver	897	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9	0	1.6			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	931	1523	-	
HCM Lane V/C Ratio	-	-	0.022	0.004	-	
HCM Control Delay (s)	-	-	9	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

**Intersection**

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		∩	
Traffic Vol, veh/h	0	748	627	0	4	4
Future Vol, veh/h	0	748	627	0	4	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	0	813	682	0	4	4

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1089 341
Stage 1	-	-	-	-	682 -
Stage 2	-	-	-	-	407 -
Critical Hdwy	-	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	0	-	-	0	210 655
Stage 1	0	-	-	0	464 -
Stage 2	0	-	-	0	641 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	-	-	-	-	210 655
Mov Cap-2 Maneuver	-	-	-	-	210 -
Stage 1	-	-	-	-	464 -
Stage 2	-	-	-	-	641 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	318
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	16.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

**FUTURE "NO-BUILD" INTERSECTION  
ANALYSIS - HORIZON YEAR 2030**



**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	29	955	763	45	25	39
Future Vol, veh/h	29	955	763	45	25	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	97	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	985	787	46	26	42

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	833	0	0
Stage 1	-	-	810
Stage 2	-	-	553
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	796	-	139
Stage 1	-	-	398
Stage 2	-	-	540
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	796	-	127
Mov Cap-2 Maneuver	-	-	127
Stage 1	-	-	365
Stage 2	-	-	540

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.7	0	24.9
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	796	-	-	-	248
HCM Lane V/C Ratio	0.038	-	-	-	0.275
HCM Control Delay (s)	9.7	0.4	-	-	24.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

**Intersection**

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	39	31	56	12	18
Future Vol, veh/h	54	39	31	56	12	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	42	33	60	13	19

**Major/Minor**

	Minor1	Major1	Major2		
Conflicting Flow All	108	63	0	0	93
Stage 1	63	-	-	-	-
Stage 2	45	-	-	-	-
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	889	1002	-	-	1501
Stage 1	960	-	-	-	-
Stage 2	977	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	881	1002	-	-	1501
Mov Cap-2 Maneuver	881	-	-	-	-
Stage 1	960	-	-	-	-
Stage 2	968	-	-	-	-

**Approach**

	WB	NB	SB
HCM Control Delay, s	9.3	0	3
HCM LOS	A		

**Minor Lane/Major Mvmt**

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	928	1501
HCM Lane V/C Ratio	-	-	0.108	0.009
HCM Control Delay (s)	-	-	9.3	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

**Intersection**

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↔↑		↔↓	
Traffic Vol, veh/h	41	683	740	64	34	47
Future Vol, veh/h	41	683	740	64	34	47
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	734	796	69	37	51

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	865	0	0	1286	433
Stage 1	-	-	-	831	-
Stage 2	-	-	-	455	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	774	-	-	156	571
Stage 1	-	-	-	388	-
Stage 2	-	-	-	606	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	774	-	-	141	571
Mov Cap-2 Maneuver	-	-	-	141	-
Stage 1	-	-	-	351	-
Stage 2	-	-	-	606	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.9	0	26.9
HCM LOS			D

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	774	-	-	-	250
HCM Lane V/C Ratio	0.057	-	-	-	0.348
HCM Control Delay (s)	9.9	0.4	-	-	26.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

**Intersection**

Int Delay, s/veh 3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	46	20	40	63	23	39
Future Vol, veh/h	46	20	40	63	23	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	27	53	84	31	52

**Major/Minor**

	Minor1	Major1	Major2		
Conflicting Flow All	209	95	0	0	137
Stage 1	95	-	-	-	-
Stage 2	114	-	-	-	-
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	779	962	-	-	1447
Stage 1	929	-	-	-	-
Stage 2	911	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	762	962	-	-	1447
Mov Cap-2 Maneuver	762	-	-	-	-
Stage 1	929	-	-	-	-
Stage 2	891	-	-	-	-

**Approach**

	WB	NB	SB
HCM Control Delay, s	10	0	2.8
HCM LOS	B		

**Minor Lane/Major Mvmt**

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	813	1447
HCM Lane V/C Ratio	-	-	0.108	0.021
HCM Control Delay (s)	-	-	10	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↔↑		↔↓	
Traffic Vol, veh/h	6	811	668	18	10	6
Future Vol, veh/h	6	811	668	18	10	6
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	922	759	20	11	7

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	779	0	-	0	1244 390
Stage 1	-	-	-	-	769 -
Stage 2	-	-	-	-	475 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	834	-	-	-	166 609
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	592 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	834	-	-	-	163 609
Mov Cap-2 Maneuver	-	-	-	-	163 -
Stage 1	-	-	-	-	411 -
Stage 2	-	-	-	-	592 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.2	0	22.4
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1	SBR
Capacity (veh/h)	834	-	-	-	-	225
HCM Lane V/C Ratio	0.008	-	-	-	-	0.081
HCM Control Delay (s)	9.4	0.1	-	-	-	22.4
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	9	0	41	8	0	21
Future Vol, veh/h	9	0	41	8	0	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	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	59	12	0	30
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	95	65	0	0	71	0
Stage 1	65	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	905	999	-	-	1529	-
Stage 1	958	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	905	999	-	-	1529	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	905	1529	-	
HCM Lane V/C Ratio	-	-	0.014	-	-	
HCM Control Delay (s)	-	-	9	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

**FUTURE "BUILD" INTERSECTION ANALYSIS -  
HORIZON YEAR 2030**

**Intersection**

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↔↑		↔↓	
Traffic Vol, veh/h	80	683	765	109	39	52
Future Vol, veh/h	80	683	765	109	39	52
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	734	823	117	42	56

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	940	0	0
Stage 1	-	-	882
Stage 2	-	-	539
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	725	-	127
Stage 1	-	-	365
Stage 2	-	-	549
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	725	-	102
Mov Cap-2 Maneuver	-	-	102
Stage 1	-	-	292
Stage 2	-	-	549

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	42.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	725	-	-	-	190
HCM Lane V/C Ratio	0.119	-	-	-	0.515
HCM Control Delay (s)	10.6	0.9	-	-	42.5
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	2.6



**Intersection**

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	56	55	40	147	68	39
Future Vol, veh/h	56	55	40	147	68	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	73	53	196	91	52

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	385	151	0
Stage 1	151	-	-
Stage 2	234	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	618	895	-
Stage 1	877	-	-
Stage 2	805	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	574	895	-
Mov Cap-2 Maneuver	574	-	-
Stage 1	877	-	-
Stage 2	748	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	698	1317
HCM Lane V/C Ratio	-	-	0.212	0.069
HCM Control Delay (s)	-	-	11.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2

**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		∩∩	
Traffic Vol, veh/h	0	722	849	0	30	25
Future Vol, veh/h	0	722	849	0	30	25
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	0	785	923	0	33	27

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1316 462
Stage 1	-	-	-	-	923 -
Stage 2	-	-	-	-	393 -
Critical Hdwy	-	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	0	-	-	0	149 547
Stage 1	0	-	-	0	347 -
Stage 2	0	-	-	0	651 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	149 547
Mov Cap-2 Maneuver	-	-	-	-	149 -
Stage 1	-	-	-	-	347 -
Stage 2	-	-	-	-	651 -

**Approach**

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

**Minor Lane/Major Mvmt**

	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	223
HCM Lane V/C Ratio	-	-	0.268
HCM Control Delay (s)	-	-	27
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1

**Intersection**

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↔↑		↔↓	
Traffic Vol, veh/h	60	955	798	81	32	46
Future Vol, veh/h	60	955	798	81	32	46
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	97	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	985	823	84	33	50

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	907	0	-	0	1482 454
Stage 1	-	-	-	-	865 -
Stage 2	-	-	-	-	617 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	746	-	-	-	116 553
Stage 1	-	-	-	-	373 -
Stage 2	-	-	-	-	501 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	746	-	-	-	95 553
Mov Cap-2 Maneuver	-	-	-	-	95 -
Stage 1	-	-	-	-	305 -
Stage 2	-	-	-	-	501 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	1.4	0	37.9
HCM LOS			E

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	746	-	-	-	190
HCM Lane V/C Ratio	0.083	-	-	-	0.437
HCM Control Delay (s)	10.3	0.8	-	-	37.9
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	2

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	68	88	31	123	48	18
Future Vol, veh/h	68	88	31	123	48	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	95	33	132	52	19
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	222	99	0	0	165	0
Stage 1	99	-	-	-	-	-
Stage 2	123	-	-	-	-	-
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	957	-	-	1413	-
Stage 1	925	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	738	957	-	-	1413	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.3	0		5.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	847	1413	-	
HCM Lane V/C Ratio	-	-	0.198	0.037	-	
HCM Control Delay (s)	-	-	10.3	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

**Intersection**

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		∩	
Traffic Vol, veh/h	0	987	843	0	42	35
Future Vol, veh/h	0	987	843	0	42	35
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	0	1073	916	0	46	38

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1453 458
Stage 1	-	-	-	-	916 -
Stage 2	-	-	-	-	537 -
Critical Hdwy	-	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	0	-	-	0	121 550
Stage 1	0	-	-	0	350 -
Stage 2	0	-	-	0	550 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	-	-	-	-	121 550
Mov Cap-2 Maneuver	-	-	-	-	121 -
Stage 1	-	-	-	-	350 -
Stage 2	-	-	-	-	550 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0	0	39
HCM LOS			E

**Minor Lane/Major Mvmt**

	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	187
HCM Lane V/C Ratio	-	-	0.448
HCM Control Delay (s)	-	-	39
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	2.1

**Intersection**

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	10	811	672	22	11	7
Future Vol, veh/h	10	811	672	22	11	7
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	922	764	25	13	8

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	789	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	827	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	827	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0.2	0	22.9
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	827	-	-	-	222
HCM Lane V/C Ratio	0.014	-	-	-	0.092
HCM Control Delay (s)	9.4	0.1	-	-	22.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	10	5	41	16	4	21
Future Vol, veh/h	10	5	41	16	4	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	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	7	59	23	6	30
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	113	71	0	0	82	0
Stage 1	71	-	-	-	-	-
Stage 2	42	-	-	-	-	-
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	884	991	-	-	1515	-
Stage 1	952	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	880	991	-	-	1515	-
Mov Cap-2 Maneuver	880	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		1.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	914	1515	-	
HCM Lane V/C Ratio	-	-	0.024	0.004	-	
HCM Control Delay (s)	-	-	9	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

**Intersection**

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		∩∩	
Traffic Vol, veh/h	0	823	689	0	4	4
Future Vol, veh/h	0	823	689	0	4	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	0	895	749	0	4	4

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1197 375
Stage 1	-	-	-	-	749 -
Stage 2	-	-	-	-	448 -
Critical Hdwy	-	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	0	-	-	0	179 623
Stage 1	0	-	-	0	428 -
Stage 2	0	-	-	0	611 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	179 623
Mov Cap-2 Maneuver	-	-	-	-	179 -
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	611 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0	0	18.4
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	278
HCM Lane V/C Ratio	-	-	0.031
HCM Control Delay (s)	-	-	18.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1



# **TRAFFIC VOLUME WORKSHEETS**

**22-255 Smarties Academy at 465 Clairemont Avenue, Decatur - TIS**  
**Traffic Volumes**

**A&R Engineering**  
**May 2023**

**1.Clairemont Ave @ Erie Ave**

**A.M. Peak Hour**

Condition	-				Erie Avenue				SR 155 (Clairemont Avenue)				SR 155 (Clairemont Avenue)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	0	0	0	30	0	41	71	36	597	0	633	0	647	56	703
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	0	0	0	31	0	43	74	37	621	0	658	0	673	58	731
No-Build 2030 Volumes(Horizon Year):	0	0	0	0	34	0	47	81	41	683	0	724	0	740	64	804
Total New Trips:	0	0	0	0	5	0	5	10	39	0	0	39	0	25	45	70
Future 2025 Traffic Vol(Buildout year):	0	0	0	0	36	0	48	84	76	621	0	697	0	698	103	801
Future 2030 Traffic Vol(Horizon Year):	0	0	0	0	39	0	52	91	80	683	0	763	0	765	109	874

**P.M. Peak Hour**

Condition	-				Erie Avenue				SR 155 (Clairemont Avenue)				SR 155 (Clairemont Avenue)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	0	0	0	22	0	34	56	25	835	0	860	0	667	39	706
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	0	0	0	23	0	35	58	26	868	0	894	0	694	41	735
No-Build 2030 Volumes(Horizon Year):	0	0	0	0	25	0	39	64	29	955	0	984	0	763	45	808
Total New Trips:	0	0	0	0	7	0	7	14	31	0	0	31	0	35	36	71
Future 2025 Traffic Vol(Buildout year):	0	0	0	0	30	0	42	72	57	868	0	925	0	729	77	806
Future 2030 Traffic Vol(Horizon Year):	0	0	0	0	32	0	46	78	60	955	0	1015	0	798	81	879

**Dismissal Peak Hour**

Condition	-				Erie Avenue				SR 155 (Clairemont Avenue)				SR 155 (Clairemont Avenue)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	0	0	0	9	0	5	14	5	709	0	714	0	584	15	599
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	0	0	0	9	0	5	14	5	737	0	742	0	607	16	623
No-Build 2030 Volumes(Horizon Year):	0	0	0	0	10	0	6	16	6	811	0	817	0	668	18	686
Total New Trips:	0	0	0	0	1	0	1	2	4	0	0	4	0	4	4	8
Future 2025 Traffic Vol(Buildout year):	0	0	0	0	10	0	6	16	9	737	0	746	0	611	20	631
Future 2030 Traffic Vol(Horizon Year):	0	0	0	0	11	0	7	18	10	811	0	821	0	672	22	694

**22-255 Smarties Academy at 465 Clairemont Avenue, Decatur - TIS**  
**Traffic Volumes**

A&R Engineering  
 May 2023

**2.Erie Ave @ Site Drwy**

**A.M. Peak Hour**

Condition	Erie Avenue Northbound				Erie Avenue Southbound				- Eastbound				Site Driveway Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	35	55	90	20	34	0	54	0	0	0	0	40	0	17	57
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	36	57	93	21	35	0	56	0	0	0	0	42	0	18	60
No-Build 2030 Volumes(Horizon Year):	0	40	63	103	23	39	0	62	0	0	0	0	46	0	20	66
Total New Trips:	0	0	84	84	45	0	0	45	0	0	0	0	10	0	35	45
Future 2025 Traffic Vol(Buildout year):	0	36	141	177	66	35	0	101	0	0	0	0	52	0	53	105
Future 2030 Traffic Vol(Horizon Year):	0	40	147	187	68	39	0	107	0	0	0	0	56	0	55	111

**P.M. Peak Hour**

Condition	Erie Avenue Northbound				Erie Avenue Southbound				- Eastbound				Site Driveway Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	27	49	76	11	15	0	26	0	0	0	0	47	0	34	81
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	28	51	79	11	16	0	27	0	0	0	0	49	0	35	84
No-Build 2030 Volumes(Horizon Year):	0	31	56	87	12	18	0	30	0	0	0	0	54	0	39	93
Total New Trips:	0	0	67	67	36	0	0	36	0	0	0	0	14	0	49	63
Future 2025 Traffic Vol(Buildout year):	0	28	118	146	47	16	0	63	0	0	0	0	63	0	84	147
Future 2030 Traffic Vol(Horizon Year):	0	31	123	154	48	18	0	66	0	0	0	0	68	0	88	156

**Dismissal Peak Hour**

Condition	Erie Avenue Northbound				Erie Avenue Southbound				- Eastbound				Site Driveway Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	36	7	43	0	18	0	18	0	0	0	0	8	0	0	8
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	37	7	44	0	19	0	19	0	0	0	0	8	0	0	8
No-Build 2030 Volumes(Horizon Year):	0	41	8	49	0	21	0	21	0	0	0	0	9	0	0	9
Total New Trips:	0	0	8	8	4	0	0	4	0	0	0	0	1	0	5	6
Future 2025 Traffic Vol(Buildout year):	0	37	15	52	4	19	0	23	0	0	0	0	9	0	5	14
Future 2030 Traffic Vol(Horizon Year):	0	41	16	57	4	21	0	25	0	0	0	0	10	0	5	15

**22-255 Smarties Academy at 465 Clairemont Avenue, Decatur - TIS**  
**Traffic Volumes**

**A&R Engineering**  
**May 2023**

**3.Clairemont Ave @ ExitOnlyDrwy**

**A.M. Peak Hour**

Condition	- Northbound				Exit Only Driveway Southbound				SR 155 (Clairemont Avenue) Eastbound				SR 155 (Clairemont Avenue) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	0	0	0	0	0	0	0	0	627	0	627	0	703	0	703
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	0	0	0	0	0	0	0	0	652	0	652	0	731	0	731
No-Build 2030 Volumes(Horizon Year):	0	0	0	0	0	0	0	0	0	717	0	717	0	804	0	804
Total New Trips:	0	0	0	0	30	0	25	55	0	5	0	5	0	45	0	45
Future 2025 Traffic Vol(Buildout year):	0	0	0	0	30	0	25	55	0	657	0	657	0	776	0	776
Future 2030 Traffic Vol(Horizon Year):	0	0	0	0	30	0	25	55	0	722	0	722	0	849	0	849

**P.M. Peak Hour**

Condition	- Northbound				Exit Only Driveway Southbound				SR 155 (Clairemont Avenue) Eastbound				SR 155 (Clairemont Avenue) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	0	0	0	0	0	0	0	0	857	0	857	0	706	0	706
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	0	0	0	0	0	0	0	0	891	0	891	0	734	0	734
No-Build 2030 Volumes(Horizon Year):	0	0	0	0	0	0	0	0	0	980	0	980	0	807	0	807
Total New Trips:	0	0	0	0	42	0	35	77	0	7	0	7	0	36	0	36
Future 2025 Traffic Vol(Buildout year):	0	0	0	0	42	0	35	77	0	898	0	898	0	770	0	770
Future 2030 Traffic Vol(Horizon Year):	0	0	0	0	42	0	35	77	0	987	0	987	0	843	0	843

**Dismissal Peak Hour**

Condition	- Northbound				Exit Only Driveway Southbound				SR 155 (Clairemont Avenue) Eastbound				SR 155 (Clairemont Avenue) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2023 Traffic Counts:	0	0	0	0	0	0	0	0	0	718	0	718	0	599	0	599
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes(Buildout year):	0	0	0	0	0	0	0	0	0	747	0	747	0	623	0	623
No-Build 2030 Volumes(Horizon Year):	0	0	0	0	0	0	0	0	0	822	0	822	0	685	0	685
Total New Trips:	0	0	0	0	4	0	4	8	0	1	0	1	0	4	0	4
Future 2025 Traffic Vol(Buildout year):	0	0	0	0	4	0	4	8	0	748	0	748	0	627	0	627
Future 2030 Traffic Vol(Horizon Year):	0	0	0	0	4	0	4	8	0	823	0	823	0	689	0	689