

TRAFFIC IMPACT AND ACCESS STUDY

**MIXED-USE APARTMENT & COMMERCIAL DEVELOPMENT
E. VICTORY DRIVE
SAVANNAH, GA**

Prepared for:

**Coleman Company, Inc.
Savannah, GA**

**Submitted
November 2021**

Prepared by:



EPC, LLC
1144 Woodtrail Drive
Gaston, SC 29053

November 4, 2021

Mr. Travis Burke
Coleman Company, Inc.
17 Park of Commerce, Suite 201
Savannah, Georgia 31405

Phone: 912 200 3041

Email: tburke@cci-sav.com

**RE: Traffic Impact and Access Study
E. Victory Drive Mixed-Use Development
Savannah, GA**

Dear Travis:

As requested, Encroachment Permit Clearinghouse (EPC) has completed an assessment of the traffic impacts associated with the development of a mixed-use project which will contain both residential and commercial uses. This planned project is generally located on the south side of E. Victory Drive between Dixie Avenue and Wicklow Street just west of the Harry S. Truman Parkway Savannah, GA. The following provides a summary of this study's findings.

PROJECT DESCRIPTION

The project site is bounded by E. Victory Drive to the north, and Wicklow Street to the west. Kerry Street bisects the development where apartments and commercial uses are located on the north side of Kerry Street and apartments only to the south side. The project site total is approximately 15-acres and is expected to be developed as outlined identified below:

- Commercial Uses fronting E. Victory Drive: 40,122 sf consisting of an Aldi supermarket and general retail shops;
- Apartments north of Kerry Street: 124 units; and
- Apartments south of Kerry Street: 156 units.

Access for this over-all project is planned via three drives for the commercial uses and one driveway for each of the residential sections as described below:

Commercial Access Drives:

- Right-in/right-out located along E. Victory Drive midway between Dixie Avenue and Wicklow Street;
- Full-movement access located along Wicklow Street south of E. Victory Drive; and
- Full-movement access located along Dixie south of E. Victory Drive.

North Residential Access Drive:

- Full-movement access located along Wicklow Street, south of retail access drive approximately mid-block between Victory Drive and Kerry Street.

South Residential Access Drive:

- Full-movement access to be created by creating a 300-foot extension of Wicklow Street terminating at access into residential development. Results in the intersection of Kerry Street and Wicklow Street being a four-legged intersection.

Figure 1 depicts the site location in relation to the regional roadway system. **Figure 2** depicts the overall proposed development plan (Figures located at end of report).

EXISTING CONDITIONS

A comprehensive field inventory of the project study area was conducted in October 2021. The field inventory included a collection of traffic volume data, geometric data and traffic control within the study area. The following sections detail the current traffic conditions and include a description of roadways/intersections serving the site and traffic flow in close proximity to the project.

Project Study Area

As identified during a scoping meeting, the following intersections have been required by City Traffic Engineering staff to be analyzed in order to determine project impact on the surrounding roadway network.

1. E. Victory Drive at Harry S. Truman Parkway northbound ramps;
2. E. Victory Drive at Harry S. Truman Parkway southbound ramps;
3. E. Victory Drive at Dixie Avenue/Victory Manor Place;
4. E. Victory Drive at Wicklow Street;
5. E. Victory Drive at Bee Road;
6. Kerry Street at Dixie Avenue;
7. Kerry Street at Wicklow Street; and
8. Kerry Street at Bee Road.

Figure 3 illustrates the existing geometrics and traffic control for the study area intersections and surrounding roadways.

Traffic Volumes

In order to determine the existing traffic volume flow patterns within the study area, manual turning movement counts were performed for each of the above intersections. Weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak period turning movement specific counts were conducted. Additional counts (12-hours) were conducted for the E. Victory Drive at Wicklow Street intersection in order to review signal warrant requirements for this location.

Summarized count sheets for the study area intersections are included in the Appendix of this report. **Figures 4** and **5** graphically depict the respective Existing AM and PM peak-hour traffic volumes at the study area intersections to be used for analytical purposes.

FUTURE CONDITIONS

For purposes of this report, full build-out of the project has been assumed to occur in 2024. Traffic analyses for future conditions have been conducted for two separate scenarios: first, 2024 No-Build conditions, which includes an annual normal growth in traffic, all pertinent background development traffic, and any pertinent planned roadway/intersection improvements; and secondly, 2024 Build conditions, which account for all No-Build conditions PLUS traffic generated by the proposed development.

Future No-Build Traffic Conditions

Planned Roadway Improvements/ Development by Others

As was discussed with City staff, for the purposes of this report, there are no planned roadway improvement projects or specific background developments are to be included. Instead, a compounded growth rate will be utilized to project future traffic volumes which is discussed in the following section.

Annual Growth Rate

Traffic volumes along both E. Victory Drive and Bee Road have increased moderately over the last few years based on the GDOT TADA information (stations #051-0278- E. Victory Dr east of Dixie Ave & 051-0723- Bee Rd s/o Kerry St). Review of this historical traffic volume data for these two locations indicates a 2-percent growth rate per year. The anticipated 2024 No-Build AM and PM peak-hour traffic volumes, which reflect the compounded annual 2-percent growth are shown in **Figures 6 & 7**.

SITE-GENERATED TRAFFIC

Traffic volumes expected to be generated by the proposed development were forecasted using the Tenth Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. **Table 1** depicts the anticipated site-generated traffic. For purposes of this analysis, each component of the project (commercial, residential north of Kerry and residential south of Kerry) has been defined separately in order to correctly assign traffic to the study area intersections and individual site access drives.

Table 1
TRIP GENERATION SUMMARY¹
E. Victory Mixed-Use Development
Savannah, GA

Land Use	Size	LUC	Var	Daily	AM Peak-Hour			PM Peak-Hour		
				Two-Way	Enter	Exit	Total	Enter	Exit	Total
Shopping Center	19,680	820	sf	1,990	11	8	19	36	39	75
<i>25% Pass-By</i>				500	0	0	0	9	9	18
<i>New Trips</i>				1,490	11	8	19	27	30	57
Aldi Food Store	20,442	850	sf	2,660	47	31	78	121	117	238
<i>25% Pass-By</i>				660	8	8	16	29	29	58
<i>New Trips</i>				2,000	39	23	62	92	88	180
Multi-Family North of Kerry	124	220	units	910	13	46	59	45	27	72
<i>0% Pass-By</i>				0	0	0	0	0	0	0
<i>New Trips</i>				910	13	46	59	45	27	72
Multi-Family South of Kerry	156	220	units	1,140	17	56	73	55	33	88
<i>0% Pass-By</i>				0	0	0	0	0	0	0
<i>New Trips</i>				1,140	17	56	73	55	33	88
TOTAL PROJECT TRIPS				6,700	88	141	229	257	216	473
TOTAL PROJECT PASS-BY TRIPS				1,160	8	8	16	38	38	76
TOTAL PROJECT NEW TRIPS				5,540	80	133	213	219	178	397

¹ ITE Trip Generation manual, 10th Ed. 2017.

² Twenty-five percent pass-by assumed for retail pass-by trips

As shown by the above, the retail uses have been separated from the respective two apartment developments as each have independent access schemes as described earlier.

In total, the project can be expected to generate 6,700 two-way daily trips of which a total of 229 trips (88 entering and 141 exiting) are expected during the AM peak-hour. During the PM peak-hour, a total of 473 trips (257 entering, 216 exiting) are expected.

For the commercial uses located along E. Victory Drive only a 25-percent pass-by percentage has been applied for the shopping center. Traffic expected by the commercial retail uses total 3,490 new two-way daily trips with a total of 81 AM peak-hour trips (50 entering and 31 exiting). During the PM peak-hour a total of 237 trips (119 entering and 118 exiting) are expected.

The apartment complex located to the north of Kerry Road are expected to total 910 two-way daily trips with a total of 59 AM peak-hour trips (13 entering and 46 exiting). During the PM peak-hour a total of 72 trips (45 entering and 27 exiting) are expected.

The apartments south of Kerry Street are expected to total 1,140 two-way daily trips with a total of 73 AM peak-hour trips (17 entering and 56 exiting). During the PM peak-hour a total of 88 trips (55 entering and 33 exiting) are expected.

Distribution Pattern

The directional distribution of site-generated traffic on the study area roadways has been based on an evaluation of existing travel patterns within the defined study area. The anticipated patterns for each of the specific land-uses are shown in **Table 2**. This distribution pattern has been applied to the site-

generated traffic volumes from Table 1 to develop the total site-generated specific volumes for the study area intersections illustrated in **Figures 8 & 9**. It should be noted that trip generation assignments for the three segments of the site (commercial, residential north and residential south of Kerry Road) are each shown in the Appendix of this report.

Table 2
TRIP DISTRIBUTION PATTERN
E. Victory Mixed-Use Development
Savannah, GA

Roadways	Direction To/From	Residential	Commercial
		Percent Enter/Exit	Percent Enter/Exit
Harry S. Truman	North	10	5
	South	15	5
E. Victory Drive	East	30	25
	West	40	40
Bee Road	North	5	15
	South	0	10
	Total	100	100

Note: Based on multiple factors including existing traffic patterns, proximity to interstate & arterials and densities of both commercial and residential areas.

Future Build Traffic Conditions

The site-generated traffic, as depicted in Figures 8 & 9, has been added to the respective 2024 No-Build traffic volumes shown in Figures 6 & 7. This results in the peak-hour Build traffic volumes, which are graphically depicted in **Figures 10 & 11**. These volumes were used as the basis to determine potential improvement measures necessary to mitigate traffic impacts caused by the project.

TRAFFIC OPERATIONS

Analysis Methodology

A primary result of capacity analysis is the assignment of Level-of-Service (LOS) to traffic facilities under various traffic flow conditions. The concept of Level-of-Service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A Level-of-Service designation provides an index to the quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels-of-Service are defined for each type of facility (signalized and unsignalized intersections). They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Since the Level-of-Service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of Levels-of-Service depending on the time of day, day of week, or period of a year.

Analysis Results

As part of this TIAS, capacity analyses have been performed at the study area intersections under both Existing and Future (No-Build & Build) conditions. The results of these analyses are summarized in **Table 3**.

Table 3
LEVEL-OF-SERVICE SUMMARY
E. Victory Mixed-Use Development
Savannah, GA

<u>Signalized Intersections</u>	Time Period	Existing		2024 No-Build		2024 Build	
		Delay ^a	LOS ^b	Delay	LOS	Delay	LOS
E. Victory Drive at Harry S Truman NB Ramps	AM	48.6	D	54.3	D	60.3	E
	PM	43.9	D	52.1	D	58.7	E
E. Victory Drive at Harry S Truman SB Ramps	AM	43.0	D	53.6	D	60.3	E
	PM	38.2	D	45.4	D	47.1	D
E. Victory Drive at Dixie Avenue	AM	6.1	A	6.7	A	7.8	A
	PM	44.8	D	55.1	E	67.8	E
E. Victory Drive at Bee Road	AM	20.6	C	21.2	C	24.9	C
	PM	26.9	C	28.0	C	29.0	C
<u>Unsignalized Intersections</u>							
E. Victory Drive at Wicklow Street	AM	20.6	C	22.7	C	25.0	D
	PM	49.8	E	60.6	F	89.6	F
Bee Road at Kerry Street	AM	12.1	B	12.4	B	12.5	B
	PM	14.1	B	14.7	B	15.7	C
Kerry Street at Wicklow Street ³	AM	8.7	A	8.7	A	9.6	A
	PM	8.8	A	8.8	A	10.2	B
Kerry Street at Dixie Avenue	AM	na	A	na	A	na	A
	PM	na	A	na	A	na	A
E. Victory Drive at Retail Site Access (RIRO)	AM	To be Developed by Project				12.2	B
	PM	To be Developed by Project				16.4	C
Wicklow Street at Retail Site Access	AM	To be Developed by Project				9.0	A
	PM	To be Developed by Project				9.8	A
Dixie Avenue at Retail Site Access	AM	To be Developed by Project				9.5	A
	PM	To be Developed by Project				12.5	B
Wicklow Street at North Residential Site Access	AM	To be Developed by Project				8.8	A
	PM	To be Developed by Project				9.0	A

a. Delay in seconds-per-vehicle.

b. LOS = Level-of-Service.

GENERAL NOTES:

1. For unsignalized intersections, Delay is representative of critical movement/lane group/approach.
2. For signalized intersections, Delay is representative of the over-all average of each approach.
3. Future site access for southern residential to align opposite Wicklow Street resulting in a 4-legged intersection.

As shown in Table 3, under Existing conditions, the signalized study area intersections of E. Victory Drive at the Harry S. Truman Parkway (NB & SB Ramps), Dixie Avenue and Bee Road each operate acceptably during both the AM and PM peak hours. Capacity issues exist for specific movements outlined below:

- *Harry S. Truman Parkway Interchange Ramps*- Separated by a distance of approximately 300-feet, operations of the eastbound and westbound left-turn movements accessing the Parkway operate with delays especially the westbound left-turn from E. Victory Drive entering the southbound on-ramp. Additionally, the northbound off-ramp approach exhibits capacity issues due to the heavy volume of left turn and right-turn vehicles during the peak-hours.
- *Dixie Avenue*- Approaches during the AM peak-hour are all acceptable however during the PM peak-hour the eastbound through movement (>1,100 veh.) combined with the opposing westbound left-turn from E. Victory Drive onto Dixie Avenue exhibit constraints.

The unsignalized intersection of E. Victory Drive at Wicklow Street has capacity issues with the southbound approach (driveway serving antique shop) during the PM peak-hour. All remaining unsignalized intersections: Bee Road at Kerry Street and Kerry Street at Wicklow Street each operate at acceptable service levels during both peak hours. It should be noted that the intersection of Kerry Street at Dixie Avenue operates as a 90-degree bend with free-flow conditions with exception of the Memorial Park entrance which is signed as NO MOTOR VEHICLES.

Under future 2024 No-Build conditions, which include the annual growth of 2-percent, each of the study area intersections is expected to continue to operate similarly to what was presented under Existing conditions. Under No-Build, the E. Victory Drive at Dixie Avenue signalized intersection degrades to a LOS E during the PM and the unsignalized intersection of E. Victory Drive at Wicklow Street degrades to a LOS F (LOS E under Existing).

Build 2024 conditions reflect the operations/occupancy of all land-uses expected as part of the planned development. Under these conditions, the signalized intersection of E. Victory Drive at the Harry S. Truman Parkway northbound and southbound ramps will degrade to a LOS E during the AM and PM peak-hours for the northbound ramp and the AM peak-hour only for the southbound ramp. As indicated, project traffic adds less than 10-seconds of delay to these intersections. The E. Victory Drive at Dixie Avenue intersection will continue to operate at a poor service level during the PM peak-hour (LOS E as under No-Build conditions) with the project adding in approx. 12-seconds delay. This is caused by the addition of traffic to the westbound left-turn movement onto Dixie Avenue of both commercial traffic and residential traffic destined to the apartments south of Kerry Street. E. Victory Drive at Bee Road continues to operate acceptably.

Each of the unsignalized intersections will continue to operate acceptably as they had under the No-Build conditions with exception of the E. Victory Drive at Wicklow Street intersection which will operate at a LOS F (No-Build also LOS F) during the PM peak-hour.

MITIGATION

The final phase of the analysis process is to identify mitigating measures which may either minimize the impact of the project on the transportation system or tend to alleviate poor service levels not caused by the project. The following describes measures necessary to mitigate the project's impact.

Site Access Drives

As planned, the development is to have three access points for the retail section of the project and one access each for the apartment complexes located north and south of Kerry Street. The following identify specific geometric and traffic control requirements for each proposed access:

Commercial Development (Fronting E. Victory Drive)

1. **E. Victory Drive**- Drive to be located approximately 225-feet east of Wicklow Street and 290-feet west of Dixie Avenue. This access will operate as a RIRO only access.

- ***Northbound (Site Access) Approach:*** Construct site access to provide a two-lane approach with one lane entering the site and one lane exiting designated for right-turn movements only. All left-turn movements will be geometrically prohibited due to the existing landscaped median within E. Victory Drive;
- ***Eastbound (E. Victory Drive) Approach:*** Based on projected peak-hour volumes, a right-turn lane entering the site is recommended based on *Table 4-6 (ref. Regulations for Driveway & Encroachment Control)*. Design of this lane must be in accordance with *Table 4-8* which calls out a 250-foot lane length and a 100-foot taper however this total length of 350-feet (sum of taper and lane) cannot be accommodated. It is suggested this lane length and taper be reduced to an acceptable distance (example of 100-foot each for a total of 200-feet) if acceptable by City Engineering staff;
- ***Westbound (E. Victory Drive) Approach:*** No changes necessary, existing raised median prohibits all left-turn movements; and
- ***Traffic Control:*** This intersection should be placed under STOP sign control where vehicles exiting the site making a right-turn will be required to stop prior to entering the intersection.

Note: Two existing curb-cuts one just to the west of this access and one located approximately 100-feet to the east will be closed as part of this development (net reduction of two existing curb-cuts).

2. **Dixie Avenue**- This full-movement access to be located approximately 390-feet south of E. Victory Drive (220-feet south of Whole Foods/Zoe's access).

- ***Eastbound (Site Access) Approach:*** Construct site access to provide a two-lane approach with one lane entering the site and one lane exiting allowing both left and right-turn movements;
- ***Northbound & Southbound (Dixie Avenue) Approaches:*** No modifications necessary; and;
- ***Traffic Control:*** This intersection should be placed under STOP sign control where vehicles exiting the site will be required to stop prior to entering the intersection.

3. **Wicklow Street**- This full-movement access to be located approximately 200-feet south of E. Victory Drive.

- ***Westbound (Site Access) Approach:*** Construct site access to provide a two-lane approach with one lane entering the site and one lane exiting allowing both left and right-turn movements;
- ***Northbound & Southbound (Wicklow Street) Approaches:*** No modifications necessary; and;

- **Traffic Control:** This intersection should be placed under STOP sign control where vehicles exiting the site will be required to stop prior to entering the intersection.

Note: The six/seven perpendicular parking spaces located along the east side of Wicklow Street which could back out into through traffic will be removed.

Residential Development North of Kerry Street

This full-movement access to be located approximately 340-feet north of Kerry Street.

- **Westbound (Site Access) Approach:** Construct site access to provide a two-lane approach with one lane entering the site and one lane exiting allowing both left and right-turn movements;
- **Northbound & Southbound (Wicklow Street) Approaches:** No modifications necessary; and
- **Traffic Control:** This intersection should be placed under STOP sign control where vehicles exiting the site will be required to stop prior to entering the intersection.

Residential Development South of Kerry Street

This access will be created by extending Wicklow Street approximately 300-feet to the south which will provide sole access to the apartments. This will result in the modification of the intersection of Kerry Street at Wicklow Street to become a four-legged intersection with a new northbound approach opposite Wicklow Street. Both the northbound and southbound approaches will be placed under STOP sign control.

Off-Site Intersections

With the addition of project traffic, there are four intersections under the Build condition that result in poor operating conditions during one or more of the peak-hours studied.

E. Victory Drive at Harry S. Truman Parkway Ramps- As discussed earlier in this report, the Harry S. Truman interchange intersections have some approach capacity issues which are expected to increase in delays with the project resulting in LOS E. The over-all delays for the interchange intersections are approximately 60-seconds or less during the peak hours and are not considered to be significant (site traffic adds less than 10-seconds to delays). Based on this, no improvements are suggested for this pair of intersections at this time.

E. Victory Drive at Dixie Avenue- Intersection is expected to operate at a LOS E under both the No-Build and Build conditions during the PM peak-hour. Queue/stacking issues are evident for the westbound left-turn movement from E. Victory Drive to Dixie Avenue as well as the northbound approach of Dixie Avenue which has a short left-turn lane and a combined through/right-turn lane. To improve operations at this intersection, the following are suggested:

- **Westbound (E. Victory Drive) Approach:** Lengthen the westbound left-turn storage lane within E. Victory Drive by modifying the existing landscaped median. Suggested length of 325-feet;
- **Northbound (Dixie Avenue) Approach:** If feasible due to existing constraints (structure/Zoe's Kitchen, utilities, trees) lengthen the northbound left-turn lane; and

As shown, traffic volumes on the mainline (E. Victory Drive) are more than sufficient to warrant signalization at this intersection. The minor street movements (northbound left from Wicklow Street) are lower than the southbound movements from the antique shop therefore the antique shop volumes (shown in yellow) were utilized. As shown, no single-hour nor any of the required grouping of hours meet the minimal requirements.

A second warrant analyses has been conducted assuming project traffic assigned to the intersection to both the westbound major left-turn movement (E. Victory Drive to southbound Wicklow Street) and the minor street northbound left-turn movement (Wicklow Street to westbound E. Victory Drive).

**BUILD CONDITIONS
 TRAFFIC SIGNAL WARRANT ANALYSES
 E. Victory Drive at Wicklow Street**

Time	Traffic Volumes (vph) ^b								Left-Turn Minor MUTCD Warrant				Left-Turn Major MUTCD Warrant			
	EXISTING VOLUMES				SITE-GENERATED TRAFFIC VOLUMES		FUTURE BUILD-OUT VOLUMES									
	E. Victory Dr Major Street	WB E. Victory Dr Major St	NB Wicklow Rd	SB Antiques Access	WB E. NB Wicklow Rd	WB E. NB Victory Dr Major St	NB Wicklow Rd	WB E. NB Victory Dr Major	1A ^e	1B ^f	2 ^g	3 ^h	1A ^e	1B ^f	2 ^g	3 ^h
		Left-turn	Left/Thru	Left/Thru/Rt	Left/Thru	Left-turn	Left/Thru	St								
7:00 AM - 8:00 AM	1,717	16	1	0	42	13	43	13	NO	NO	NO	NO	NO	NO	NO	NO
8:00 AM - 9:00 AM	1,447	8	0	0	31	22	31	22	NO	NO	NO	NO	NO	NO	NO	NO
9:00 AM - 10:00 AM	1,482	22	0	1	27	30	27	31	NO	NO	NO	NO	NO	NO	NO	NO
10:00 AM - 11:00 AM	1,463	10	1	3	23	40	24	43	NO	NO	NO	NO	NO	NO	NO	NO
11:00 AM - 12:00 NOON	1,631	18	0	7	31	53	31	60	NO	NO	NO	NO	NO	NO	NO	NO
12:00 NOON - 1:00 PM	1,749	17	0	4	36	59	36	63	NO	NO	NO	NO	NO	NO	NO	NO
1:00 PM - 2:00 PM	1,837	9	0	4	35	51	35	55	NO	NO	NO	NO	NO	NO	NO	NO
2:00 PM - 3:00 PM	1,894	16	0	6	37	53	37	59	NO	NO	NO	NO	NO	NO	NO	NO
3:00 PM - 4:00 PM	1,953	21	0	2	34	58	34	60	NO	NO	NO	NO	NO	NO	NO	NO
4:00 PM - 5:00 PM	2,066	19	2	2	35	64	37	66	NO	NO	NO	NO	NO	NO	NO	NO
5:00 PM - 6:00 PM	2,206	18	2	7	40	70	42	77	NO	NO	NO	NO	NO	NO	NO	NO
SIGNAL WARRANT MET									NO	NO	NO	NO	NO	NO	NO	NO

As shown by this build scenario, while traffic volumes for both the major street left-turn and the minor street left-turn approach are now significantly greater (due to project traffic), volumes are not yet great enough to meet the warrants for traffic signal control. It should be noted that if comparing the 70-percent warrant factor for the peak-hour (warrant 3), the peak-hour of 5-6PM will be met (due to WB left being greater than 75 veh.).

Without improvement in traffic signal control, operations for the minor street approaches will remain at poor service levels as had been presented in Table 3. To aid in vehicular stacking and circulation, the following two geometric modifications are suggested:

- **Northbound (Wicklow Street) Approach:** While the immediate approach to E. Victory Drive is approximately 35-feet in width, there are no pavement markings designating center line or separate left and right-turn lanes. With the development, modifications to this approach will be possible and provision of a three-lane cross-section should be provided with appropriate pavement markings. This will result in a 125-foot separate left-turn lane and a separate right-turn: and
- **Westbound (E. Victory Drive) Approach-** Based on the expected additional traffic entering the site, lengthen the westbound left-turn storage lane from the current 100-foot length to potentially a total length of 200-feet pending constraints.

SUMMARY

EPC has completed a Traffic Impact and Access Study relative to the development of a mixed-use residential and commercial retail project located on the south side of E. Victory Drive between Dixie Drive and Wicklow Street in Savannah, GA. As planned, this development will provide a total of 280 residential apartment units and 40,000-sf of retail commercial uses consisting of an Aldi grocery store and general shops. This facility is expected to be constructed/occupied in 2024.

Project access is planned for the retail section of the project to/from E. Victory Drive via a RIRO access and to Dixie Avenue and to/from Wicklow Street both via full-movement drives. The two residential portions will each have their own access, one to/from Wicklow Street for the apartments located north of Kerry Street (124-units) and one via an extension of Wicklow Street south of Kerry Street for the 156-unit complex.

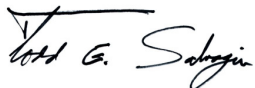
Analyses have been conducted for the surrounding roadway network which includes the adjacent intersections of E. Victory Drive at the Harry S. Truman Parkway interchange (northbound and southbound ramps), Dixie Avenue, Wicklow Street and Bee Road. Operating conditions are constrained under Existing conditions for the E. Victory Drive at Dixie Avenue and Wicklow Street intersections and are borderline issues for the Harry S. Truman Parkway ramp intersections due to stacking/queue problems between the ramps and for the eastbound left-turn getting onto the southbound Parkway.

Recommendations for each of the site access drives have been made which include cross-sections and traffic control. The proposed access to/from E. Victory Drive (RIRO) should plan a right-turn declaration lane in accordance with GDOT regulations which will reduce impedance to through traffic.

Recommendations have been made for the off-site intersections of E. Victory Drive at Dixie Avenue, and E. Victory Drive at Wicklow Street. This involves a combination of possible geometric improvements as well as traffic control enhancements which include the suggestion of protected/permitted left-turn phasing for the Dixie Avenue approach.

If you have any questions or comments regarding any information contained within this memo, please contact me at (803) 361 3265.

Regards,

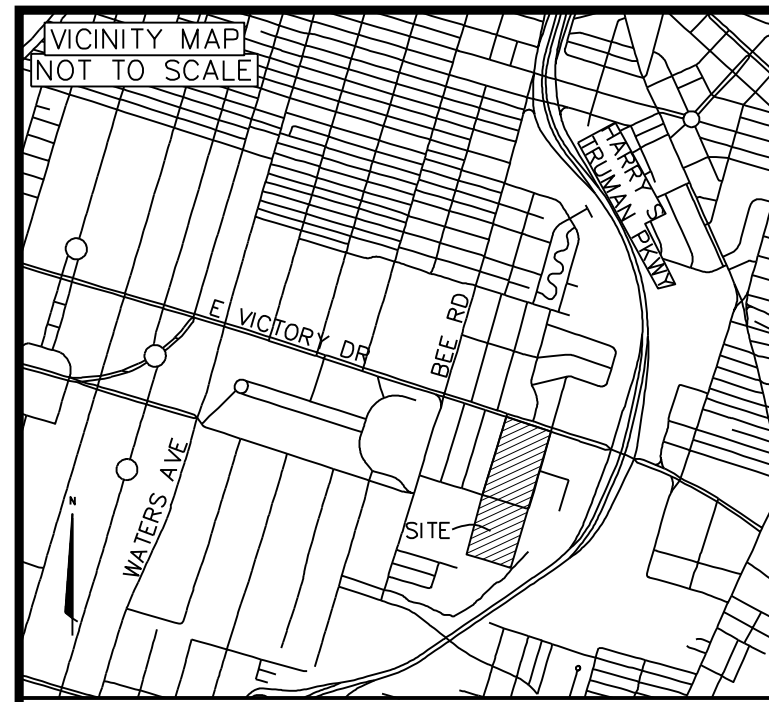


Todd E. Salvagin, Principal
EPC, LLC

Attachments



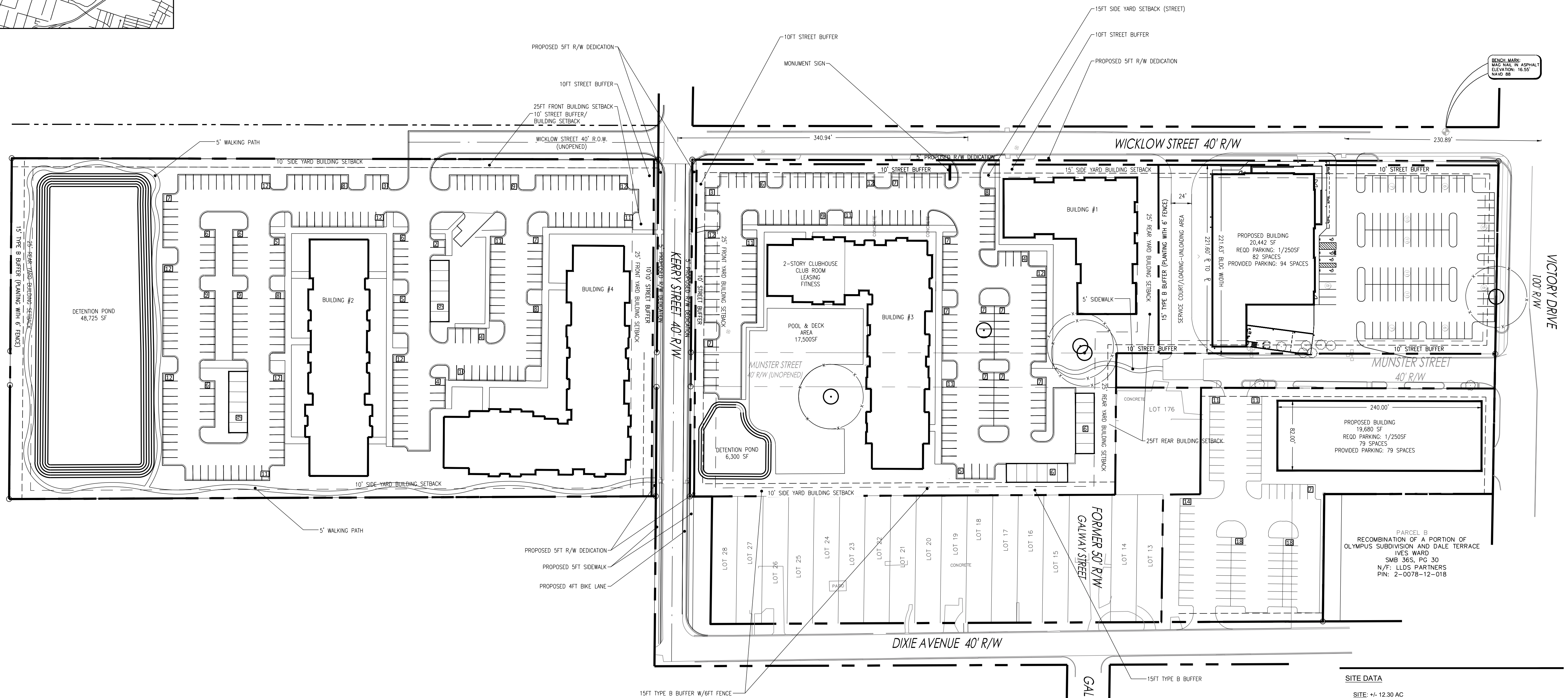
EPC, LLC
COA No. PEF007836
Expires 06-30-2022



NOTES:

1. ALL ELEVATIONS BASED ON NAVD 88.
2. THE HORIZONTAL DATUM OF THIS PLAT IS BASED ON GRID NORTH, GEORGIA STATE PLANE, EAST ZONE, NAD 83.
3. BASED ON MY OBSERVATION THIS PROPERTY IS PARTIALLY LOCATED IN ZONE AE, A SPECIAL FLOOD HAZARD AREA AS DETERMINED BY FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP NUMBER 13051C01620, EFFECTIVE DATE: 8/16/2018. FEMA MAPS ARE SUBJECT TO REVISIONS AND AMENDMENTS AND SHOULD BE REVIEWED PRIOR TO CONSTRUCTION.
4. THIS PROPERTY BOUNDARY IS A COMPILATION OF PLATS DRAWN BY OTHERS AND IS NOT THE PRODUCT OF A COMPLETE BOUNDARY SURVEY PERFORMED BY COLEMAN COMPANY, INC.

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	40.00'	S16°48'20"W
L2	26.28'	S16°45'20"W



SITE DATA

SITE: +/- 12.30 AC
 PROPOSED DETENTION PONDS: 1.24 AC / 10.0%

PROPOSED APARTMENTS

BUILDING TYPES:

NORTHERN SECTION
 TYPE I BUILDING 1: (4) STORY (48 UNITS)
 TYPE III BUILDING 3: (4) STORY W/ CLUB ROOM (76 UNITS)
 TOTAL: 124 UNITS

PARKING PROVIDED:
 (12) GARAGE (12'W X 22' DEEP)
 (164) CAR SPACES (9' X 17.5') WITH 26' DRIVE AISLES
 TOTAL: 176 (1.42 SPACES PER UNIT)

SOUTHERN SECTION
 TYPE II BUILDING 2: (4) STORY (64 UNITS)
 TYPE IV BUILDING 4: (4) STORY (92 UNITS)
 TOTAL: 156 UNITS

PARKING PROVIDED:
 (12) GARAGE (12'W X 22' DEEP)
 (245) CAR SPACES (9' X 17.5') WITH 26' DRIVE AISLES
 TOTAL: 257 (1.64 SPACES PER UNIT)

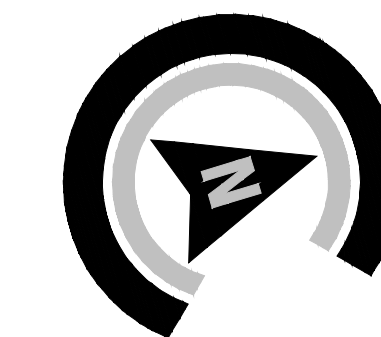
TOTAL PARKING PROVIDED (NORTHERN + SOUTHERN)
 (24) GARAGE (12'W X 22' DEEP)
 (424) CAR SPACES (9' X 17.5') WITH 26' DRIVE AISLES
 TOTAL: 433 (1.54 SPACES PER UNIT)
PARKING REQUIRED: (1) PER UNIT = 280

TOTAL UNITS 280 (22.76 UPA)

OPEN SPACE REQUIREMENT: 20% = 2.46 AC

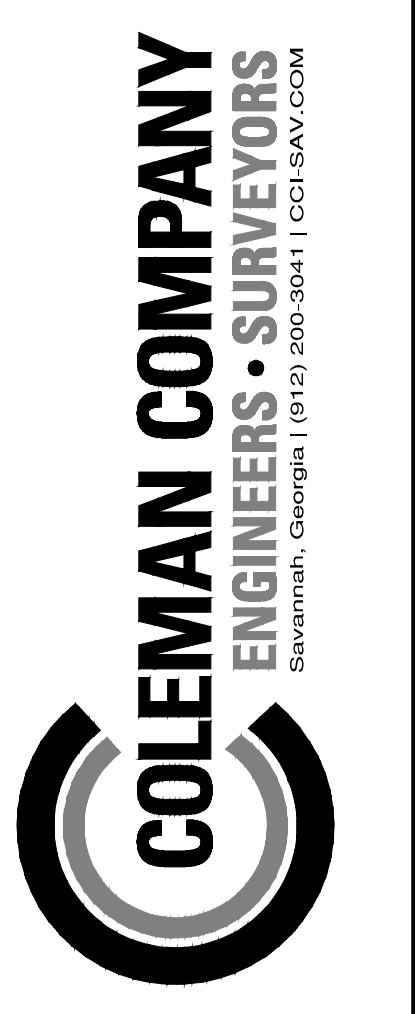
EXISTING ZONING:
 RSF-E (RESIDENTIAL SINGLE FAMILY - ESTATE)
 B-C (COMMUNITY BUSINESS)

PROPOSED ZONING: RMF (RESIDENTIAL MULTI-FAMILY)



SCALE: 1"=60'

© 2018 COLEMAN COMPANY, INC. DATE PLOTTED: 11/27/2018 8:05 AM BY: Travis Barks DRAWING PATH: C:\2018\11-27-2018\11-27-2018\000\DWG\Plan\CP2.0.dwg



NOT FOR CONSTRUCTION

SITE PLAN IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE UPON FINAL SURVEY AND JURISDICTIONAL INVESTIGATION

REVISIONS:
 REVISED 07/01/21
 REVISED 07/27/21
 REVISED 08/05/21
 REVISED 08/23/21
 REVISED 09/29/21

CONCEPTUAL PLAN

PROPOSED APARTMENTS

JOHNNY HARRIS TRACT

LOCATED IN SAVANNAH, GEORGIA

JOB NUMBER: 21-495
 DATE: 06/30/21
 DRAWN BY: LJS
 CHECKED BY: TGB
 SCALE: AS NOTED

CONCEPTUAL SITE PLAN

SHEET:
CP2.0



NOT TO SCALE

Figure 1
SITE LOCATION MAP
Mixed-Use Development- E. Victory Drive
Savannah, GA



EPC, LLC

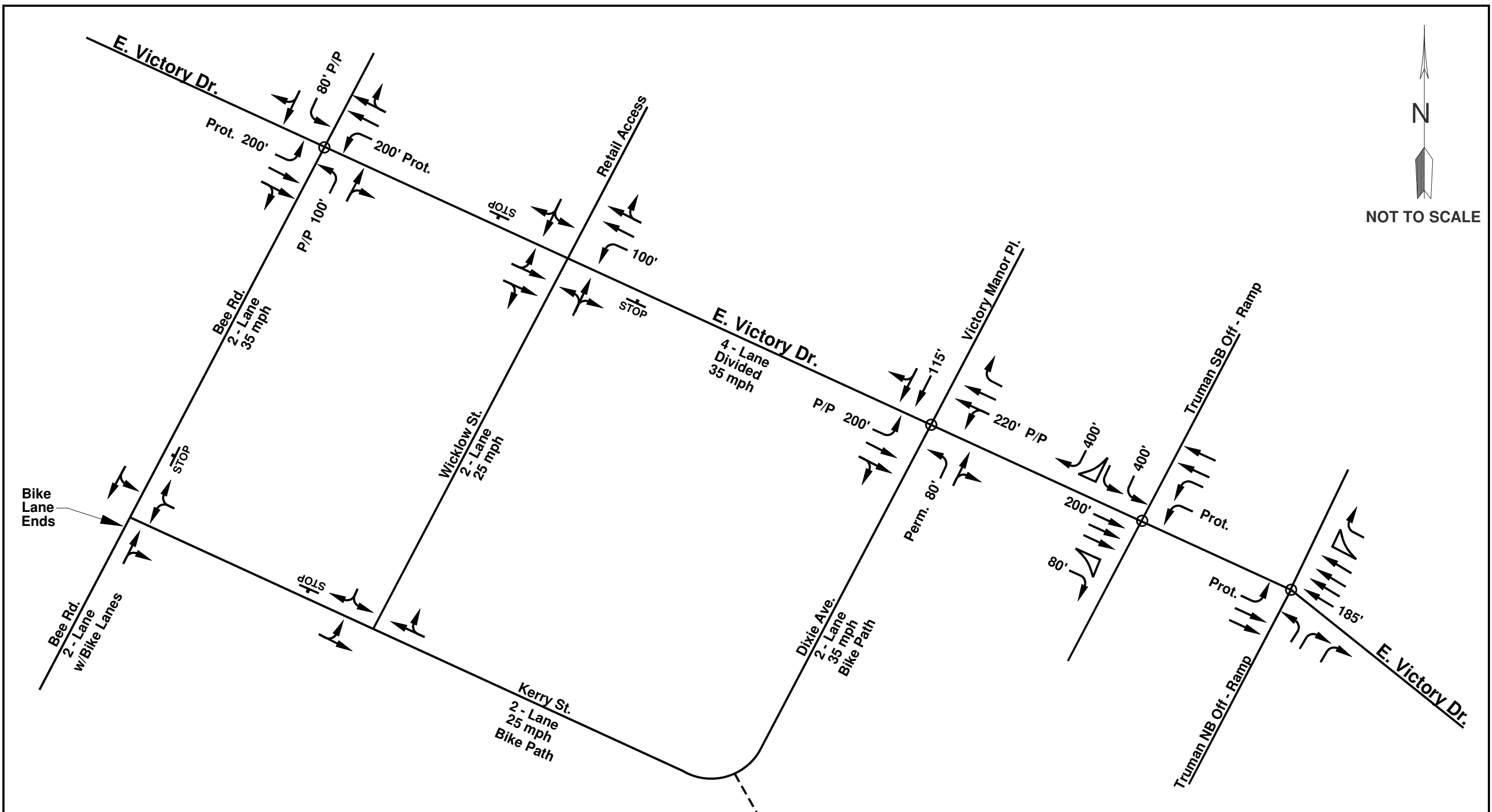
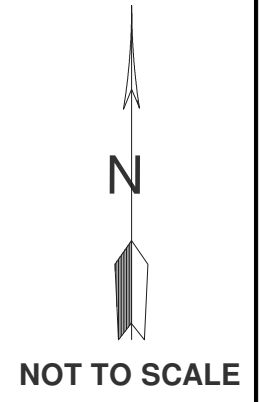


Figure 3

EXISTING GEOMETRICS & TRAFFIC CONTROL

E. Victory Mixed - Use Development, Savannah GA.

LEGEND

- Prot. = Protected Only Left Turn Phasing
- P/P = Protected/Permissive Left Turn Phasing
- ← = Lane Assignment
- = Signalized Intersection

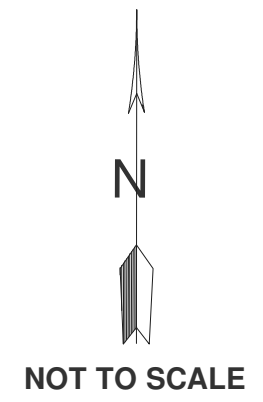
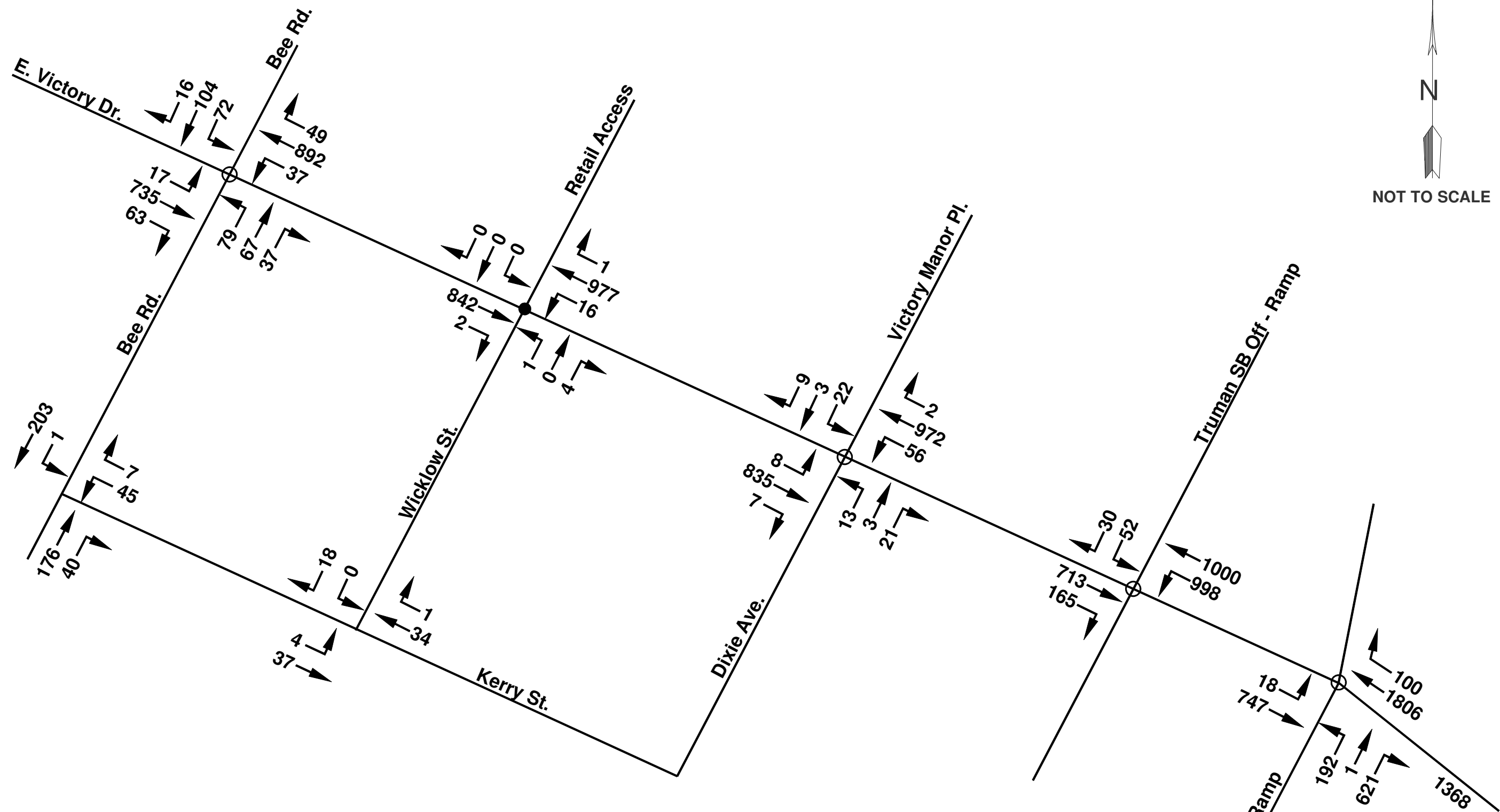


Figure 4
2021 EXISTING TRAFFIC VOLUMES
AM PEAK HOUR
 E. Victory Mixed - Use Development, Savannah GA.

- ← = Lane Assignment
- = Non Signalized Intersection
- = Signalized Intersection

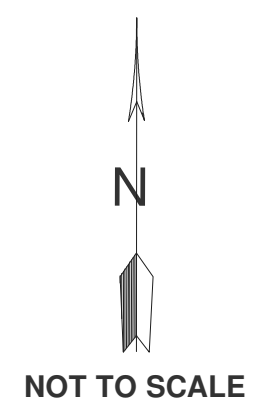
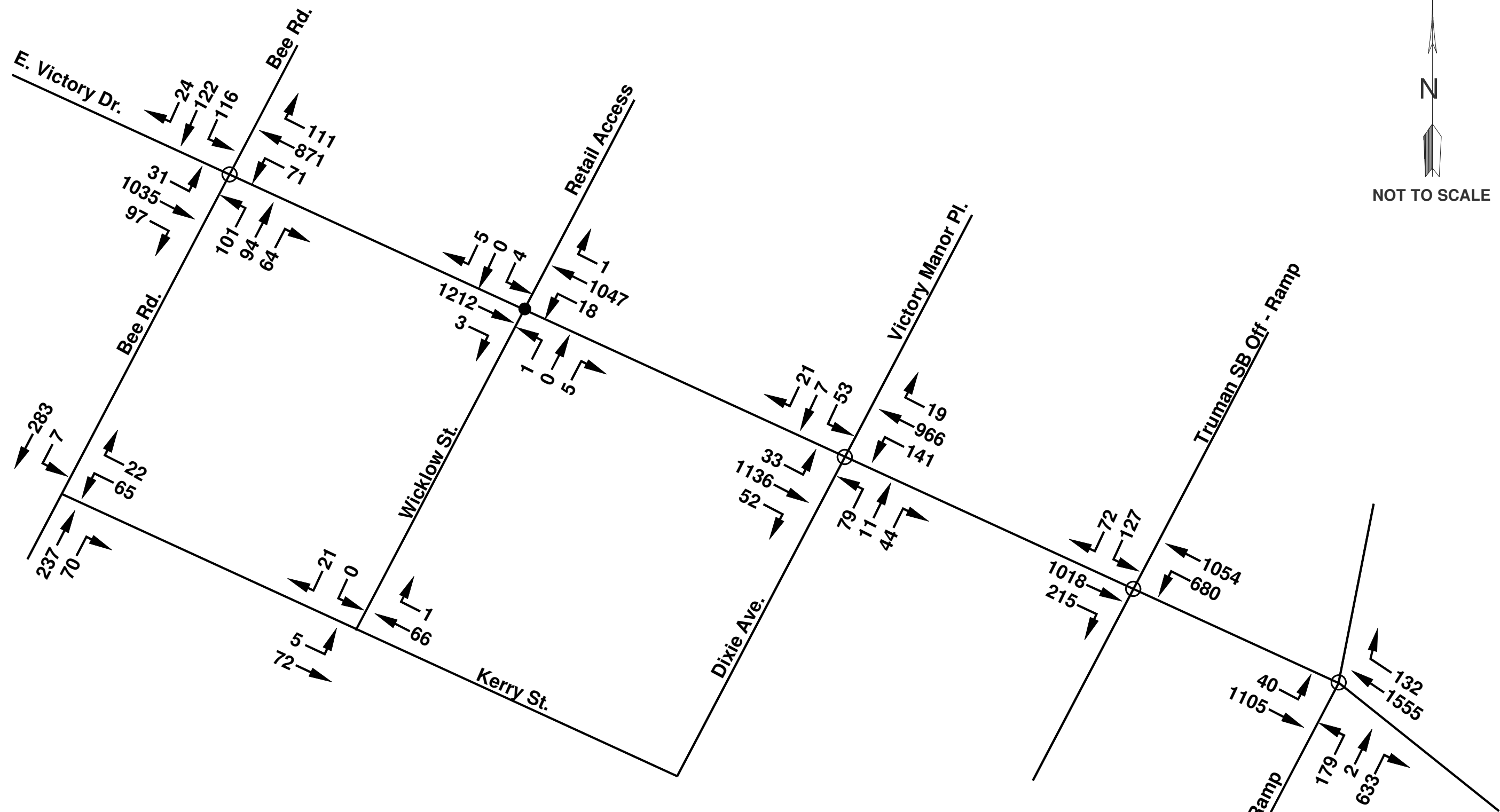


Figure 5
2021 EXISTING TRAFFIC VOLUMES
PM PEAK HOUR
 E. Victory Mixed - Use Development, Savannah GA.

- ← = Lane Assignment
- = Non Signalized Intersection
- = Signalized Intersection

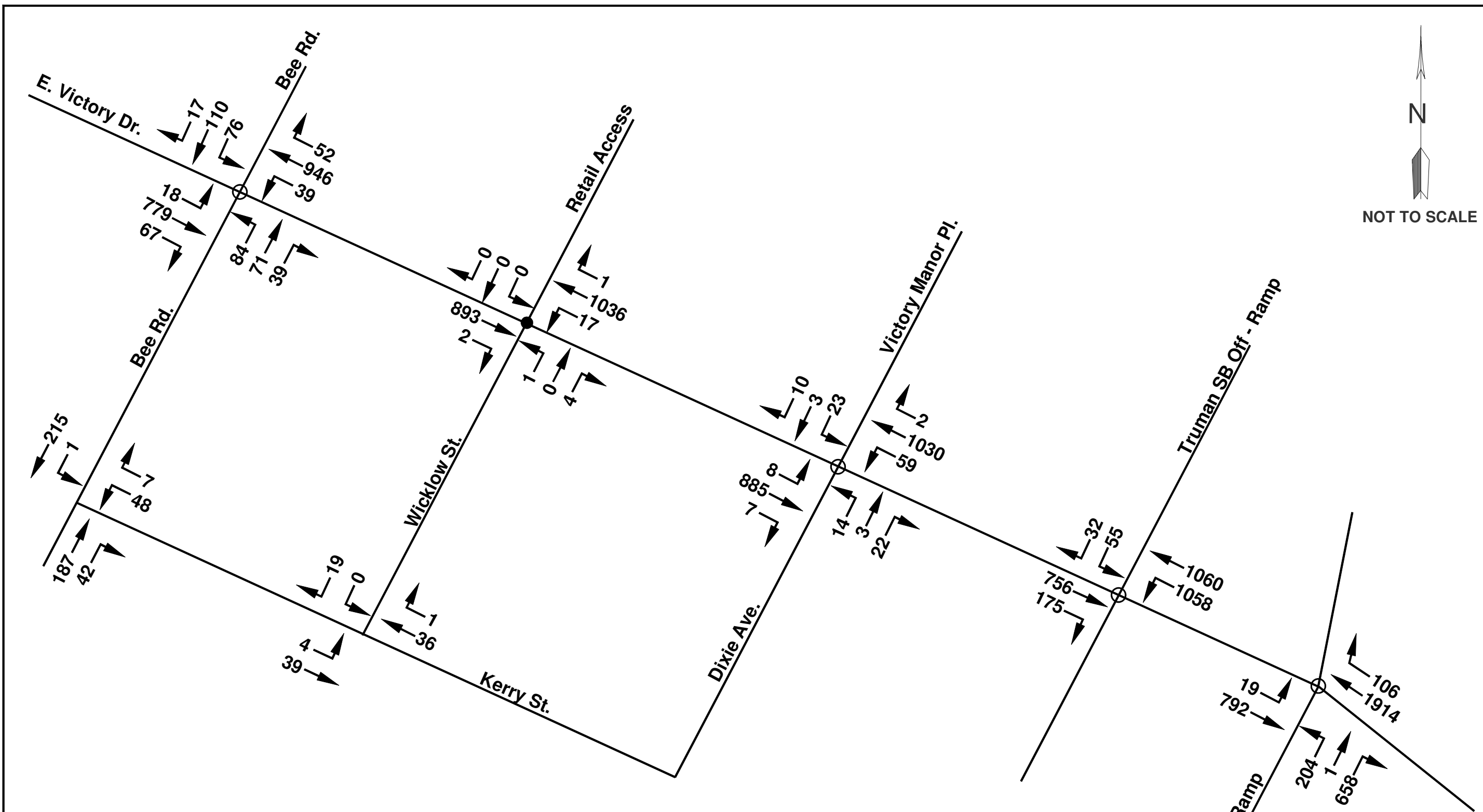
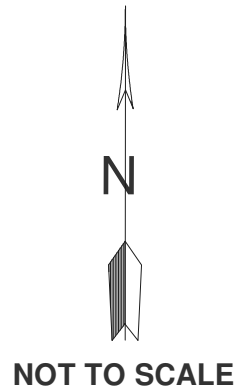


Figure 6
2024 NO-BUILD TRAFFIC VOLUMES
AM PEAK HOUR
 E. Victory Mixed - Use Development, Savannah GA.

- ← = Lane Assignment
- = Non Signalized Intersection
- = Signalized Intersection

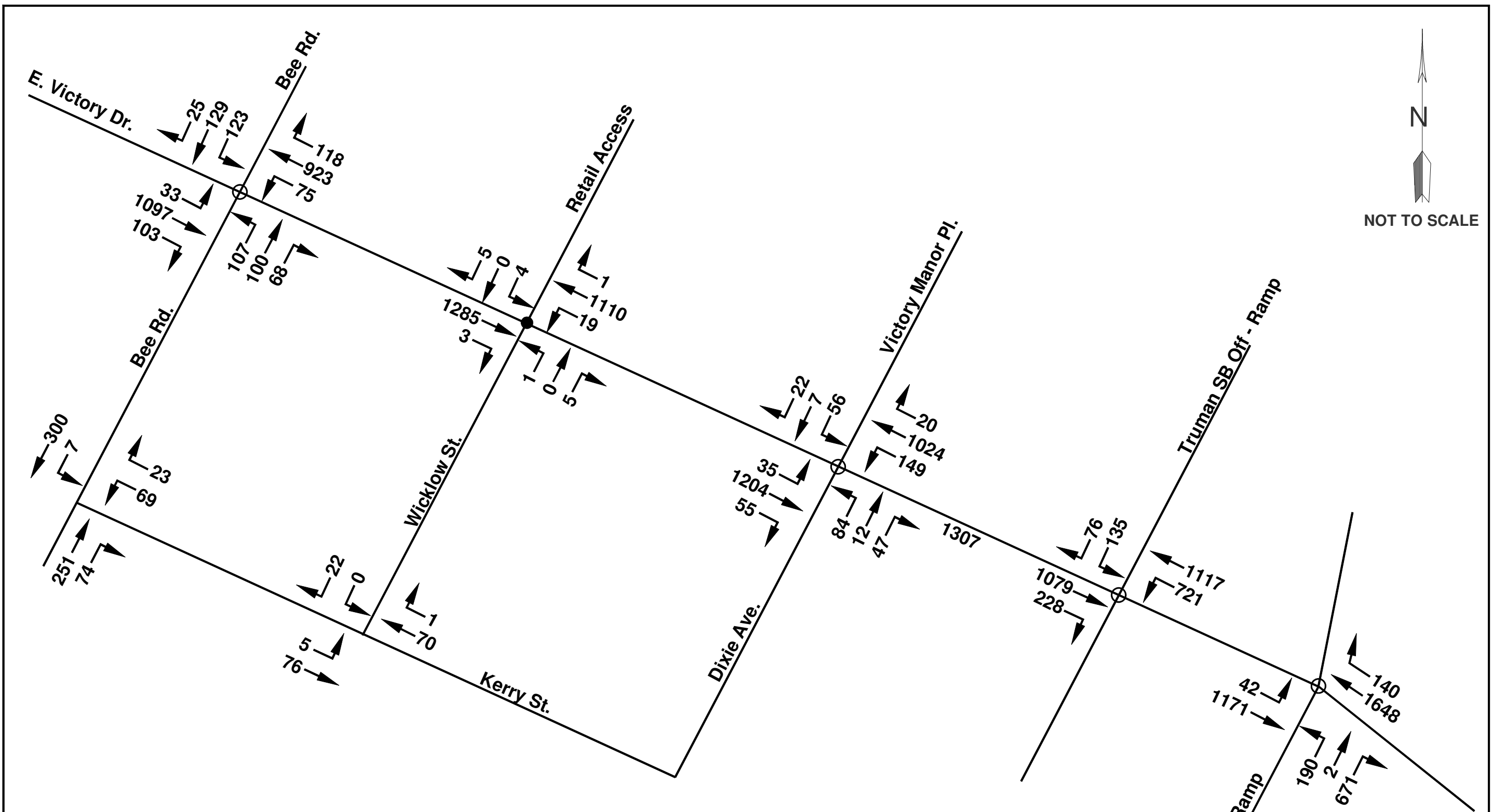
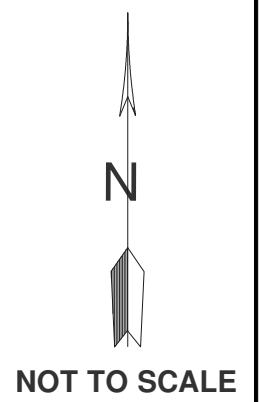


Figure 7
2024 NO-BUILD TRAFFIC VOLUMES
PM PEAK HOUR
 E. Victory Mixed - Use Development, Savannah GA.

← = Lane Assignment
 ● = Non Signalized Intersection
 ○ = Signalized Intersection

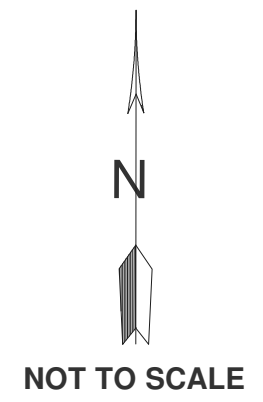
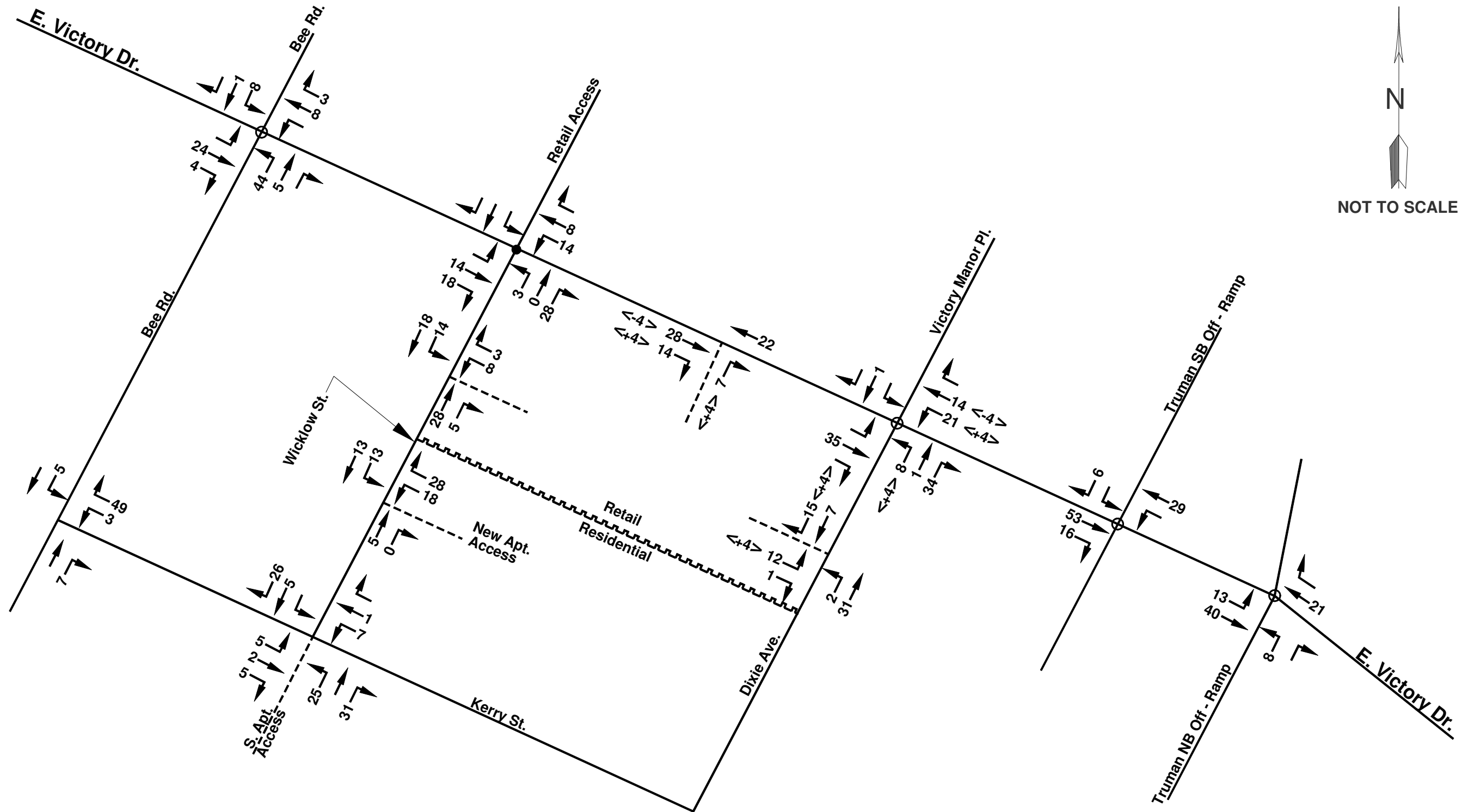


Figure 8
TOTAL SITE GENERATED TRAFFIC VOLUMES
AM PEAK HOUR
E. Victory Mixed - Use Development, Savannah GA.

- = Lane Assignment
- = Non Signalized Intersection
- = Signalized Intersection

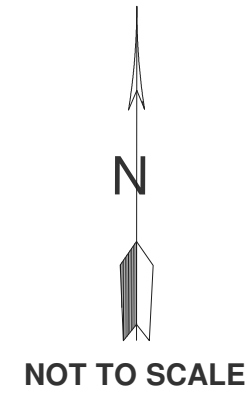
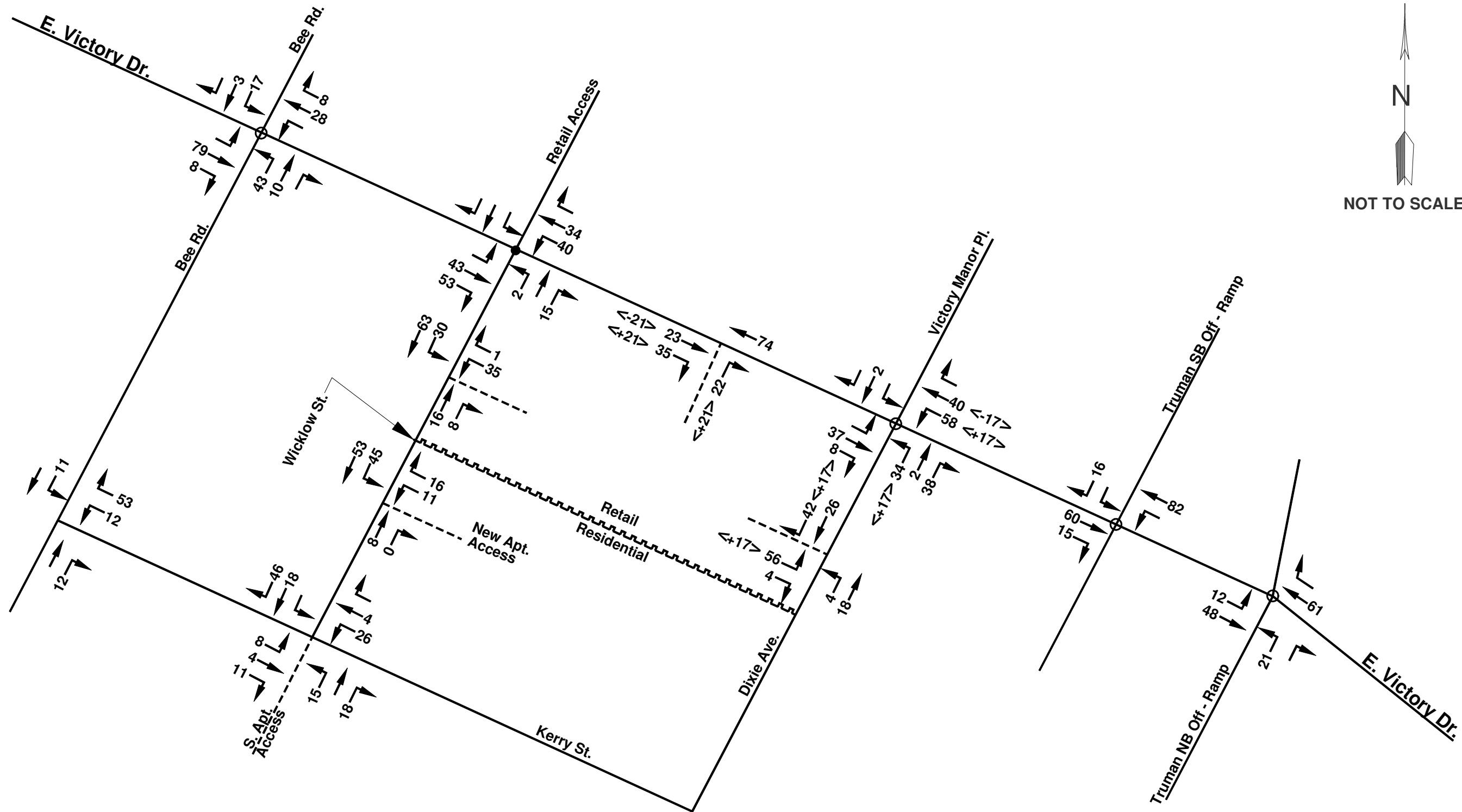


Figure 9
TOTAL SITE GENERATED TRAFFIC VOLUMES
PM PEAK HOUR
E. Victory Mixed - Use Development, Savannah GA.

- = Lane Assignment
- = Non Signalized Intersection
- = Signalized Intersection

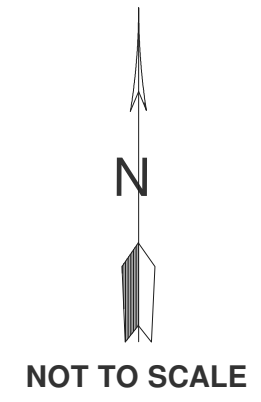
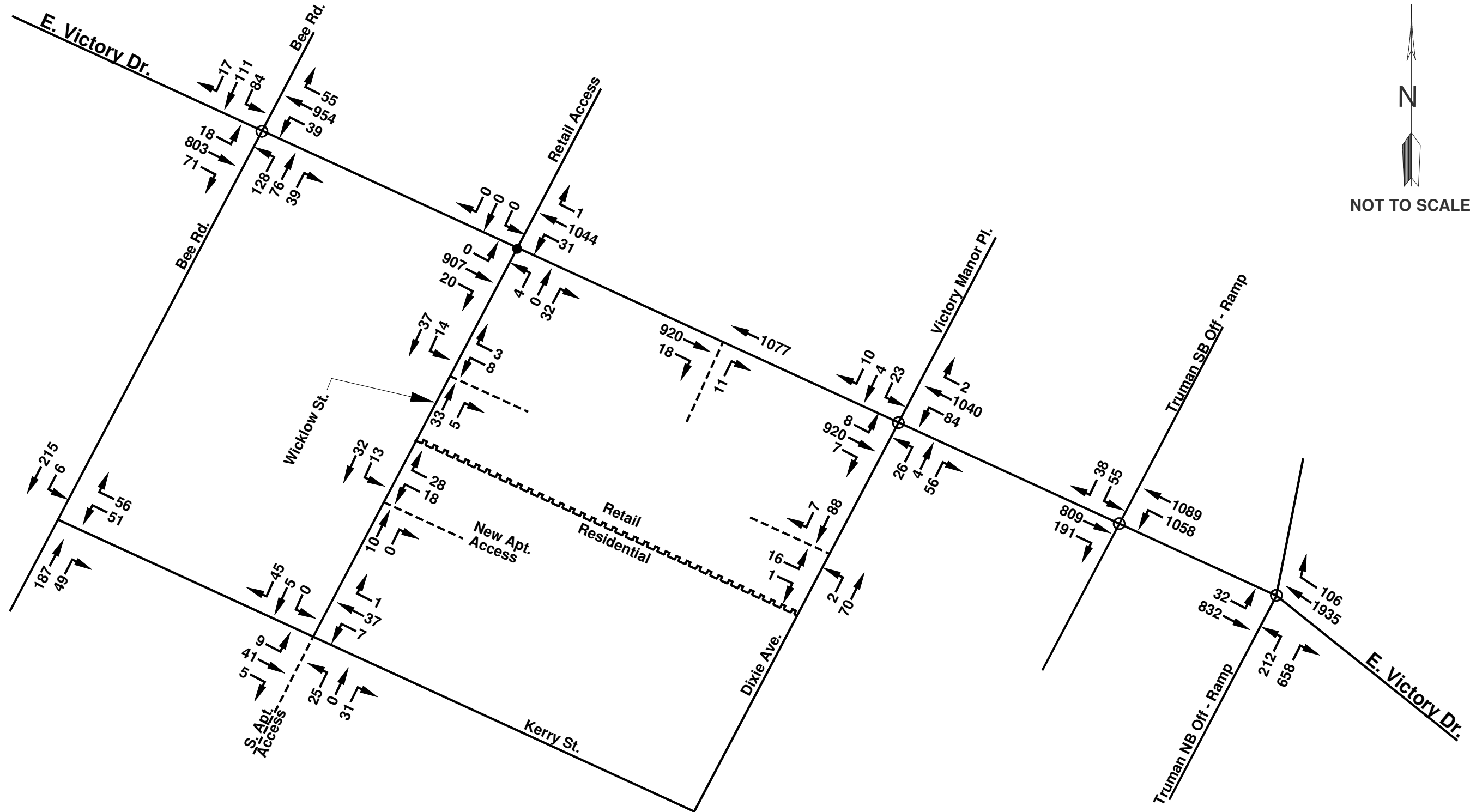


Figure 10
2024 BUILD TRAFFIC VOLUMES
AM PEAK HOUR
E. Victory Mixed - Use Development, Savannah GA.

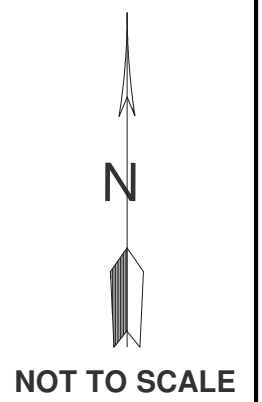
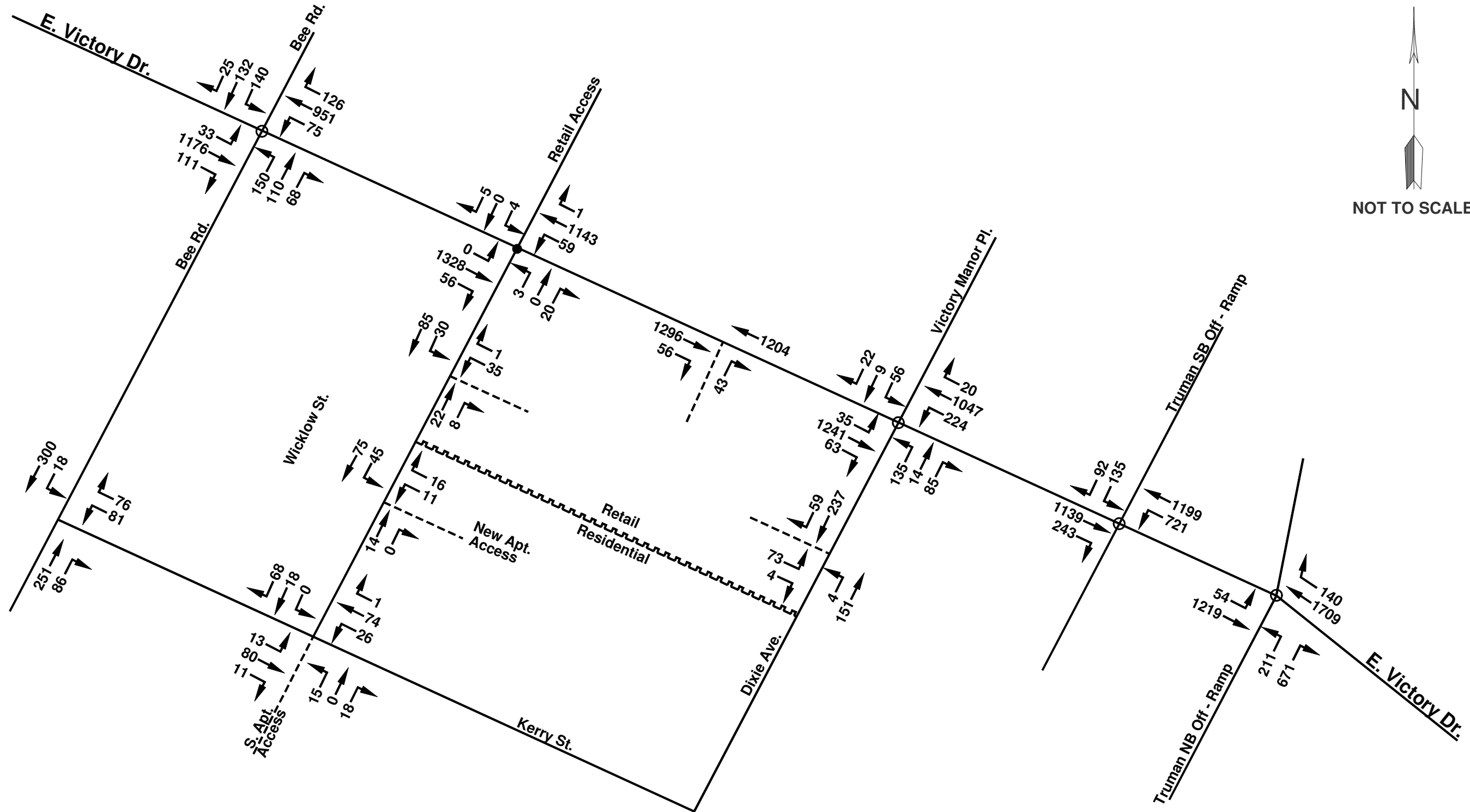


Figure 11
2024 BUILD TRAFFIC VOLUMES
PM PEAK HOUR
E. Victory Mixed - Use Development, Savannah GA.

- ← = Lane Assignment
- = Non Signalized Intersection
- = Signalized Intersection

COUNT DATA

SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : E Victory Dr @ Harry S Truman NB Ramp

Site Code :

Start Date : 10/13/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				E Victory Dr Westbound				Harry S Truman NB Ramp Northbound				E Victory Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	2	0	375	14	0	31	0	136	0	1	106	0	0	665
07:15	0	0	0	0	0	438	19	0	39	0	151	0	1	140	0	0	788
07:30	0	0	0	0	0	487	25	0	55	0	154	0	5	210	0	1	937
07:45	0	0	0	1	0	443	34	0	63	0	149	0	8	182	0	0	880
Total	0	0	0	3	0	1743	92	0	188	0	590	0	15	638	0	1	3270
08:00	0	0	0	0	0	449	20	0	23	0	142	0	4	202	0	0	840
08:15	0	0	0	1	0	414	21	0	47	1	176	0	1	144	0	0	805
08:30	0	0	0	1	0	405	16	0	37	0	158	0	2	155	0	0	774
08:45	0	0	0	2	0	391	28	0	32	0	147	0	3	177	0	0	780
Total	0	0	0	4	0	1659	85	0	139	1	623	0	10	678	0	0	3199
16:00	0	0	0	1	0	418	45	0	37	1	206	1	7	260	0	0	976
16:15	0	0	0	4	0	363	43	0	44	1	156	0	16	326	0	0	953
16:30	0	0	0	2	0	342	28	0	40	0	192	1	7	273	0	0	885
16:45	0	0	0	0	0	394	29	0	42	2	150	0	8	317	0	0	942
Total	0	0	0	7	0	1517	145	0	163	4	704	2	38	1176	0	0	3756
17:00	0	0	0	2	0	416	44	0	58	0	184	0	6	281	0	0	991
17:15	0	0	0	4	0	406	31	0	52	0	163	0	18	289	0	0	963
17:30	0	0	0	1	0	425	28	0	51	0	136	0	8	303	0	1	953
17:45	0	0	0	2	0	374	28	0	57	0	166	2	14	264	0	1	908
Total	0	0	0	9	0	1621	131	0	218	0	649	2	46	1137	0	2	3815
Grand Total	0	0	0	23	0	6540	453	0	708	5	2566	4	109	3629	0	3	14040
Apprch %	0	0	0	100	0	93.5	6.5	0	21.6	0.2	78.2	0.1	2.9	97	0	0.1	
Total %	0	0	0	0.2	0	46.6	3.2	0	5	0	18.3	0	0.8	25.8	0	0	
Passenger Vehicles	0	0	0	23	0	6448	437	0	690	5	2496	4	105	3555	0	3	13766
% Passenger Vehicles	0	0	0	100	0	98.6	96.5	0	97.5	100	97.3	100	96.3	98	0	100	98
Heavy Vehicles	0	0	0	0	0	46	8	0	9	0	35	0	2	37	0	0	137
% Heavy Vehicles	0	0	0	0	0	0.7	1.8	0	1.3	0	1.4	0	1.8	1	0	0	1
Buses	0	0	0	0	0	46	8	0	9	0	35	0	2	37	0	0	137
% Buses	0	0	0	0	0	0.7	1.8	0	1.3	0	1.4	0	1.8	1	0	0	1

SHORT COUNTS, LLC

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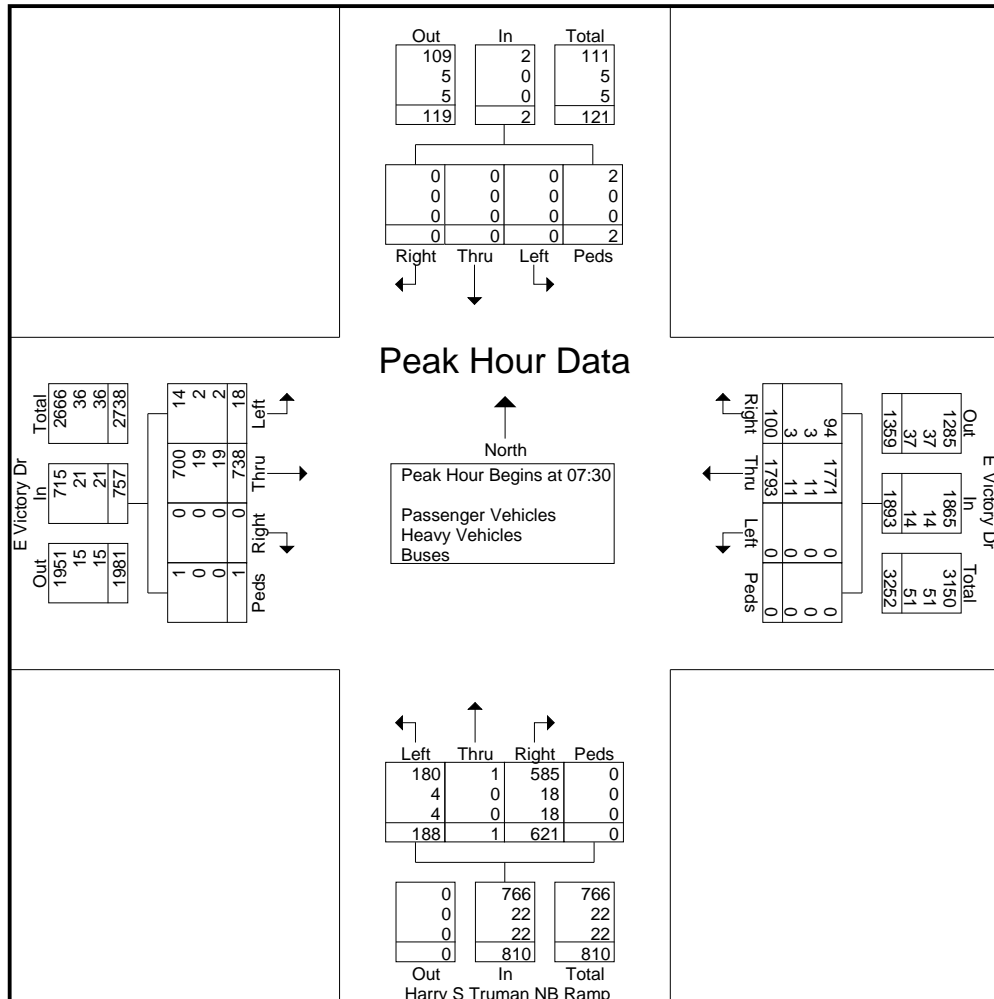
File Name : E Victory Dr @ Harry S Truman NB Ramp

Site Code :

Start Date : 10/13/2021

Page No : 3

Start Time	Southbound					E Victory Dr Westbound					Harry S Truman NB Ramp Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	0	487	25	0	512	55	0	154	0	209	5	210	0	1	216	937
07:45	0	0	0	1	1	0	443	34	0	477	63	0	149	0	212	8	182	0	0	190	880
08:00	0	0	0	0	0	0	449	20	0	469	23	0	142	0	165	4	202	0	0	206	840
08:15	0	0	0	1	1	0	414	21	0	435	47	1	176	0	224	1	144	0	0	145	805
Total Volume	0	0	0	2	2	0	1793	100	0	1893	188	1	621	0	810	18	738	0	1	757	3462
% App. Total	0	0	0	100		0	94.7	5.3	0		23.2	0.1	76.7	0		2.4	97.5	0	0.1		
PHF	.000	.000	.000	.500	.500	.000	.920	.735	.000	.924	.746	.250	.882	.000	.904	.563	.879	.000	.250	.876	.924
Passenger Vehicles	0	0	0	2	2	0	1771				95.7	100	94.2	0	94.6	77.8	94.9	0	100	94.5	96.7
% Passenger Vehicles	0	0	0	100	100	0	98.8	94.0	0	98.5	95.7	100	94.2	0	94.6	77.8	94.9	0	100	94.5	96.7
Heavy Vehicles	0	0	0	0	0	0	11	3	0	14	4	0	18	0	22	2	19	0	0	21	57
% Heavy Vehicles	0	0	0	0	0	0	0.6	3.0	0	0.7	2.1	0	2.9	0	2.7	11.1	2.6	0	0	2.8	1.6
Buses	0	0	0	0	0	0	11	3	0	14	4	0	18	0	22	2	19	0	0	21	57
% Buses	0	0	0	0	0	0	0.6	3.0	0	0.7	2.1	0	2.9	0	2.7	11.1	2.6	0	0	2.8	1.6



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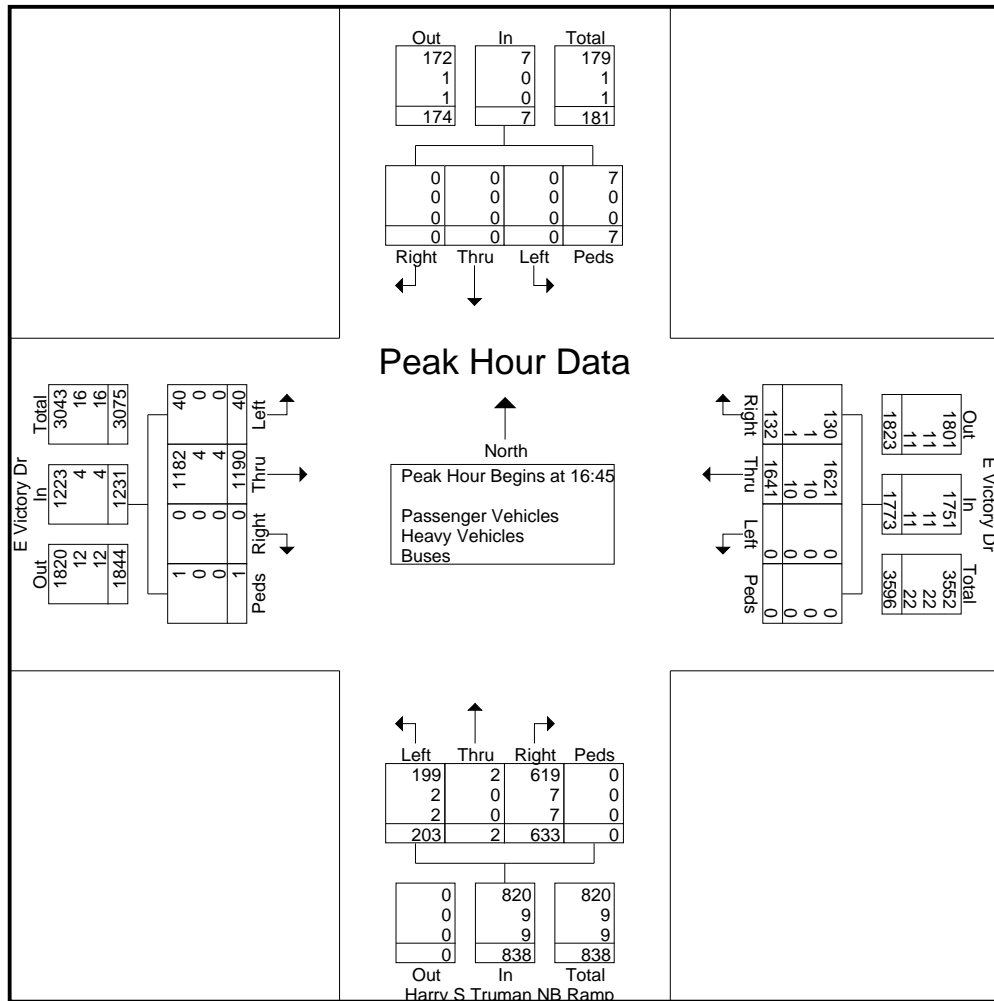
File Name : E Victory Dr @ Harry S Truman NB Ramp

Site Code :

Start Date : 10/13/2021

Page No : 4

Start Time	Southbound					E Victory Dr Westbound					Harry S Truman NB Ramp Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	394	29	0	423	42	2	150	0	194	8	317	0	0	325	942
17:00	0	0	0	2	2	0	416	44	0	460	58	0	184	0	242	6	281	0	0	287	991
17:15	0	0	0	4	4	0	406	31	0	437	52	0	163	0	215	18	289	0	0	307	963
17:30	0	0	0	1	1	0	425	28	0	453	51	0	136	0	187	8	303	0	1	312	953
Total Volume	0	0	0	7	7	0	1641	132	0	1773	203	2	633	0	838	40	1190	0	1	1231	3849
% App. Total	0	0	0	100		0	92.6	7.4	0		24.2	0.2	75.5	0		3.2	96.7	0	0.1		
PHF	.000	.000	.000	.438	.438	.000	.965	.750	.000	.964	.875	.250	.860	.000	.866	.556	.938	.000	.250	.947	.971
Passenger Vehicles	0	0	0	7	7	0	1621				182					1182					
% Passenger Vehicles	0	0	0	100	100	0	98.8	98.5	0	98.8	98.0	100	97.8	0	97.9	100	99.3	0	100	99.4	98.8
Heavy Vehicles	0	0	0	0	0	0	10	1	0	11	2	0	7	0	9	0	4	0	0	4	24
% Heavy Vehicles	0	0	0	0	0	0	0.6	0.8	0	0.6	1.0	0	1.1	0	1.1	0	0.3	0	0	0.3	0.6
Buses	0	0	0	0	0	0	10	1	0	11	2	0	7	0	9	0	4	0	0	4	24
% Buses	0	0	0	0	0	0	0.6	0.8	0	0.6	1.0	0	1.1	0	1.1	0	0.3	0	0	0.3	0.6



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Site Code :

Start Date : 10/13/2021

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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Harry S Truman SB Ramp Southbound				E Victory Dr Westbound				Northbound				E Victory Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	6	0	3	1	182	201	0	0	0	0	0	0	0	118	20	0	531
07:15	12	0	8	1	223	261	0	0	0	0	0	0	0	160	40	0	705
07:30	6	1	7	1	262	283	0	0	0	0	0	0	0	180	43	0	783
07:45	17	0	11	0	248	249	0	0	0	0	0	0	0	212	58	0	795
Total	41	1	29	3	915	994	0	0	0	0	0	0	0	670	161	0	2814
08:00	17	0	4	0	270	215	0	0	0	0	0	0	0	161	30	0	697
08:15	13	0	5	1	219	212	0	0	0	0	0	0	0	150	42	0	642
08:30	10	0	3	3	239	221	0	0	0	0	0	0	0	126	42	0	644
08:45	18	0	5	0	198	205	0	0	0	0	0	0	0	174	33	0	633
Total	58	0	17	4	926	853	0	0	0	0	0	0	0	611	147	0	2616
16:00	47	0	8	2	168	256	0	0	0	0	0	0	0	221	38	0	740
16:15	34	0	15	5	161	264	0	0	0	0	0	0	0	286	48	0	813
16:30	24	0	19	1	140	248	0	0	0	0	0	0	0	269	58	0	759
16:45	40	0	20	1	169	248	0	0	0	0	0	0	0	259	51	0	788
Total	145	0	62	9	638	1016	0	0	0	0	0	0	0	1035	195	0	3100
17:00	25	0	10	1	167	292	0	0	0	0	0	0	0	278	69	0	842
17:15	32	1	17	4	159	285	0	0	0	0	0	0	0	266	55	0	819
17:30	30	0	25	0	185	289	0	0	0	0	0	0	0	262	59	0	850
17:45	35	1	12	2	130	276	0	0	0	0	0	0	0	246	52	0	754
Total	122	2	64	7	641	1142	0	0	0	0	0	0	0	1052	235	0	3265
Grand Total	366	3	172	23	3120	4005	0	0	0	0	0	0	0	3368	738	0	11795
Apprch %	64.9	0.5	30.5	4.1	43.8	56.2	0	0	0	0	0	0	0	82	18	0	
Total %	3.1	0	1.5	0.2	26.5	34	0	0	0	0	0	0	0	28.6	6.3	0	
Passenger Vehicles	362	3	171	23	3088	3936	0	0	0	0	0	0	0	3322	729	0	11634
% Passenger Vehicles	98.9	100	99.4	100	99	98.3	0	0	0	0	0	0	0	98.6	98.8	0	98.6
Heavy Vehicles	4	0	1	0	23	31	0	0	0	0	0	0	0	33	8	0	100
% Heavy Vehicles	1.1	0	0.6	0	0.7	0.8	0	0	0	0	0	0	0	1	1.1	0	0.8
Buses	0	0	0	0	9	38	0	0	0	0	0	0	0	13	1	0	61
% Buses	0	0	0	0	0.3	0.9	0	0	0	0	0	0	0	0.4	0.1	0	0.5

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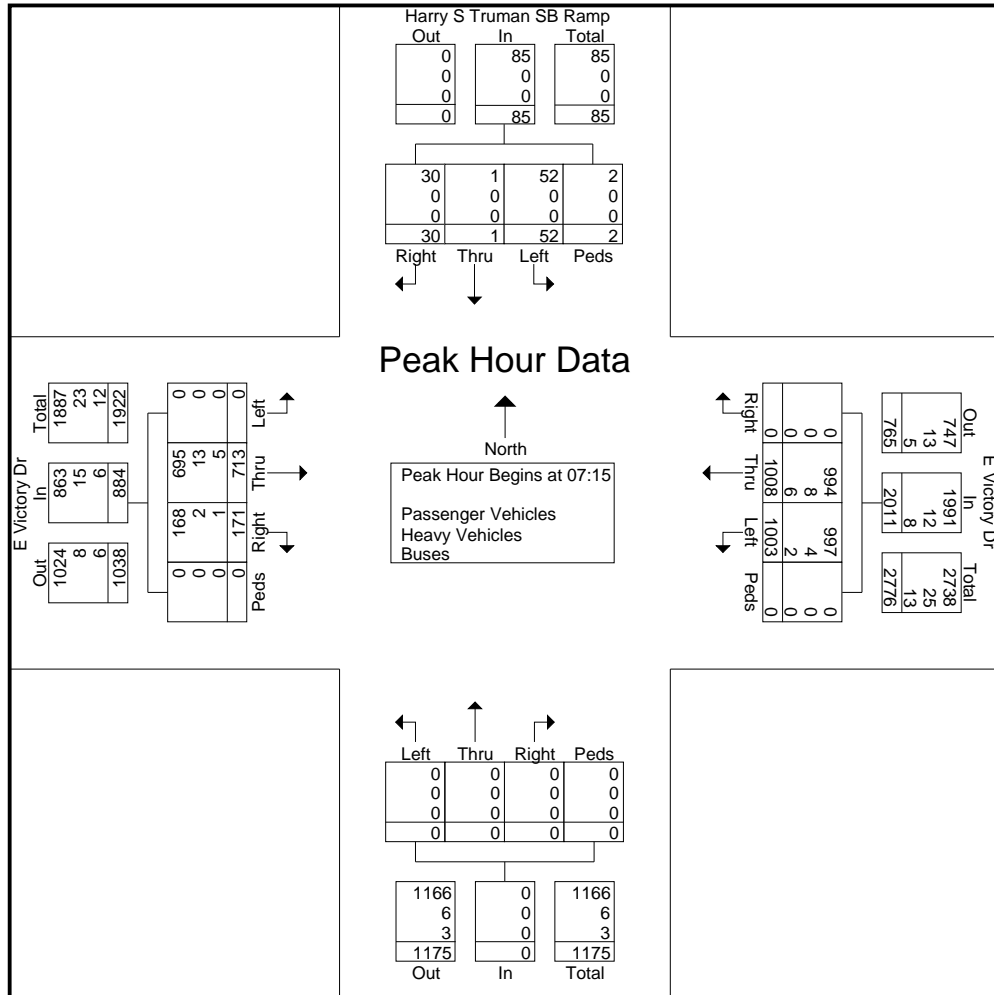
File Name : E Victory Dr @ Harry S Truman SB Ramp

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Start Time	Harry S Truman SB Ramp Southbound					E Victory Dr Westbound					Northbound					E Victory Dr Eastbound					Int. Total
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Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	12	0	8	1	21	223	261	0	0	484	0	0	0	0	0	0	160	40	0	200	705
07:30	6	1	7	1	15	262	283	0	0	545	0	0	0	0	0	0	180	43	0	223	783
07:45	17	0	11	0	28	248	249	0	0	497	0	0	0	0	0	0	212	58	0	270	795
08:00	17	0	4	0	21	270	215	0	0	485	0	0	0	0	0	0	161	30	0	191	697
Total Volume	52	1	30	2	85	1003	1008	0	0	2011	0	0	0	0	0	0	713	171	0	884	2980
% App. Total	61.2	1.2	35.3	2.4		49.9	50.1	0	0		0	0	0	0	0	0	80.7	19.3	0		
PHF	.765	.250	.682	.500	.759	.929	.890	.000	.000	.922	.000	.000	.000	.000	.000	.000	.841	.737	.000	.819	.937
Passenger Vehicles	52	1	30	2	85	997	994	0	0	1991	0	0	0	0	0	0	695	168	0	863	2939
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	4	8	0	0	12	0	0	0	0	0	0	13	2	0	15	27
% Heavy Vehicles	0	0	0	0	0	0.4	0.8	0	0	0.6	0	0	0	0	0	0	1.8	1.2	0	1.7	0.9
Buses	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	5	1	0	6	14
% Buses	0	0	0	0	0	0.2	0.6	0	0	0.4	0	0	0	0	0	0	0.7	0.6	0	0.7	0.5



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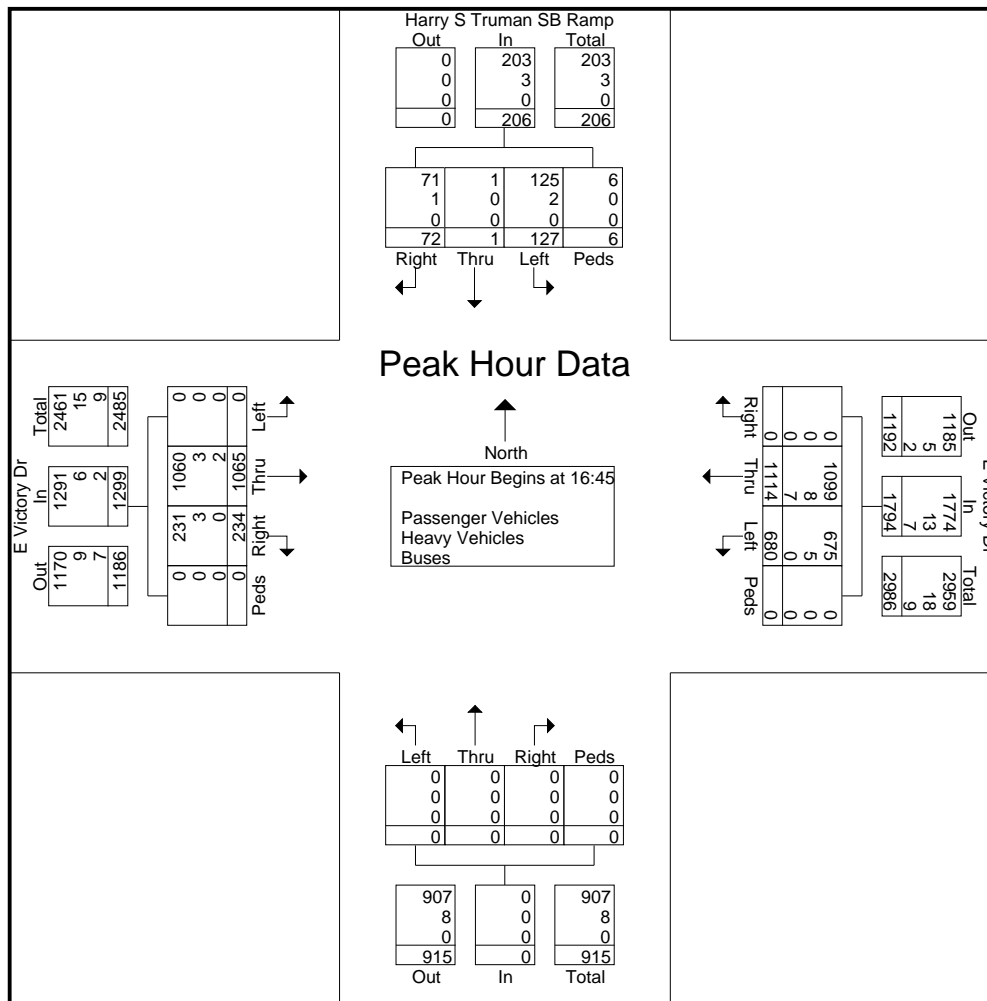
File Name : E Victory Dr @ Harry S Truman SB Ramp

Site Code :

Start Date : 10/13/2021

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Start Time	Harry S Truman SB Ramp Southbound					E Victory Dr Westbound					Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	40	0	20	1	61	169	248	0	0	417	0	0	0	0	0	0	259	51	0	310	788
17:00	25	0	10	1	36	167	292	0	0	459	0	0	0	0	0	0	278	69	0	347	842
17:15	32	1	17	4	54	159	285	0	0	444	0	0	0	0	0	0	266	55	0	321	819
17:30	30	0	25	0	55	185	289	0	0	474	0	0	0	0	0	0	262	59	0	321	850
Total Volume	127	1	72	6	206	680	1114	0	0	1794	0	0	0	0	0	0	1065	234	0	1299	3299
% App. Total	61.7	0.5	35	2.9		37.9	62.1	0	0		0	0	0	0	0	0	82	18	0		
PHF	.794	.250	.720	.375	.844	.919	.954	.000	.000	.946	.000	.000	.000	.000	.000	.000	.958	.848	.000	.936	.970
Passenger Vehicles	125	1	71	6	203	675	1099	0	0	1774	0	0	0	0	0	0	1060	98.7	0	99.4	99.1
% Passenger Vehicles	98.4	100	98.6	100	98.5	99.3	98.7	0	0	98.9	0	0	0	0	0	0	99.5	98.7	0	99.4	99.1
Heavy Vehicles	2	0	1	0	3	5	8	0	0	13	0	0	0	0	0	0	3	3	0	6	22
% Heavy Vehicles	1.6	0	1.4	0	1.5	0.7	0.7	0	0	0.7	0	0	0	0	0	0	0.3	1.3	0	0.5	0.7
Buses	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
% Buses	0	0	0	0	0	0	0.6	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3



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File Name : E Victory Dr @ Dixie-Victory Manor PI

Site Code :

Start Date : 10/13/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Victory Manor PI Southbound				E Victory Dr Westbound				Dixie Ave Northbound				E Victory Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	2	2	15	194	1	0	4	0	5	0	0	130	6	0	359
07:15	11	3	5	1	21	238	1	0	3	2	9	0	3	139	2	0	438
07:30	4	0	1	1	9	280	1	0	1	1	5	0	2	243	1	0	549
07:45	5	0	1	0	16	243	0	0	3	0	5	0	2	241	2	0	518
Total	20	3	9	4	61	955	3	0	11	3	24	0	7	753	11	0	1864
08:00	2	0	2	0	10	209	0	0	6	0	2	0	1	212	2	0	446
08:15	5	0	3	1	15	191	3	0	4	0	9	0	3	155	2	0	391
08:30	3	1	1	2	8	181	1	0	6	1	7	0	5	160	1	0	377
08:45	9	0	2	2	13	189	2	0	6	1	5	0	7	183	5	0	424
Total	19	1	8	5	46	770	6	0	22	2	23	0	16	710	10	0	1638
16:00	20	2	4	0	31	231	6	0	15	0	8	1	11	212	7	0	548
16:15	18	3	10	1	21	200	2	0	19	3	19	0	14	269	14	0	593
16:30	16	2	4	2	27	209	4	0	23	2	13	1	8	238	13	1	563
16:45	10	2	3	0	34	245	3	0	19	4	12	0	9	286	13	0	640
Total	64	9	21	3	113	885	15	0	76	9	52	2	42	1005	47	1	2344
17:00	14	1	7	0	29	232	6	0	16	4	11	0	9	275	10	0	614
17:15	8	1	3	2	36	242	6	0	22	1	9	0	5	300	13	0	648
17:30	21	3	8	1	42	233	4	0	22	2	12	2	10	275	16	0	651
17:45	8	1	5	1	41	230	5	1	33	6	11	0	10	214	11	1	578
Total	51	6	23	4	148	937	21	1	93	13	43	2	34	1064	50	1	2491
Grand Total	154	19	61	16	368	3547	45	1	202	27	142	4	99	3532	118	2	8337
Apprch %	61.6	7.6	24.4	6.4	9.3	89.5	1.1	0	53.9	7.2	37.9	1.1	2.6	94.2	3.1	0.1	
Total %	1.8	0.2	0.7	0.2	4.4	42.5	0.5	0	2.4	0.3	1.7	0	1.2	42.4	1.4	0	
Passenger Vehicles	153	19	61	16	364	3479	44	1	196	25	140	4	98	3482	112	2	8196
% Passenger Vehicles	99.4	100	100	100	98.9	98.1	97.8	100	97	92.6	98.6	100	99	98.6	94.9	100	98.3
Heavy Vehicles	1	0	0	0	4	30	0	0	6	2	2	0	1	35	4	0	85
% Heavy Vehicles	0.6	0	0	0	1.1	0.8	0	0	3	7.4	1.4	0	1	1	3.4	0	1
Buses	0	0	0	0	0	38	1	0	0	0	0	0	0	15	2	0	56
% Buses	0	0	0	0	0	1.1	2.2	0	0	0	0	0	0	0.4	1.7	0	0.7

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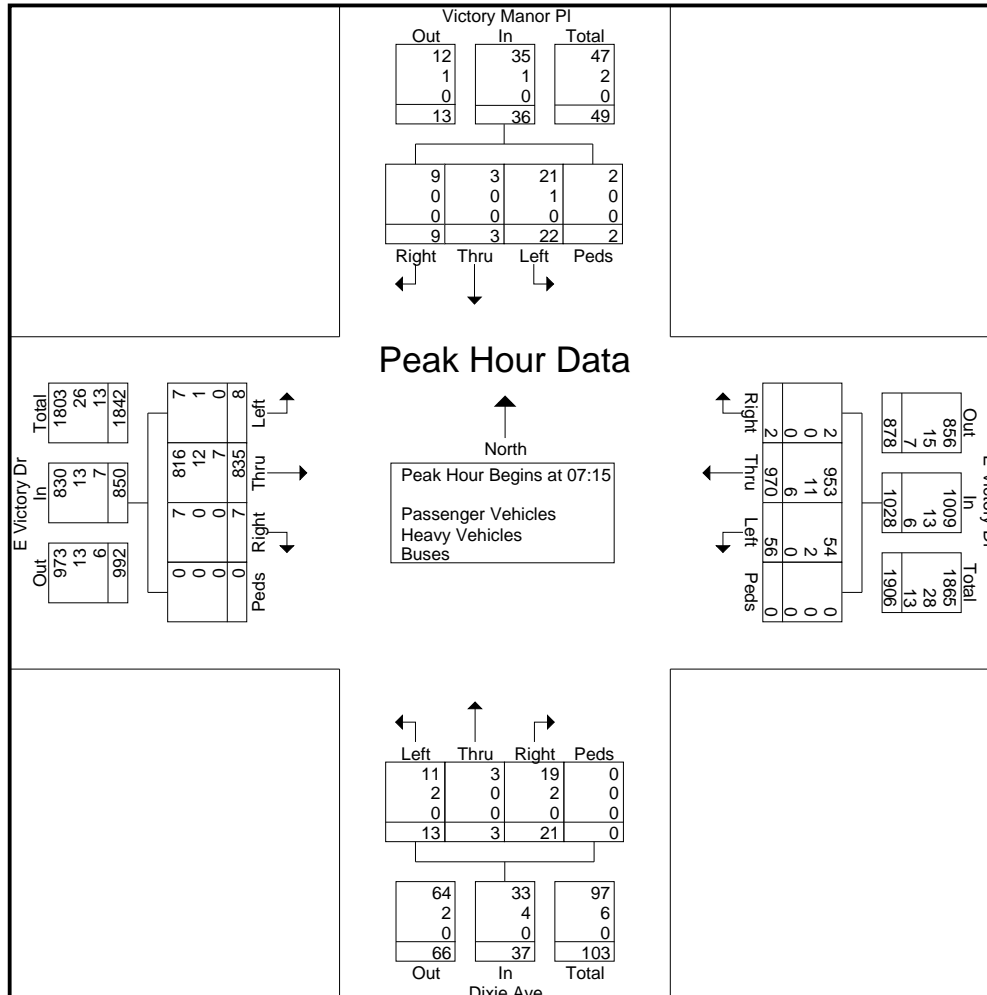
File Name : E Victory Dr @ Dixie-Victory Manor PI

Site Code :

Start Date : 10/13/2021

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Start Time	Victory Manor PI Southbound					E Victory Dr Westbound					Dixie Ave Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	11	3	5	1	20	21	238	1	0	260	3	2	9	0	14	3	139	2	0	144	438
07:30	4	0	1	1	6	9	280	1	0	290	1	1	5	0	7	2	243	1	0	246	549
07:45	5	0	1	0	6	16	243	0	0	259	3	0	5	0	8	2	241	2	0	245	518
08:00	2	0	2	0	4	10	209	0	0	219	6	0	2	0	8	1	212	2	0	215	446
Total Volume	22	3	9	2	36	56	970	2	0	1028	13	3	21	0	37	8	835	7	0	850	1951
% App. Total	61.1	8.3	25	5.6		5.4	94.4	0.2	0		35.1	8.1	56.8	0		0.9	98.2	0.8	0		
PHF	.500	.250	.450	.500	.450	.667	.866	.500	.000	.886	.542	.375	.583	.000	.661	.667	.859	.875	.000	.864	.888
Passenger Vehicles	21	3	9	2	35	54	953	2	0	1009	11	3	19	0	33	7	816	7	0	830	1907
% Passenger Vehicles																					
Heavy Vehicles	1	0	0	0	1	2	11	0	0	13	2	0	2	0	4	1	12	0	0	13	31
% Heavy Vehicles	4.5	0	0	0	2.8	3.6	1.1	0	0	1.3	15.4	0	9.5	0	10.8	12.5	1.4	0	0	1.5	1.6
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.8	0	0	0.8	0.7



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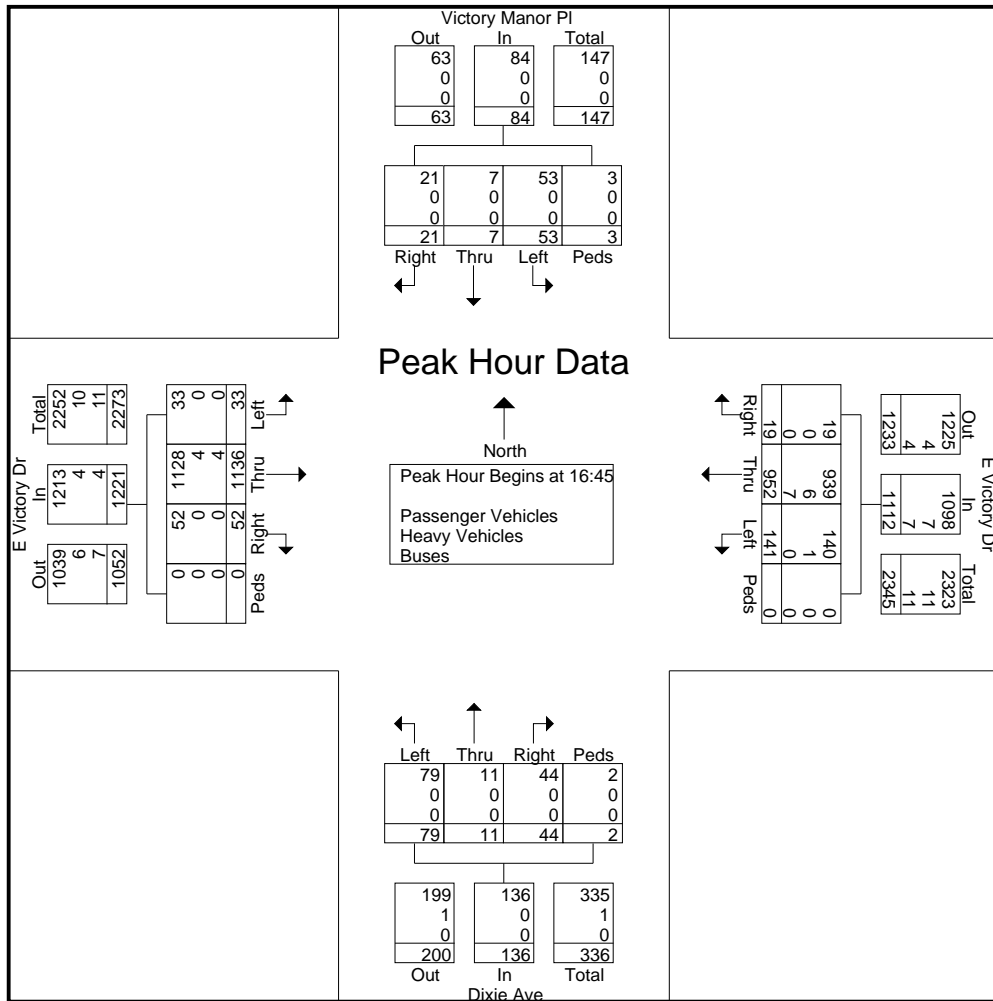
File Name : E Victory Dr @ Dixie-Victory Manor PI

Site Code :

Start Date : 10/13/2021

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Start Time	Victory Manor PI Southbound					E Victory Dr Westbound					Dixie Ave Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	10	2	3	0	15	34	245	3	0	282	19	4	12	0	35	9	286	13	0	308	640
17:00	14	1	7	0	22	29	232	6	0	267	16	4	11	0	31	9	275	10	0	294	614
17:15	8	1	3	2	14	36	242	6	0	284	22	1	9	0	32	5	300	13	0	318	648
17:30	21	3	8	1	33	42	233	4	0	279	22	2	12	2	38	10	275	16	0	301	651
Total Volume	53	7	21	3	84	141	952	19	0	1112	79	11	44	2	136	33	1136	52	0	1221	2553
% App. Total	63.1	8.3	25	3.6		12.7	85.6	1.7	0		58.1	8.1	32.4	1.5		2.7	93	4.3	0		
PHF	.631	.583	.656	.375	.636	.839	.971	.792	.000	.979	.898	.688	.917	.250	.895	.825	.947	.813	.000	.960	.980
Passenger Vehicles	53	7	21	3	84	140	939	19	0	1098	79	11	44	2	136	33	1128				
% Passenger Vehicles	100	100	100	100	100	99.3	98.6	100	0	98.7	100	100	100	100	100	100	99.3	100	0	99.3	99.1
Heavy Vehicles	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	11
% Heavy Vehicles	0	0	0	0	0	0.7	0.6	0	0	0.6	0	0	0	0	0	0	0.4	0	0	0.3	0.4
Buses	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
% Buses	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0	0.4	0	0	0.3	0.4



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File Name : E Victory Dr @ Wicklow St
Site Code :
Start Date : 10/13/2021
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Business Dr Southbound				E Victory Dr Westbound				Wicklow St Northbound				E Victory Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	4	194	0	0	0	0	0	0	0	148	1	0	347
07:15	0	0	0	0	1	256	0	0	1	0	1	0	0	163	1	0	423
07:30	0	0	0	2	5	276	1	0	0	0	0	0	0	239	1	0	524
07:45	0	0	0	0	7	225	0	0	0	0	1	0	0	231	0	0	464
Total	0	0	0	2	17	951	1	0	1	0	2	0	0	781	3	0	1758
08:00	0	0	0	1	3	203	0	0	0	0	1	0	0	209	0	0	417
08:15	0	0	0	0	2	202	1	0	0	0	0	0	1	155	1	0	362
08:30	0	0	0	3	1	188	0	0	0	0	0	0	0	163	0	0	355
08:45	0	0	0	0	2	188	1	0	0	0	2	0	1	173	0	0	367
Total	0	0	0	4	8	781	2	0	0	0	3	0	2	700	1	0	1501
09:00	0	0	1	0	7	187	1	0	0	0	0	0	1	225	0	0	422
09:15	0	0	0	1	6	169	0	0	0	0	0	0	0	183	0	0	359
09:30	0	0	0	2	3	174	0	0	0	0	4	0	0	175	0	0	358
09:45	0	0	0	1	7	200	2	0	0	0	0	1	0	181	0	0	392
Total	0	0	1	4	23	730	3	0	0	0	4	1	1	764	0	0	1531
10:00	0	0	0	2	3	158	0	0	1	0	1	0	0	197	1	0	363
10:15	1	0	0	5	2	186	2	0	0	0	0	0	0	195	1	0	392
10:30	0	0	0	1	4	179	0	0	0	0	0	0	0	176	0	0	360
10:45	0	0	2	1	1	197	0	1	0	0	1	0	0	198	0	0	401
Total	1	0	2	9	10	720	2	1	1	0	2	0	0	766	2	0	1516
11:00	1	0	1	0	3	168	1	0	0	0	1	0	1	219	1	0	396
11:15	0	0	1	1	5	177	2	0	0	0	0	0	0	204	2	0	392
11:30	1	0	2	1	6	218	1	0	0	0	0	0	0	212	0	0	441
11:45	0	0	1	1	4	230	1	0	0	0	0	0	1	220	0	0	458
Total	2	0	5	3	18	793	5	0	0	0	1	0	2	855	3	0	1687
12:00	0	0	0	4	3	214	1	0	0	0	1	1	0	209	1	0	434
12:15	1	0	0	2	6	223	0	0	0	0	0	0	1	205	2	0	440
12:30	1	0	2	3	3	210	3	1	0	0	0	0	0	267	0	0	490
12:45	1	0	0	0	5	233	1	0	0	0	0	0	0	217	1	0	458
Total	3	0	2	9	17	880	5	1	0	0	1	1	1	898	4	0	1822
13:00	0	0	1	3	3	253	1	0	0	0	1	0	0	226	0	0	488
13:15	0	0	1	1	2	245	0	0	0	0	0	0	0	228	1	0	478
13:30	0	0	0	1	4	255	2	0	0	0	0	0	0	250	2	0	514
13:45	0	0	2	1	0	198	1	0	0	0	0	0	2	227	0	0	431
Total	0	0	4	6	9	951	4	0	0	0	1	0	2	931	3	0	1911
14:00	0	0	0	2	4	217	1	0	0	0	0	0	1	219	0	0	444
14:15	1	0	2	1	5	230	0	0	0	0	0	0	0	227	0	0	466
14:30	0	0	1	0	4	263	0	0	0	0	0	0	0	234	0	0	502
14:45	0	0	2	1	4	219	0	0	0	0	1	0	0	299	2	0	528
Total	1	0	5	4	17	929	1	0	0	0	1	0	1	979	2	0	1940
15:00	0	0	2	0	5	248	2	0	0	0	1	1	0	262	0	0	521
15:15	0	0	0	1	4	222	0	0	0	0	2	0	0	258	4	0	491
15:30	0	0	0	1	6	212	0	0	0	0	1	0	0	276	0	0	496
15:45	0	0	0	0	6	250	0	0	0	0	3	1	0	227	0	0	487
Total	0	0	2	2	21	932	2	0	0	0	7	2	0	1023	4	0	1995
16:00	0	0	0	0	3	250	0	0	1	0	1	1	0	259	0	0	515

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We can't say we're the Best, but you Can!

File Name : E Victory Dr @ Wicklow St

Site Code :

Start Date : 10/13/2021

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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Business Dr Southbound				E Victory Dr Westbound				Wicklow St Northbound				E Victory Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:15	0	0	0	1	7	237	0	0	0	0	1	0	0	270	0	0	516
16:30	0	0	0	4	3	236	0	0	1	0	1	1	1	295	0	0	542
16:45	0	0	2	0	6	257	0	0	0	0	1	2	0	277	0	0	545
Total	0	0	2	5	19	980	0	0	2	0	4	4	1	1101	0	0	2118
17:00	1	0	0	1	3	267	1	0	0	0	1	0	0	285	0	0	559
17:15	1	0	2	2	5	273	0	0	1	0	1	0	0	335	0	0	620
17:30	2	0	1	0	4	250	0	0	0	0	0	2	0	285	0	0	544
17:45	0	0	0	1	6	254	0	0	1	0	1	0	0	256	0	0	519
Total	4	0	3	4	18	1044	1	0	2	0	3	2	0	1161	0	0	2242
18:00	0	0	0	5	2	240	0	0	0	0	3	0	0	281	1	0	532
18:15	0	0	0	1	4	233	0	0	0	0	1	0	0	245	0	0	484
18:30	0	0	0	0	8	228	0	0	0	0	1	0	0	206	0	0	443
18:45	0	0	0	0	5	218	0	0	0	0	0	0	0	189	0	0	412
Total	0	0	0	6	19	919	0	0	0	0	5	0	0	921	1	0	1871
Grand Total	11	0	26	58	196	10610	26	2	6	0	34	10	10	10880	23	0	21892
Apprch %	11.6	0	27.4	61.1	1.8	97.9	0.2	0	12	0	68	20	0.1	99.7	0.2	0	
Total %	0.1	0	0.1	0.3	0.9	48.5	0.1	0	0	0	0.2	0	0	49.7	0.1	0	
Passenger Vehicles	10	0	26	58	193	10402	25	2	6	0	32	10	10	10680	23	0	21477
% Passenger Vehicles	90.9	0	100	100	98.5	98	96.2	100	100	0	94.1	100	100	98.2	100	0	98.1
Heavy Vehicles	1	0	0	0	3	150	1	0	0	0	0	0	0	151	0	0	306
% Heavy Vehicles	9.1	0	0	0	1.5	1.4	3.8	0	0	0	0	0	0	1.4	0	0	1.4
Buses	0	0	0	0	0	58	0	0	0	0	2	0	0	49	0	0	109
% Buses	0	0	0	0	0	0.5	0	0	0	0	5.9	0	0	0.5	0	0	0.5

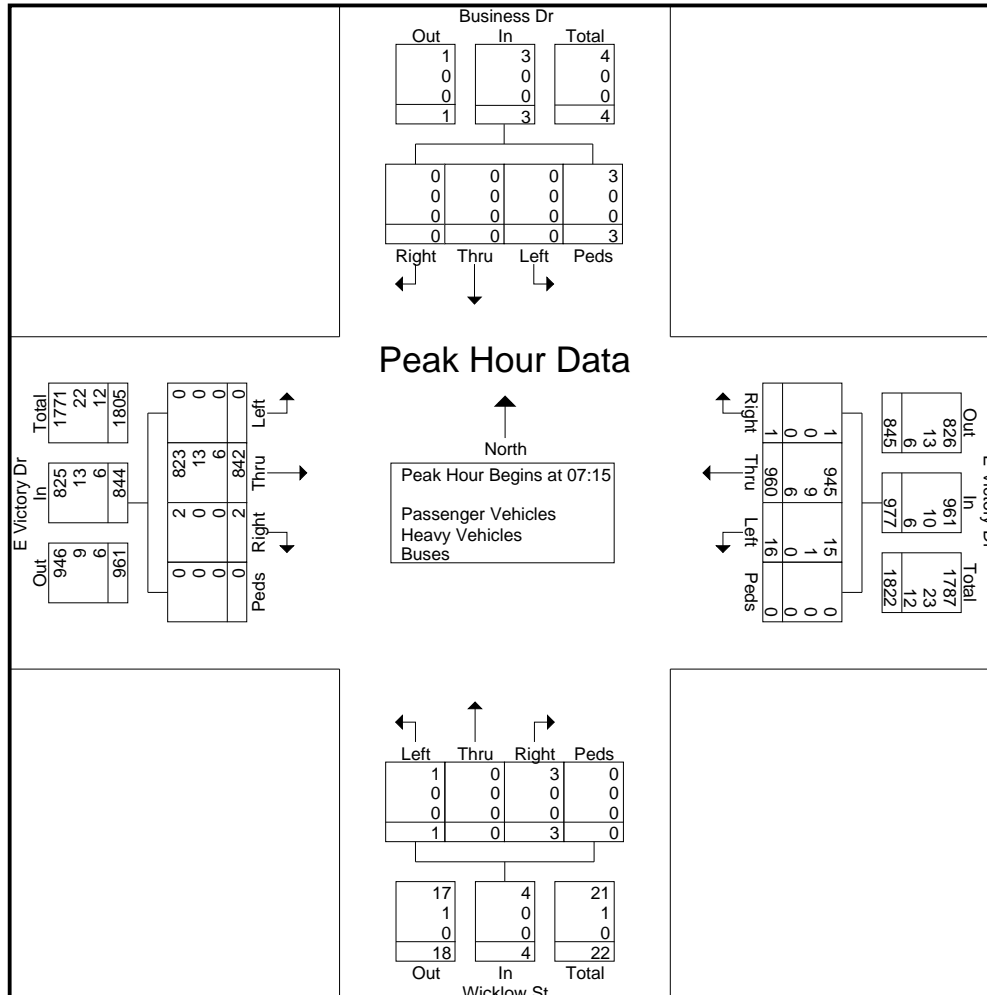
SHORT COUNTS, LLC

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Columbia, SC 29201

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File Name : E Victory Dr @ Wicklow St
Site Code :
Start Date : 10/13/2021
Page No : 4

Start Time	Business Dr Southbound					E Victory Dr Westbound					Wicklow St Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	1	256	0	0	257	1	0	1	0	2	0	163	1	0	164	423
07:30	0	0	0	2	2	5	276	1	0	282	0	0	0	0	0	0	239	1	0	240	524
07:45	0	0	0	0	0	7	225	0	0	232	0	0	1	0	1	0	231	0	0	231	464
08:00	0	0	0	1	1	3	203	0	0	206	0	0	1	0	1	0	209	0	0	209	417
Total Volume	0	0	0	3	3	16	960	1	0	977	1	0	3	0	4	0	842	2	0	844	1828
% App. Total	0	0	0	100		1.6	98.3	0.1	0		25	0	75	0		0	99.8	0.2	0		
PHF	.000	.000	.000	.375	.375	.571	.870	.250	.000	.866	.250	.000	.750	.000	.500	.000	.881	.500	.000	.879	.872
Passenger Vehicles	0	0	0	3	3	15	945	1	0	961	1	0	3	0	4	0	823	2	0	825	1793
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	13	0	0	13	23
% Heavy Vehicles	0	0	0	0	0	6.3	0.9	0	0	1.0	0	0	0	0	0	0	1.5	0	0	1.5	1.3
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.7	0	0	0.7	0.7



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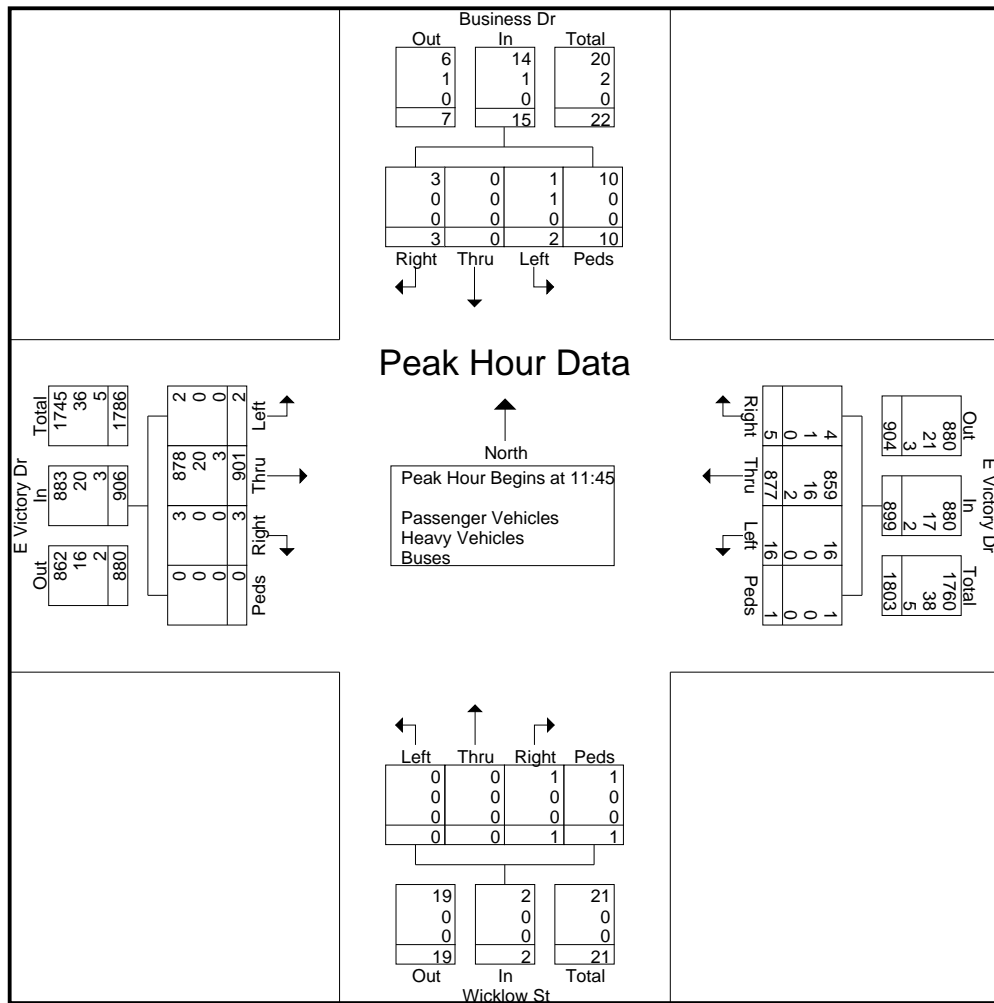
File Name : E Victory Dr @ Wicklow St

Site Code :

Start Date : 10/13/2021

Page No : 5

Start Time	Business Dr Southbound					E Victory Dr Westbound					Wicklow St Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45																					
11:45	0	0	1	1	2	4	230	1	0	235	0	0	0	0	0	1	220	0	0	221	458
12:00	0	0	0	4	4	3	214	1	0	218	0	0	1	1	2	0	209	1	0	210	434
12:15	1	0	0	2	3	6	223	0	0	229	0	0	0	0	0	1	205	2	0	208	440
12:30	1	0	2	3	6	3	210	3	1	217	0	0	0	0	0	0	267	0	0	267	490
Total Volume	2	0	3	10	15	16	877	5	1	899	0	0	1	1	2	2	901	3	0	906	1822
% App. Total	13.3	0	20	66.7		1.8	97.6	0.6	0.1		0	0	50	50		0.2	99.4	0.3	0		
PHF	.500	.000	.375	.625	.625	.667	.953	.417	.250	.956	.000	.000	.250	.250	.250	.500	.844	.375	.000	.848	.930
Passenger Vehicles	1	0	3	10	14	16	859	4	1	880	0	0	1	1	2	2	878	3	0	883	1779
% Passenger Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	16	1	0	17	0	0	0	0	0	0	20	0	0	20	38
% Heavy Vehicles	50.0	0	0	0	6.7	0	1.8	20.0	0	1.9	0	0	0	0	0	0	2.2	0	0	2.2	2.1
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0.3



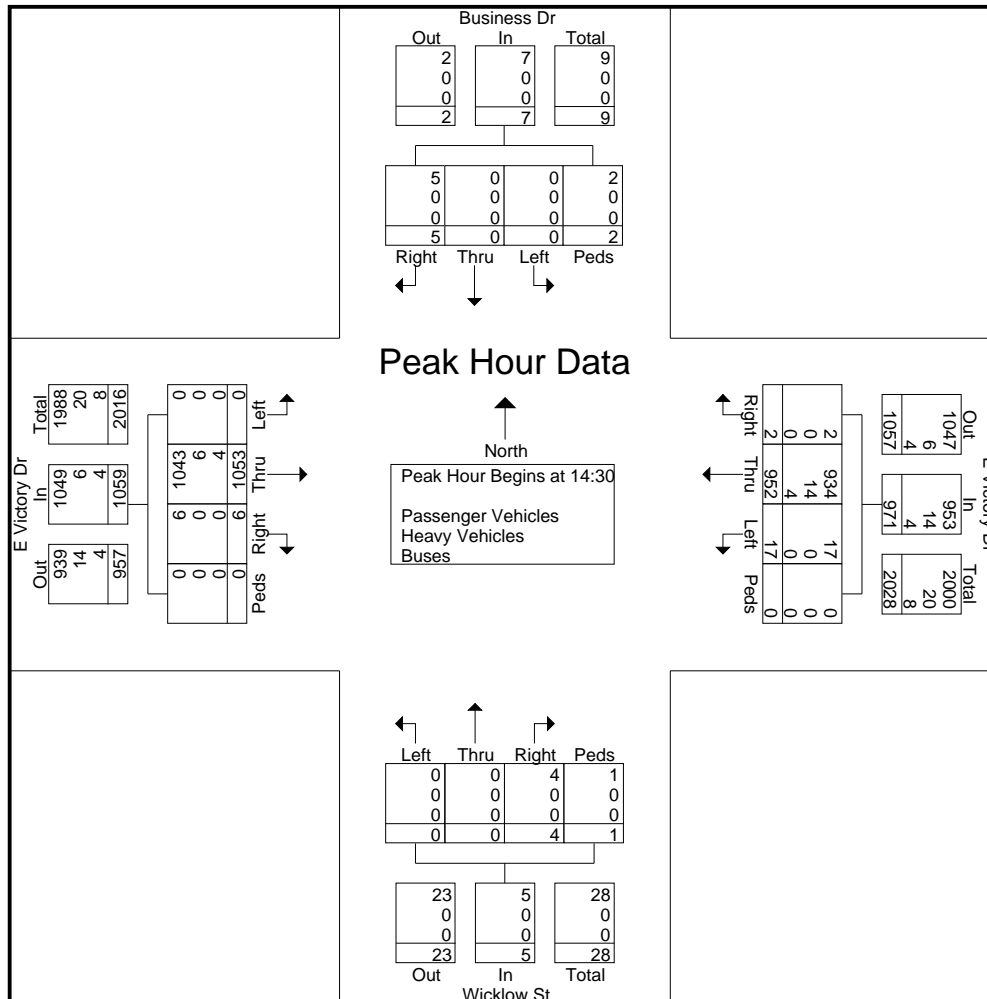
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File Name : E Victory Dr @ Wicklow St
Site Code :
Start Date : 10/13/2021
Page No : 6

Start Time	Business Dr Southbound					E Victory Dr Westbound					Wicklow St Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	0	0	1	0	1	4	263	0	0	267	0	0	0	0	0	0	234	0	0	234	502
14:45	0	0	2	1	3	4	219	0	0	223	0	0	1	0	1	0	299	2	0	301	528
15:00	0	0	2	0	2	5	248	2	0	255	0	0	1	1	2	0	262	0	0	262	521
15:15	0	0	0	1	1	4	222	0	0	226	0	0	2	0	2	0	258	4	0	262	491
Total Volume	0	0	5	2	7	17	952	2	0	971	0	0	4	1	5	0	1053	6	0	1059	2042
% App. Total	0	0	71.4	28.6		1.8	98	0.2	0		0	0	80	20		0	99.4	0.6	0		
PHF	.000	.000	.625	.500	.583	.850	.905	.250	.000	.909	.000	.000	.500	.250	.625	.000	.880	.375	.000	.880	.967
Passenger Vehicles	0	0	5	2	7	17	934	2	0	953	0	0	4	1	5	0	1043	0	0		
% Passenger Vehicles	0	0	100	100	100	100	98.1	100	0	98.1	0	0	100	100	100	0	99.1	100	0	99.1	98.6
Heavy Vehicles	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	6	0	0	6	20
% Heavy Vehicles	0	0	0	0	0	0	1.5	0	0	1.4	0	0	0	0	0	0	0.6	0	0	0.6	1.0
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4	0	0	0.4	0.4



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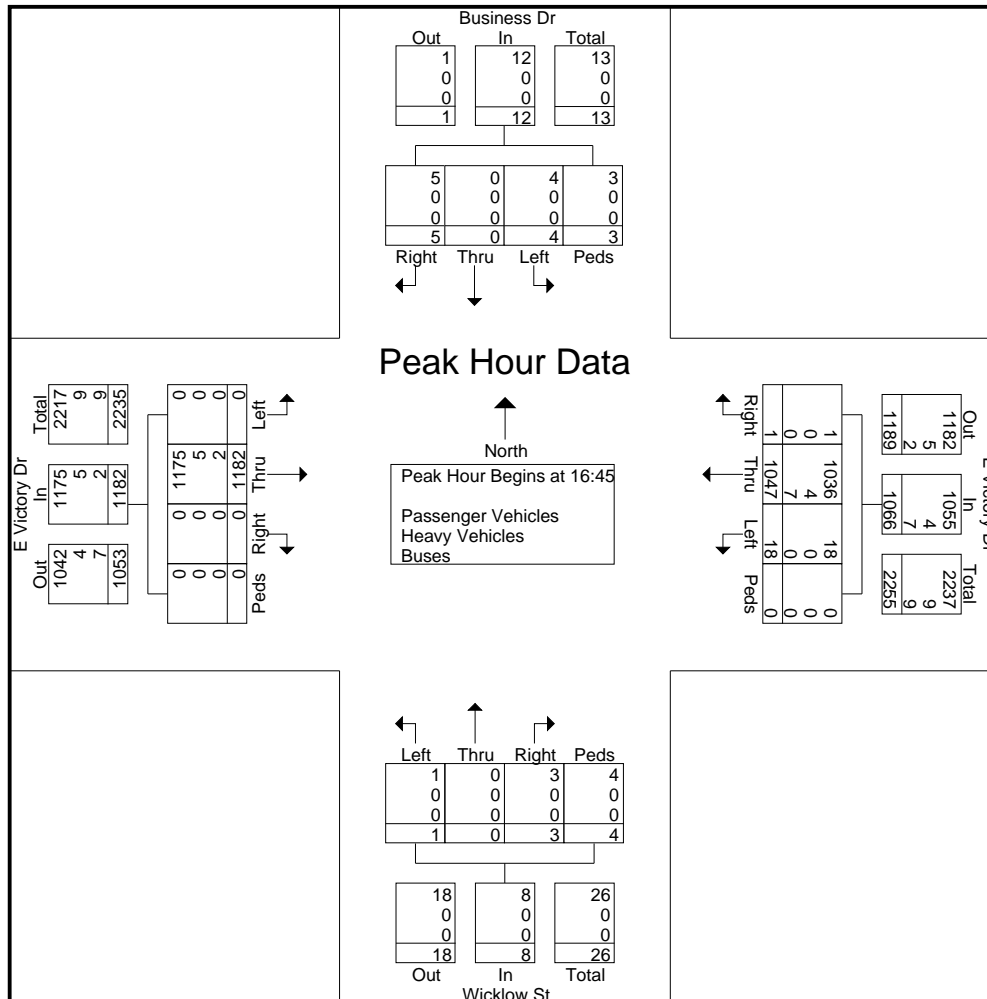
File Name : E Victory Dr @ Wicklow St

Site Code :

Start Date : 10/13/2021

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Start Time	Business Dr Southbound					E Victory Dr Westbound					Wicklow St Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	2	0	2	6	257	0	0	263	0	0	1	2	3	0	277	0	0	277	545
17:00	1	0	0	1	2	3	267	1	0	271	0	0	1	0	1	0	285	0	0	285	559
17:15	1	0	2	2	5	5	273	0	0	278	1	0	1	0	2	0	335	0	0	335	620
17:30	2	0	1	0	3	4	250	0	0	254	0	0	0	2	2	0	285	0	0	285	544
Total Volume	4	0	5	3	12	18	1047	1	0	1066	1	0	3	4	8	0	1182	0	0	1182	2268
% App. Total	33.3	0	41.7	25		1.7	98.2	0.1	0		12.5	0	37.5	50		0	100	0	0		
PHF	.500	.000	.625	.375	.600	.750	.959	.250	.000	.959	.250	.000	.750	.500	.667	.000	.882	.000	.000	.882	.915
Passenger Vehicles	4	0	5	3	12	18	1036	0	0	1036	100	0	100	100	100	0	1175	0	0	1175	99.2
% Passenger Vehicles	100	0	100	100	100	100	98.9	100	0	99.0	100	0	100	100	100	0	99.4	0	0	99.4	99.2
Heavy Vehicles	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
% Heavy Vehicles	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4	0	0	0.4	0.4
Buses	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
% Buses	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0.2	0	0	0.2	0.4



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File Name : E Victory Dr @ Bee Rd
Site Code :
Start Date : 10/13/2021
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Bee Rd Southbound				E Victory Dr Westbound				Bee Rd Northbound				E Victory Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	14	19	4	0	7	163	8	0	11	8	4	0	2	129	19	0	388
07:15	19	33	2	0	9	229	10	0	21	13	9	0	3	145	12	0	505
07:30	19	23	4	2	7	268	15	0	24	15	9	0	3	205	18	0	612
07:45	20	20	4	0	11	204	10	0	21	21	12	0	6	196	16	0	541
Total	72	95	14	2	34	864	43	0	77	57	34	0	14	675	65	0	2046
08:00	14	28	6	0	10	189	14	0	13	18	7	1	5	185	17	0	507
08:15	17	15	4	0	7	173	12	0	14	17	7	0	5	118	20	0	409
08:30	16	13	3	2	11	164	17	0	19	12	9	1	5	139	13	0	424
08:45	19	17	1	0	8	149	17	0	13	16	11	0	6	157	13	0	427
Total	66	73	14	2	36	675	60	0	59	63	34	2	21	599	63	0	1767
16:00	23	16	4	0	8	214	21	0	24	29	12	2	3	210	17	0	583
16:15	26	23	10	0	11	213	20	0	18	29	17	2	9	227	24	1	630
16:30	42	37	6	1	11	171	28	0	19	24	12	0	3	212	20	1	587
16:45	25	35	6	6	17	215	32	0	17	19	18	1	9	232	20	0	652
Total	116	111	26	7	47	813	101	0	78	101	59	5	24	881	81	2	2452
17:00	32	37	7	1	18	225	24	0	32	24	18	0	6	236	28	5	693
17:15	26	30	5	2	20	208	25	0	28	25	14	0	9	292	30	0	714
17:30	33	20	6	1	16	223	30	0	24	26	14	0	7	226	19	1	646
17:45	39	16	5	1	18	195	30	0	15	32	21	1	4	193	13	0	583
Total	130	103	23	5	72	851	109	0	99	107	67	1	26	947	90	6	2636
Grand Total	384	382	77	16	189	3203	313	0	313	328	194	8	85	3102	299	8	8901
Apprch %	44.7	44.5	9	1.9	5.1	86.5	8.4	0	37.1	38.9	23	0.9	2.4	88.8	8.6	0.2	
Total %	4.3	4.3	0.9	0.2	2.1	36	3.5	0	3.5	3.7	2.2	0.1	1	34.9	3.4	0.1	
Passenger Vehicles	372	379	74	16	187	3151	301	0	307	328	193	8	83	3063	296	8	8766
% Passenger Vehicles	96.9	99.2	96.1	100	98.9	98.4	96.2	0	98.1	100	99.5	100	97.6	98.7	99	100	98.5
Heavy Vehicles	3	3	1	0	0	27	2	0	4	0	0	0	0	37	3	0	80
% Heavy Vehicles	0.8	0.8	1.3	0	0	0.8	0.6	0	1.3	0	0	0	0	1.2	1	0	0.9
Buses	9	0	2	0	2	25	10	0	2	0	1	0	2	2	0	0	55
% Buses	2.3	0	2.6	0	1.1	0.8	3.2	0	0.6	0	0.5	0	2.4	0.1	0	0	0.6

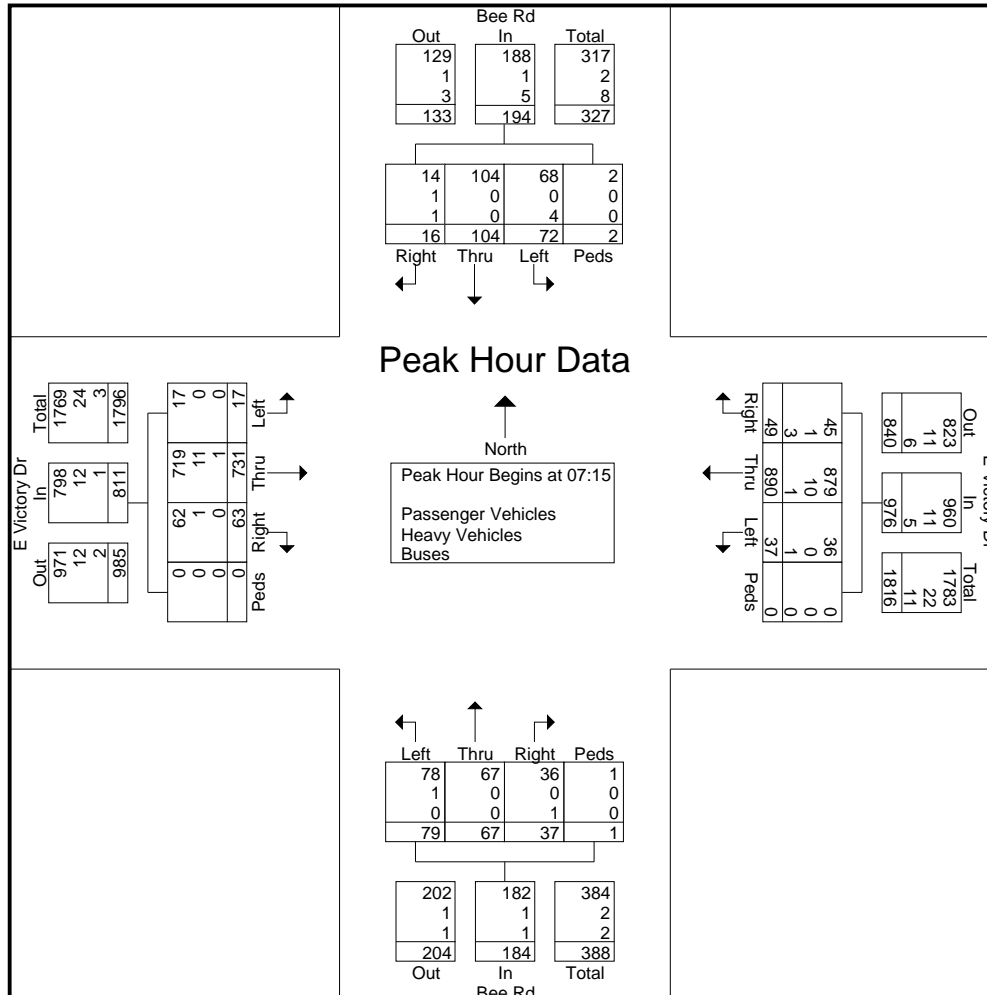
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We can't say we're the Best, but you Can!

File Name : E Victory Dr @ Bee Rd
Site Code :
Start Date : 10/13/2021
Page No : 3

Start Time	Bee Rd Southbound					E Victory Dr Westbound					Bee Rd Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	19	33	2	0	54	9	229	10	0	248	21	13	9	0	43	3	145	12	0	160	505
07:30	19	23	4	2	48	7	268	15	0	290	24	15	9	0	48	3	205	18	0	226	612
07:45	20	20	4	0	44	11	204	10	0	225	21	21	12	0	54	6	196	16	0	218	541
08:00	14	28	6	0	48	10	189	14	0	213	13	18	7	1	39	5	185	17	0	207	507
Total Volume	72	104	16	2	194	37	890	49	0	976	79	67	37	1	184	17	731	63	0	811	2165
% App. Total	37.1	53.6	8.2	1		3.8	91.2	5	0		42.9	36.4	20.1	0.5		2.1	90.1	7.8	0		2165
PHF	.900	.788	.667	.250	.898	.841	.830	.817	.000	.841	.823	.798	.771	.250	.852	.708	.891	.875	.000	.897	.884
Passenger Vehicles	68	104	14	2	188	36	879	45	0	960	78	67	36	1	182	17	719	62	0	798	2128
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	10	1	0	11	1	0	0	0	1	0	11	1	0	12	25
% Heavy Vehicles	0	0	6.3	0	0.5	0	1.1	2.0	0	1.1	1.3	0	0	0.5	0	1.5	1.6	0	0	1.5	1.2
Buses	4	0	1	0	5	1	1	3	0	5	0	0	1	0	1	0	1	0	0	1	12
% Buses	5.6	0	6.3	0	2.6	2.7	0.1	6.1	0	0.5	0	0	2.7	0	0.5	0	0.1	0	0	0.1	0.6



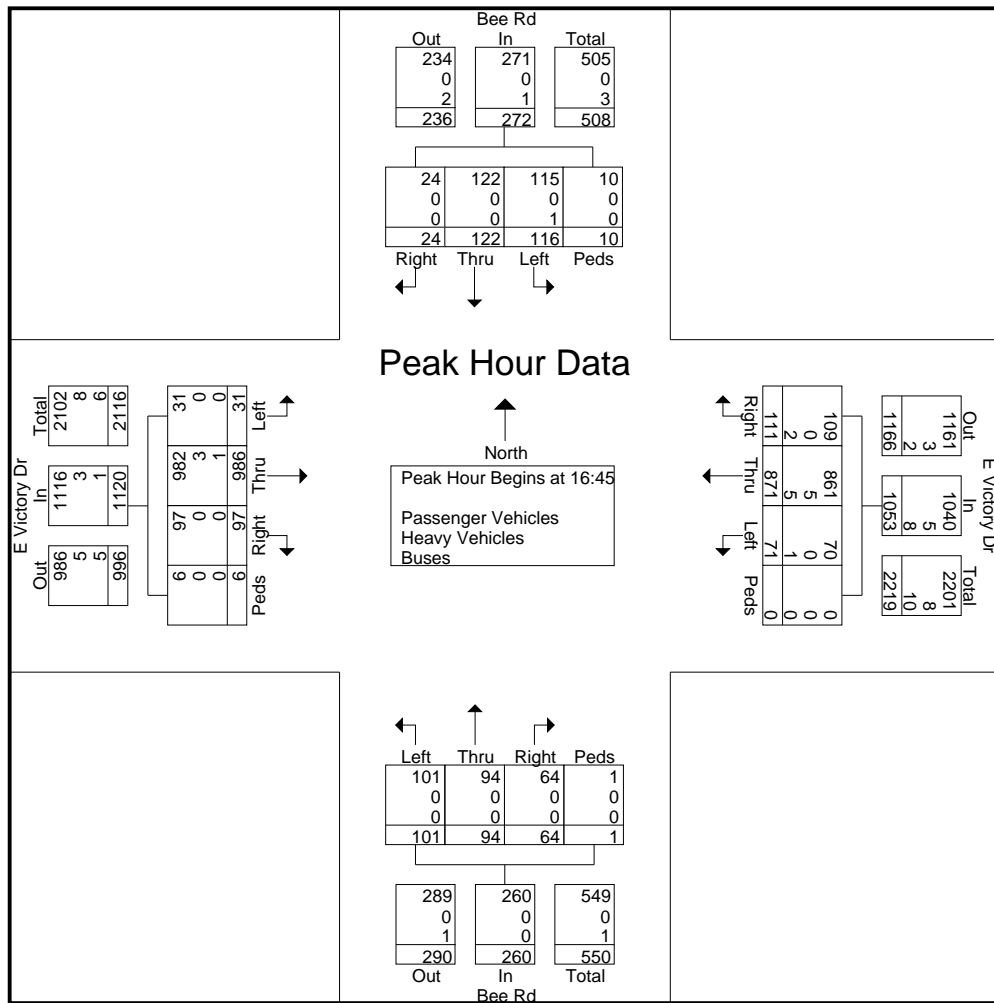
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File Name : E Victory Dr @ Bee Rd
Site Code :
Start Date : 10/13/2021
Page No : 4

Start Time	Bee Rd Southbound					E Victory Dr Westbound					Bee Rd Northbound					E Victory Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	25	35	6	6	72	17	215	32	0	264	17	19	18	1	55	9	232	20	0	261	652
17:00	32	37	7	1	77	18	225	24	0	267	32	24	18	0	74	6	236	28	5	275	693
17:15	26	30	5	2	63	20	208	25	0	253	28	25	14	0	67	9	292	30	0	331	714
17:30	33	20	6	1	60	16	223	30	0	269	24	26	14	0	64	7	226	19	1	253	646
Total Volume	116	122	24	10	272	71	871	111	0	1053	101	94	64	1	260	31	986	97	6	1120	2705
% App. Total	42.6	44.9	8.8	3.7		6.7	82.7	10.5	0		38.8	36.2	24.6	0.4		2.8	88	8.7	0.5		
PHF	.879	.824	.857	.417	.883	.888	.968	.867	.000	.979	.789	.904	.889	.250	.878	.861	.844	.808	.300	.846	.947
Passenger Vehicles	115	122	24	10	271	70	861	109	0	1040	101	94	64	1	260	31	982	97	6	1116	2687
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
% Heavy Vehicles	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Buses	1	0	0	0	1	1	5	2	0	8	0	0	0	0	0	0	1	0	0	1	10
% Buses	0.9	0	0	0	0.4	1.4	0.6	1.8	0	0.8	0	0	0	0	0	0	0.1	0	0	0.1	0.4



Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	Kerry St at Bee Rd AM Peak			505	
	Location			% Bank 1	% Bank 2
	Savannah GA			97.8%	2.2%
	Performed By			% Bank 3	% Bank 4
	Nathan			0.0%	0.0%
	Date			Pedestrians Volume	
Thursday, October 7, 2021	1				

Peak Hour Data

Time Period	WB Kerry St							NB Bee Rd							SB Bee Rd							Total Vehicles	Total Pedestrians							
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh									
7:25 AM	0	0	0	0	0	0	0	0	11	0	1	0	0	12	0	0	58	16	0	0	74	0	0	52	0	0	0	52	138	0
7:40 AM	0	0	0	0	0	0	0	0	6	0	1	0	0	7	0	0	78	18	1	0	96	0	0	45	0	0	0	45	148	1
7:55 AM	0	0	0	0	0	0	0	0	7	0	2	0	0	9	0	0	59	17	0	0	76	0	0	40	0	0	0	40	125	0
8:10 AM	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	27	12	0	0	39	0	1	43	0	0	0	44	94	0

Vehicle Movement Summary

Movement / Details	WB Kerry St							NB Bee Rd							SB Bee Rd							Entire Intersection								
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians							
Movement Volume	0	0	0	0	0	0	0	0	35	0	4	0	0	39	0	0	222	63	1	0	285	0	1	180	0	0	0	181	505	1
PHF	-	-	-	-	-	-	-	-	0.80	-	0.50	-	-	0.81	-	-	0.71	0.88	0.25	-	0.74	-	0.25	0.87	-	-	-	0.87	0.85	0.25
% Bank 1	0.0%	0.0%	0.0%	0.0%				0.0%	97.1%	0.0%	75.0%				0.0%	0.0%	99.1%	95.2%				0.0%	100.0%	97.8%	0.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	2.9%	0.0%	25.0%				0.0%	0.0%	0.9%	4.8%				0.0%	0.0%	2.2%	0.0%					
% Bank 3	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 4	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	Kerry St at Bee Rd PM Peak			674	
	Location			% Bank 1	% Bank 2
	Savannah GA			99.1%	0.9%
	Performed By			% Bank 3	% Bank 4
	Nathan			0.0%	0.0%
	Date			Pedestrians Volume	
Thursday, October 7, 2021	1				

Peak Hour Data

Time Period	WB Kerry Rd			NB Bee Rd			SB Bee Rd			Total Vehicles	Total Pedestrians															
	U	L	T	U	L	T	U	L	T																	
4:55 PM	0	0	0	0	12	0	1	0	20	0	0	60	23	0	0	83	0	2	61	0	0	0	63	166	1	
5:10 PM	0	0	0	0	23	0	0	0	28	0	0	56	15	0	0	0	71	0	2	67	0	0	0	69	168	0
5:25 PM	0	0	0	0	13	0	0	0	16	0	0	75	20	0	0	0	95	0	0	74	0	0	0	74	185	0
5:40 PM	0	0	0	0	17	0	0	0	23	0	0	53	16	0	0	0	69	0	3	60	0	0	0	63	155	0

Vehicle Movement Summary

Movement / Details	WB Kerry Rd			NB Bee Rd			SB Bee Rd			Entire Intersection															
	U	L	T	U	L	T	U	L	T	Veh	Pedestrians														
Movement Volume	0	0	0	0	65	0	1	0	87	0	0	244	74	0	0	318	0	7	262	0	0	0	269	674	1
PHF	-	-	-	-	0.71	-	0.25	-	0.78	-	-	0.81	0.80	-	-	0.84	-	0.58	0.89	-	-	-	0.91	0.91	0.25
% Bank 1	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	90.9%	0.0%	0.0%	99.6%	100.0%	0.0%	0.0%	98.9%	0.0%	100.0%	98.9%	0.0%	0.0%	0.0%	0.0%	Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%					
% Bank 3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
% Bank 4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	Kerry St at Wicklow St			82	
	Location			% Bank 1	% Bank 2
	Savannah GA			97.5%	2.5%
	Performed By			% Bank 3	% Bank 4
	Nathan			0.0%	0.0%
	Date			Pedestrians Volume	
Wednesday, October 6, 2021	3				

Peak Hour Data

Time Period	EB Kerry St							WB Kerry St							SB Wicklow St							Total Vehicles	Total Pedestrians					
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh							
7:10 AM	0	0	3	0	0	0	3	0	0	13	0	0	0	13	0	0	0	0	0	1	0	0	0	4	20	1		
7:25 AM	0	3	7	0	0	0	10	0	0	14	0	0	0	14	0	0	0	0	0	0	0	5	0	0	5	29	0	
7:40 AM	0	0	7	0	0	0	7	0	0	3	0	0	0	3	0	0	0	0	1	0	0	0	5	0	0	5	15	1
7:55 AM	0	1	8	0	0	0	9	0	0	4	1	0	0	5	0	0	0	0	1	0	0	0	4	0	0	4	18	1

Vehicle Movement Summary

Movement / Details	EB Kerry St							WB Kerry St							SB Wicklow St							Entire Intersection									
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians								
Movement Volume	0	4	25	0	0	0	29	0	0	34	1	0	0	35	0	0	0	0	2	1	0	0	0	0	18	0	0	0	18	82	3
PHF	-	0.33	0.78	-	-	-	0.73	-	-	0.61	0.25	-	-	0.63	-	-	-	-	0.50	0.25	-	-	-	-	0.90	-	-	-	0.90	0.71	0.75
% Bank 1	0.0%	100.0%	95.7%	0.0%				0.0%	0.0%	100.0%	100.0%				0.0%	0.0%	0.0%	0.0%						94.4%						Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	4.3%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%						5.6%							
% Bank 3	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%						0.0%							
% Bank 4	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%						0.0%							

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	Kerry St at Wicklow St PM Peak			144	
	Location			% Bank 1	% Bank 2
	Savanna GA, Not Available			99.3%	0.7%
	Performed By			% Bank 3	% Bank 4
	Nathan			0.0%	0.0%
	Date			Pedestrians Volume	
Wednesday, October 6, 2021	4				

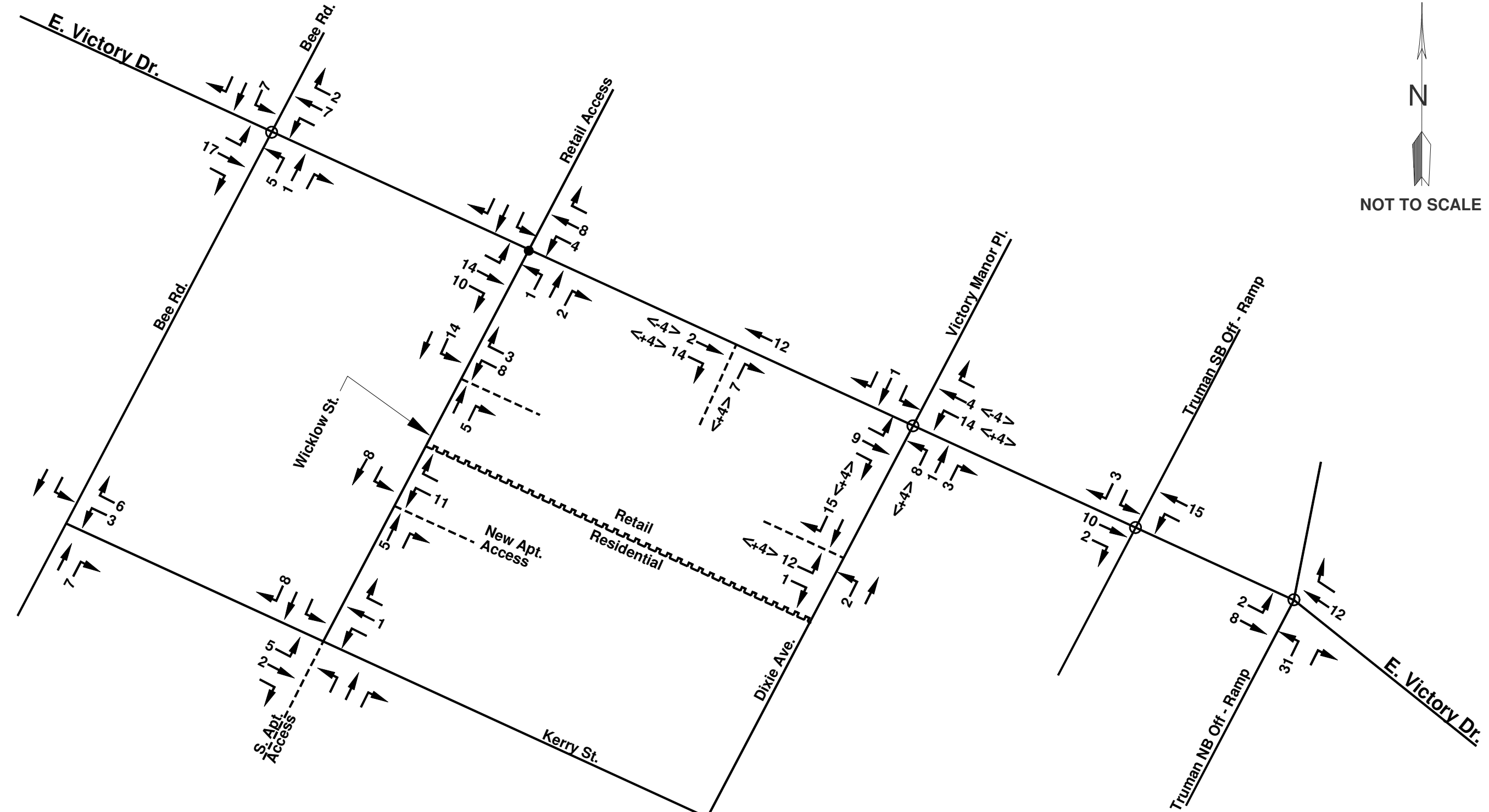
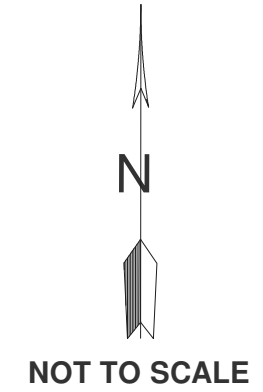
Peak Hour Data

Time Period	EB Kerry St							WB Kerry St							SB Wicklow St							Total Vehicles	Total Pedestrians				
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh						
4:30 PM	0	1	18	0	0	0	19	0	0	15	0	0	0	15	0	0	0	0	0	0	0	5	0	0	5	39	0
4:45 PM	0	2	16	0	0	0	18	0	0	12	0	0	0	12	0	0	0	0	0	0	0	4	1	0	4	34	1
5:00 PM	0	1	15	0	0	0	16	0	0	10	0	0	0	10	0	0	0	0	0	1	0	5	0	1	5	31	2
5:15 PM	0	1	16	0	0	0	17	0	0	18	0	0	0	18	0	0	0	0	0	0	0	5	0	1	5	40	1

Vehicle Movement Summary

Movement / Details	EB Kerry St							WB Kerry St							SB Wicklow St							Entire Intersection								
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	5	65	0	0	0	70	0	0	55	0	0	0	55	0	0	0	0	0	1	0	0	0	0	19	1	2	19	144	4
PHF	-	0.63	0.90	-	-	-	0.92	-	-	0.76	-	-	-	0.76	-	-	-	-	-	0.25	-	-	-	0.95	0.25	0.50	0.95	0.90	0.50	
% Bank 1	0.0%	100.0%	100.0%	0.0%				0.0%	0.0%	100.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	100.0%	0.0%	95.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	5.0%					
% Bank 3	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 4	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					

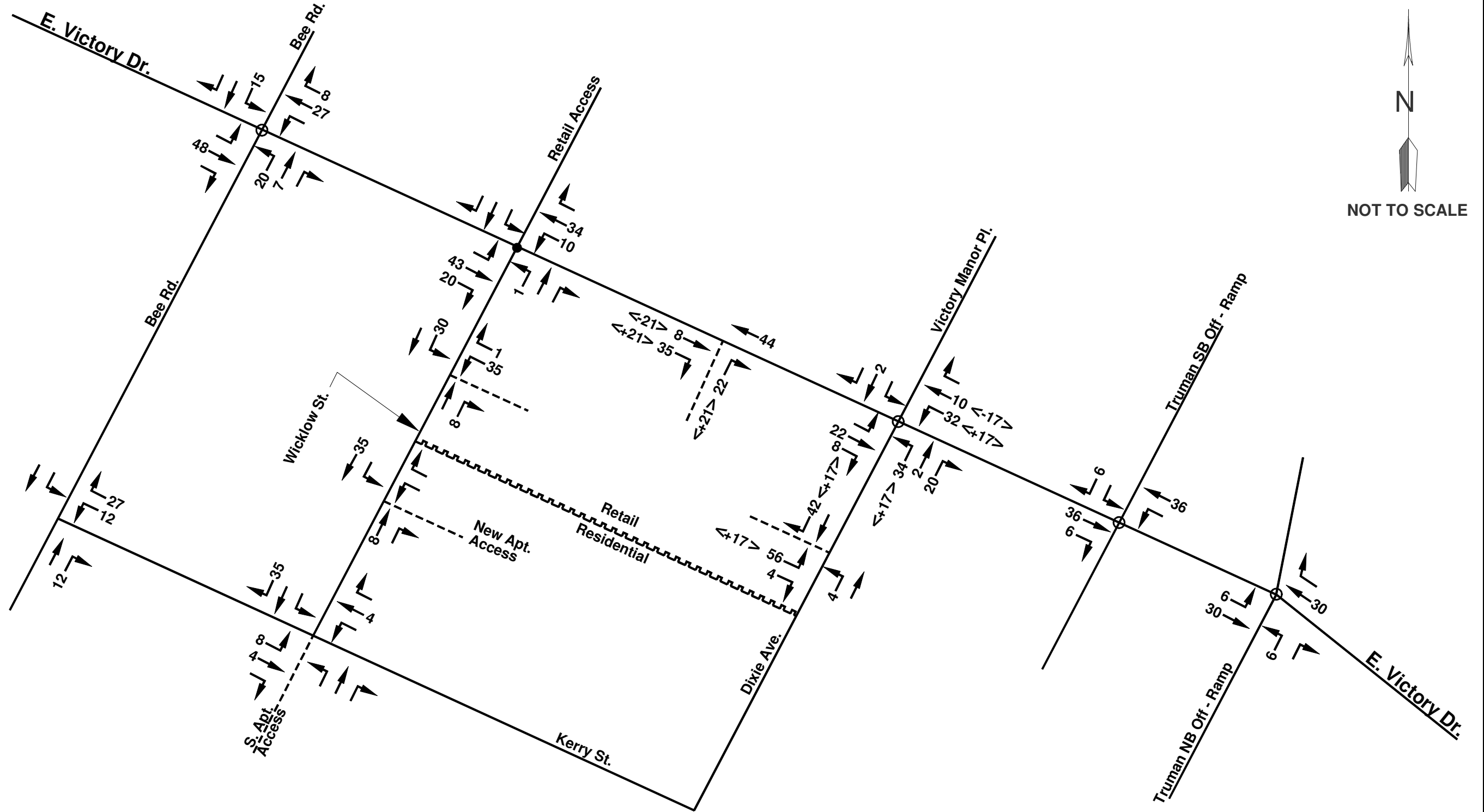
**SITE-GENERATED TRAFFIC
BY USES/DRIVEWAY**



Appendix Figure A
RETAIL SITE GENERATED TRAFFIC VOLUMES
AM PEAK HOUR
 E. Victory Mixed - Use Development, Savannah GA.

= Lane Assignment
 = Non Signalized Intersection
 = Signalized Intersection

<00> - RETAIL

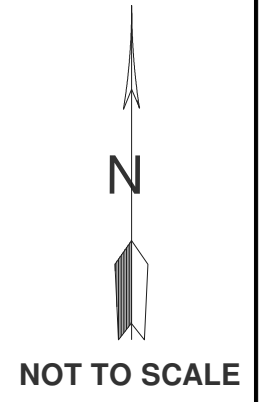
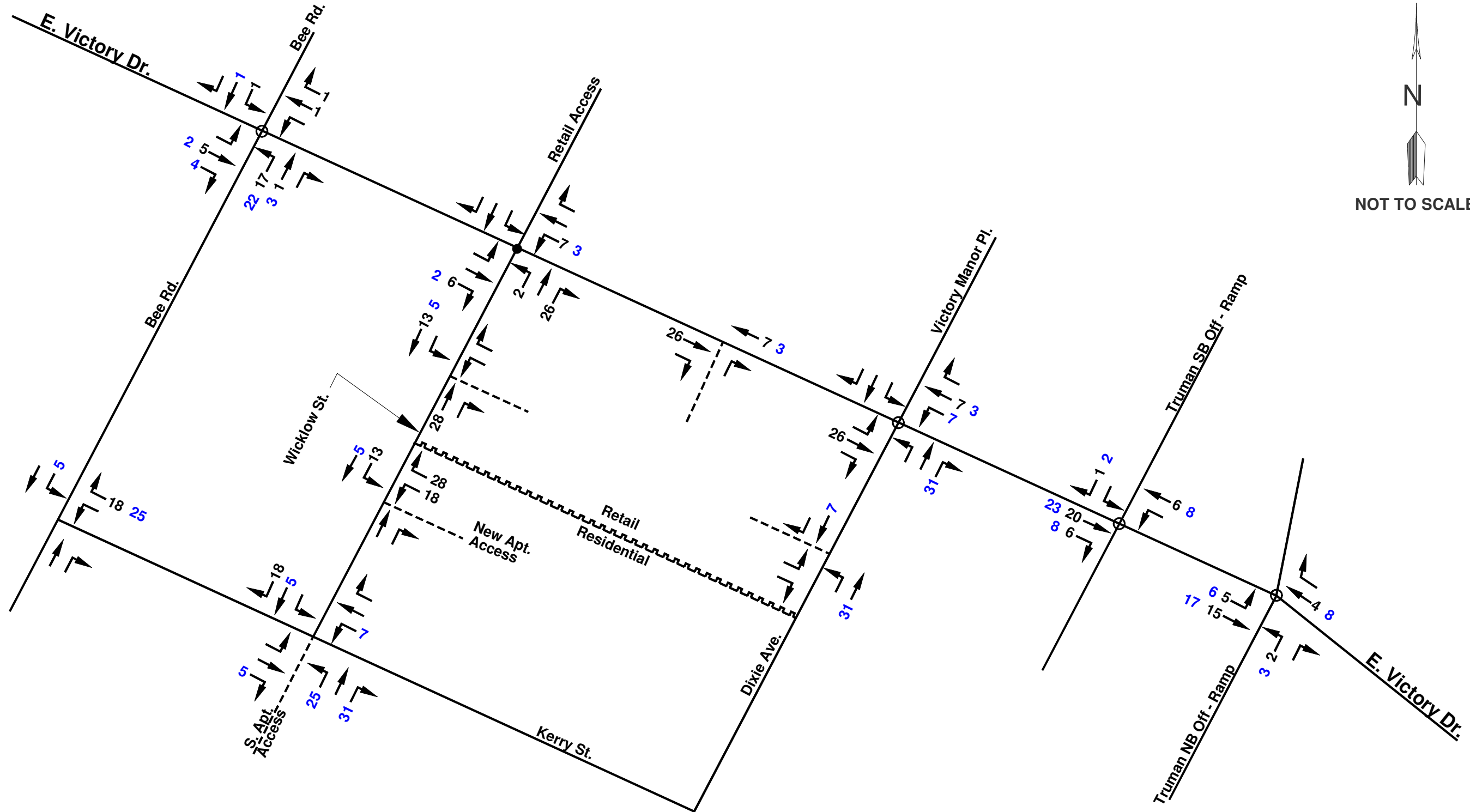


Appendix Figure B
RETAIL SITE GENERATED TRAFFIC VOLUMES
PM PEAK HOUR

E. Victory Mixed - Use Development, Savannah GA.

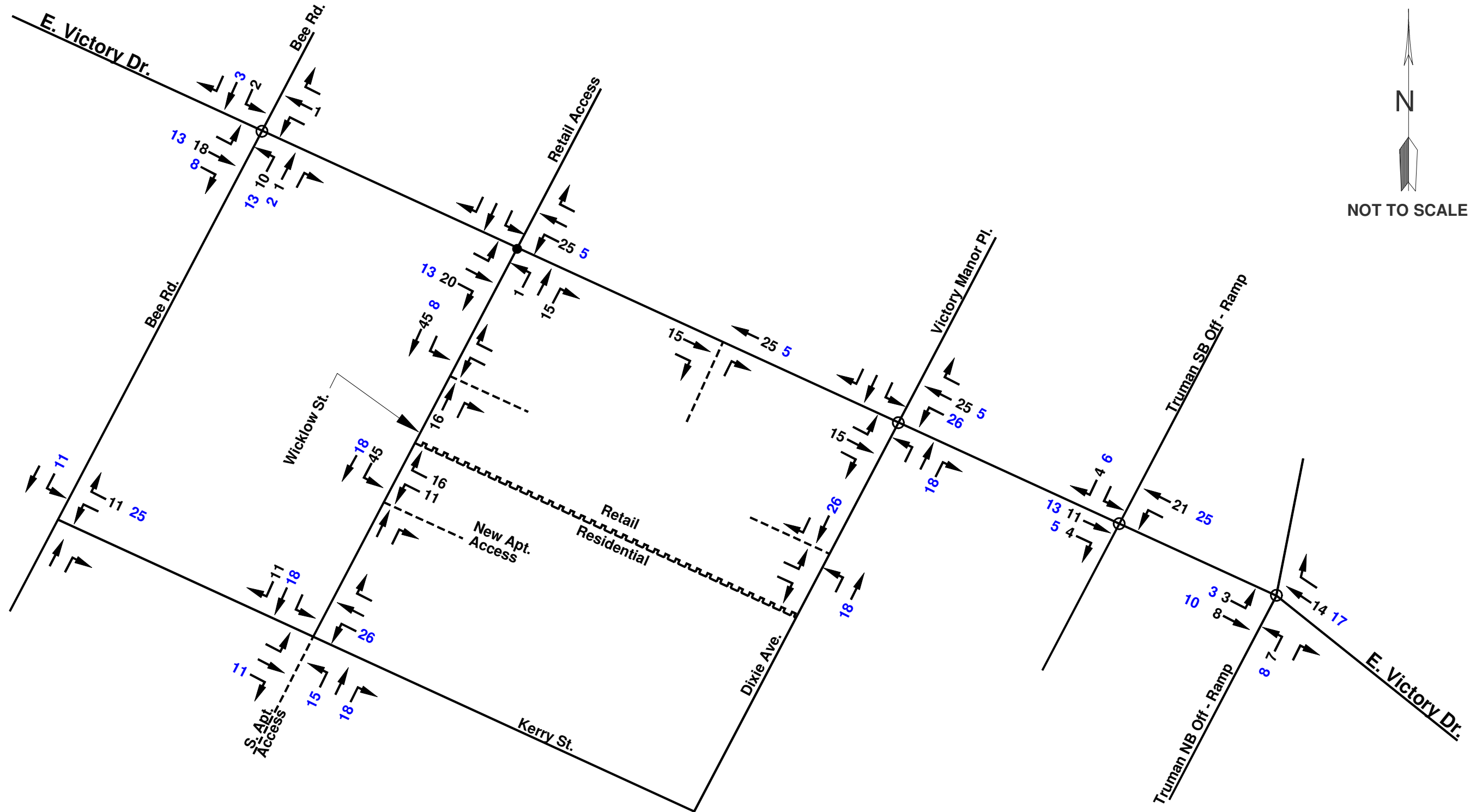
- = Lane Assignment
- = Non Signalized Intersection
- = Signalized Intersection

<00> - RETAIL



Appendix Figure C
RESIDENTIAL SITE GENERATED TRAFFIC VOLUMES
AM PEAK HOUR
 E. Victory Mixed - Use Development, Savannah GA.

← = Lane Assignment	NORTH RES. 00
● = Non Signalized Intersection	SOUTH RES. 00
○ = Signalized Intersection	



Appendix Figure D
RESIDENTIAL SITE GENERATED TRAFFIC VOLUMES
PM PEAK HOUR
 E. Victory Mixed - Use Development, Savannah GA.

← = Lane Assignment
 ● = Non Signalized Intersection
 ○ = Signalized Intersection
 NORTH OF. 00
 KERRY
 SOUTH OF. 00
 KERRY

CAPACITY ANALYSIS

- **Existing**
- **2024 No-Build**
- **2024 Build**
- **Mitigated**

VICTORY APARTMENT/COMMERCIAL
15: Truman NB Off Ramp & E. Victory Dr

AM EXISTING
10/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑↑	↗		↗	↗↗			
Traffic Volume (veh/h)	18	747	0	0	1806	100	192	1	621	0	0	0
Future Volume (veh/h)	18	747	0	0	1806	100	192	1	621	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1737	1856	0	0	1870	1856	1870	1870	1856			
Adj Flow Rate, veh/h	20	812	0	0	1963	0	209	1	675			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	11	3	0	0	2	3	2	2	3			
Cap, veh/h	23	2461	0	0	4017		321	2	501			
Arrive On Green	0.01	0.70	0.00	0.00	0.62	0.00	0.18	0.18	0.18			
Sat Flow, veh/h	1654	3618	0	0	6696	1572	1773	8	2768			
Grp Volume(v), veh/h	20	812	0	0	1963	0	210	0	675			
Grp Sat Flow(s),veh/h/ln	1654	1763	0	0	1609	1572	1782	0	1384			
Q Serve(g_s), s	1.2	9.0	0.0	0.0	16.5	0.0	10.9	0.0	18.1			
Cycle Q Clear(g_c), s	1.2	9.0	0.0	0.0	16.5	0.0	10.9	0.0	18.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	23	2461	0	0	4017		322	0	501			
V/C Ratio(X)	0.88	0.33	0.00	0.00	0.49		0.65	0.00	1.35			
Avail Cap(c_a), veh/h	50	2461	0	0	4017		322	0	501			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.2	5.9	0.0	0.0	10.2	0.0	38.0	0.0	41.0			
Incr Delay (d2), s/veh	59.1	0.3	0.0	0.0	0.4	0.0	4.6	0.0	169.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	2.9	0.0	0.0	5.3	0.0	5.1	0.0	17.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.4	6.3	0.0	0.0	10.6	0.0	42.6	0.0	210.2			
LnGrp LOS	F	A	A	A	B		D	A	F			
Approach Vol, veh/h		832			1963	A		885				
Approach Delay, s/veh		8.7			10.6			170.4				
Approach LOS		A			B			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	7.4	67.6		25.0		75.0						
Change Period (Y+Rc), s	6.0	* 5.2		6.9		* 5.2						
Max Green Setting (Gmax), s	3.0	* 61		18.1		* 70						
Max Q Clear Time (g_c+I1), s	3.2	18.5		20.1		11.0						
Green Ext Time (p_c), s	0.0	23.0		0.0		6.7						

Intersection Summary

HCM 6th Ctrl Delay	48.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENTS/COMMERCIAL
15: Truman NB Off Ramp & E. Victory Dr

PM EXISTING
10/25/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↗	↗↗			
Traffic Volume (veh/h)	40	1105	0	0	1555	132	179	2	633	0	0	0
Future Volume (veh/h)	40	1105	0	0	1555	132	179	2	633	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1737	1856	0	0	1870	1856	1870	1870	1856			
Adj Flow Rate, veh/h	41	1139	0	0	1603	0	185	2	653			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	11	3	0	0	2	3	2	2	3			
Cap, veh/h	50	2454	0	0	3899		323	3	497			
Arrive On Green	0.04	0.93	0.00	0.00	0.61	0.00	0.18	0.18	0.18			
Sat Flow, veh/h	1654	3618	0	0	6696	1572	1763	19	2715			
Grp Volume(v), veh/h	41	1139	0	0	1603	0	187	0	653			
Grp Sat Flow(s),veh/h/ln	1654	1763	0	0	1609	1572	1782	0	1357			
Q Serve(g_s), s	2.5	4.2	0.0	0.0	13.1	0.0	9.6	0.0	18.3			
Cycle Q Clear(g_c), s	2.5	4.2	0.0	0.0	13.1	0.0	9.6	0.0	18.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	50	2454	0	0	3899		326	0	497			
V/C Ratio(X)	0.83	0.46	0.00	0.00	0.41		0.57	0.00	1.31			
Avail Cap(c_a), veh/h	50	2454	0	0	3899		326	0	497			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.7	1.3	0.0	0.0	10.3	0.0	37.3	0.0	40.8			
Incr Delay (d2), s/veh	61.2	0.6	0.0	0.0	0.3	0.0	2.4	0.0	155.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	1.0	0.0	0.0	4.3	0.0	4.4	0.0	16.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.9	1.8	0.0	0.0	10.7	0.0	39.7	0.0	196.2			
LnGrp LOS	F	A	A	A	B		D	A	F			
Approach Vol, veh/h		1180			1603	A		840				
Approach Delay, s/veh		5.6			10.7			161.3				
Approach LOS		A			B			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.0	65.8		25.2		74.8						
Change Period (Y+Rc), s	6.0	* 5.2		6.9		* 5.2						
Max Green Setting (Gmax), s	3.0	* 61		18.3		* 70						
Max Q Clear Time (g_c+I1), s	4.5	15.1		20.3		6.2						
Green Ext Time (p_c), s	0.0	17.3		0.0		11.1						

Intersection Summary

HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENT/COMMERCIAL
12: E. Victory Dr & Truman SB Off Ramp

AM EXISTING
10/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	713	165	998	1000	0	0	0	0	52	0	30
Future Volume (veh/h)	0	713	165	998	1000	0	0	0	0	52	0	30
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	759	0	1062	1064	0				55	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2648		898	2873	0				244	0	
Arrive On Green	0.00	1.00	0.00	0.52	1.00	0.00				0.07	0.00	0.00
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	1585
Grp Volume(v), veh/h	0	759	0	1062	1064	0				55	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	26.0	0.0	0.0				1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	26.0	0.0	0.0				1.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2648		898	2873	0				244	0	
V/C Ratio(X)	0.00	0.29		1.18	0.37	0.00				0.23	0.00	
Avail Cap(c_a), veh/h	0	2648		898	2873	0				632	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.89	0.89	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	24.0	0.0	0.0				43.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	92.2	0.3	0.0				0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	18.1	0.1	0.0				0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	116.2	0.3	0.0				44.4	0.0	0.0
LnGrp LOS	A	A		F	A	A				D	A	
Approach Vol, veh/h		759	A		2126						55	A
Approach Delay, s/veh		0.3			58.2						44.4	
Approach LOS		A			E						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.0	57.3		13.7		86.3						
Change Period (Y+Rc), s	3.0	* 5.4		* 6.7		* 5.4						
Max Green Setting (Gmax), s	26.0	* 41		* 18		* 70						
Max Q Clear Time (g_c+I1), s	28.0	2.0		3.5		2.0						
Green Ext Time (p_c), s	0.0	5.9		0.1		10.0						

Intersection Summary

HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENTS/COMMERCIAL
12: E. Victory Dr & Truman SB Off Ramp

PM EXISTING
10/25/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑↑		↑
Traffic Volume (veh/h)	0	1018	215	680	1054	0	0	0	0	127	0	72
Future Volume (veh/h)	0	1018	215	680	1054	0	0	0	0	127	0	72
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1049	0	701	1087	0				131	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2415		585	2446	0				434	0	
Arrive On Green	0.00	0.47	0.00	0.17	0.69	0.00				0.13	0.00	0.00
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	1585
Grp Volume(v), veh/h	0	1049	0	701	1087	0				131	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1585
Q Serve(g_s), s	0.0	8.9	0.0	11.0	8.9	0.0				2.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.9	0.0	11.0	8.9	0.0				2.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2415		585	2446	0				434	0	
V/C Ratio(X)	0.00	0.43		1.20	0.44	0.00				0.30	0.00	
Avail Cap(c_a), veh/h	0	2415		585	2446	0				957	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.92	0.92	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.4	0.0	27.0	4.5	0.0				25.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	104.1	0.5	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.0	12.6	2.2	0.0				0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.9	0.0	131.1	5.1	0.0				26.2	0.0	0.0
LnGrp LOS	A	B		F	A	A				C	A	
Approach Vol, veh/h		1049	A		1788						131	A
Approach Delay, s/veh		11.9			54.5						26.2	
Approach LOS		B			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.0	36.1		14.9		50.1						
Change Period (Y+Rc), s	3.0	* 5.4		* 6.7		* 5.4						
Max Green Setting (Gmax), s	11.0	* 21		* 18		* 35						
Max Q Clear Time (g_c+I1), s	13.0	10.9		4.2		10.9						
Green Ext Time (p_c), s	0.0	4.9		0.3		8.4						

Intersection Summary

HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENT/COMMERCIAL
3: Dixie Ave/Victory Manor PI & E. Victory Dr

AM EXISTING
10/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	8	835	7	56	972	2	13	3	21	22	3	9
Future Volume (veh/h)	8	835	7	56	972	2	13	3	21	22	3	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1870	1841	1870	1870	1663	1870	1752	1826	1870	1870
Adj Flow Rate, veh/h	9	938	8	63	1092	2	15	3	24	25	3	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	13	2	2	4	2	2	16	2	10	5	2	2
Cap, veh/h	307	1611	14	400	1778	3	339	39	308	405	118	392
Arrive On Green	0.03	0.89	0.89	0.12	0.98	0.98	0.21	0.21	0.21	0.04	0.31	0.31
Sat Flow, veh/h	1626	3611	31	1753	3639	7	1242	179	1433	1739	379	1262
Grp Volume(v), veh/h	9	462	484	63	533	561	15	0	27	25	0	13
Grp Sat Flow(s),veh/h/ln	1626	1777	1865	1753	1777	1869	1242	0	1612	1739	0	1640
Q Serve(g_s), s	0.3	5.8	5.8	1.8	1.7	1.7	1.0	0.0	1.3	1.1	0.0	0.6
Cycle Q Clear(g_c), s	0.3	5.8	5.8	1.8	1.7	1.7	1.0	0.0	1.3	1.1	0.0	0.6
Prop In Lane	1.00		0.02	1.00		0.00	1.00		0.89	1.00		0.77
Lane Grp Cap(c), veh/h	307	793	832	400	868	913	339	0	347	405	0	510
V/C Ratio(X)	0.03	0.58	0.58	0.16	0.61	0.61	0.04	0.00	0.08	0.06	0.00	0.03
Avail Cap(c_a), veh/h	396	793	832	421	868	913	339	0	347	466	0	510
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	3.3	3.3	11.9	0.6	0.6	31.2	0.0	31.3	27.1	0.0	23.9
Incr Delay (d2), s/veh	0.0	3.1	3.0	0.2	3.2	3.1	0.2	0.0	0.4	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	1.9	0.7	1.1	1.1	0.3	0.0	0.6	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	6.4	6.3	12.1	3.8	3.7	31.4	0.0	31.8	27.2	0.0	24.0
LnGrp LOS	B	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		955			1157			42				38
Approach Delay, s/veh		6.4			4.2			31.7				26.1
Approach LOS		A			A			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	51.0	9.6	28.0	7.1	55.3		37.6				
Change Period (Y+Rc), s	5.6	6.4	6.1	6.5	5.6	6.4		6.5				
Max Green Setting (Gmax), s	7.0	43.4	7.0	18.0	7.0	43.4		31.1				
Max Q Clear Time (g_c+I1), s	3.8	7.8	3.1	3.3	2.3	3.7		2.6				
Green Ext Time (p_c), s	0.0	6.9	0.0	0.1	0.0	8.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

VICTORY APARTMENTS/COMMERCIAL
3: Dixie Ave/Victory Manor PI & E. Victory Dr

PM EXISTING
10/25/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	33	1136	52	141	966	19	79	11	44	53	7	21
Future Volume (veh/h)	33	1136	52	141	966	19	79	11	44	53	7	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	1276	58	158	1085	21	89	12	49	60	8	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	1282	58	217	1425	28	382	71	288	442	143	429
Arrive On Green	0.05	0.37	0.37	0.08	0.40	0.40	0.22	0.22	0.22	0.06	0.35	0.35
Sat Flow, veh/h	1781	3462	157	1781	3566	69	1374	321	1313	1781	411	1234
Grp Volume(v), veh/h	37	654	680	158	541	565	89	0	61	60	0	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1842	1781	1777	1858	1374	0	1634	1781	0	1646
Q Serve(g_s), s	1.1	33.0	33.1	4.8	23.6	23.6	4.9	0.0	2.7	2.2	0.0	1.2
Cycle Q Clear(g_c), s	1.1	33.0	33.1	4.8	23.6	23.6	4.9	0.0	2.7	2.2	0.0	1.2
Prop In Lane	1.00		0.09	1.00		0.04	1.00		0.80	1.00		0.75
Lane Grp Cap(c), veh/h	234	658	682	217	710	743	382	0	359	442	0	572
V/C Ratio(X)	0.16	0.99	1.00	0.73	0.76	0.76	0.23	0.00	0.17	0.14	0.00	0.06
Avail Cap(c_a), veh/h	288	658	682	223	710	743	382	0	359	474	0	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	28.2	28.3	21.3	23.3	23.3	29.3	0.0	28.5	22.8	0.0	19.5
Incr Delay (d2), s/veh	0.3	33.7	33.6	11.1	7.5	7.2	1.4	0.0	1.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	19.2	20.0	2.5	10.7	11.2	1.7	0.0	1.1	0.9	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	61.9	61.8	32.4	30.9	30.5	30.7	0.0	29.5	22.9	0.0	19.7
LnGrp LOS	B	E	E	C	C	C	C	A	C	C	A	B
Approach Vol, veh/h		1371			1264			150				92
Approach Delay, s/veh		60.7			30.9			30.2				21.8
Approach LOS		E			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	39.7	11.5	26.3	9.8	42.4		37.8				
Change Period (Y+Rc), s	5.6	6.4	6.1	6.5	5.6	6.4		6.5				
Max Green Setting (Gmax), s	7.2	33.0	7.1	18.1	7.0	33.2		31.3				
Max Q Clear Time (g_c+I1), s	6.8	35.1	4.2	6.9	3.1	25.6		3.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	4.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				44.8								
HCM 6th LOS				D								

VICTORY APARTMENT/COMMERCIAL
7: Bee Rd & E. Victory Dr

AM EXISTING
10/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	17	735	63	37	892	49	79	67	37	72	104	16
Future Volume (veh/h)	17	735	63	37	892	49	79	67	37	72	104	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	19	835	0	42	1014	0	90	76	42	82	118	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	6
Cap, veh/h	51	1662		86	1731		333	209	115	344	290	44
Arrive On Green	0.03	0.47	0.00	0.06	0.65	0.00	0.06	0.18	0.18	0.06	0.18	0.18
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1781	1131	625	1781	1584	242
Grp Volume(v), veh/h	19	835	0	42	1014	0	90	0	118	82	0	136
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1781	0	1757	1781	0	1826
Q Serve(g_s), s	1.0	16.4	0.0	2.3	16.2	0.0	4.0	0.0	5.9	3.6	0.0	6.6
Cycle Q Clear(g_c), s	1.0	16.4	0.0	2.3	16.2	0.0	4.0	0.0	5.9	3.6	0.0	6.6
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.36	1.00		0.13
Lane Grp Cap(c), veh/h	51	1662		86	1731		333	0	324	344	0	334
V/C Ratio(X)	0.37	0.50		0.49	0.59		0.27	0.00	0.36	0.24	0.00	0.41
Avail Cap(c_a), veh/h	126	1662		130	1731		349	0	324	362	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.7	18.5	0.0	45.6	11.9	0.0	30.1	0.0	35.7	30.0	0.0	36.1
Incr Delay (d2), s/veh	4.4	1.1	0.0	4.3	1.5	0.0	0.4	0.0	3.1	0.4	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.6	0.0	1.1	5.2	0.0	1.7	0.0	2.8	1.6	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	19.6	0.0	49.9	13.3	0.0	30.5	0.0	38.8	30.3	0.0	39.7
LnGrp LOS	D	B		D	B		C	A	D	C	A	D
Approach Vol, veh/h		854	A		1056	A		208			218	
Approach Delay, s/veh		20.3			14.8			35.2			36.2	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	52.4	12.7	24.2	8.8	54.3	12.6	24.3				
Change Period (Y+Rc), s	5.9	* 5.6	* 6.3	* 5.9	5.9	* 5.6	* 6.3	* 5.9				
Max Green Setting (Gmax), s	7.3	* 43	* 7.3	* 18	7.1	* 44	* 7.3	* 18				
Max Q Clear Time (g_c+I1), s	4.3	18.4	6.0	8.6	3.0	18.2	5.6	7.9				
Green Ext Time (p_c), s	0.0	6.1	0.0	0.4	0.0	7.8	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENTS/COMMERCIAL

PM EXISTING

7: Bee Rd & E. Victory Dr

10/25/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	31	1035	97	71	871	111	101	94	64	116	122	24
Future Volume (veh/h)	31	1035	97	71	871	111	101	94	64	116	122	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1089	0	75	917	0	106	99	67	122	128	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	1593		109	1662		327	187	126	314	283	55
Arrive On Green	0.04	0.45	0.00	0.06	0.47	0.00	0.07	0.18	0.18	0.07	0.19	0.19
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1781	1031	698	1781	1515	296
Grp Volume(v), veh/h	33	1089	0	75	917	0	106	0	166	122	0	153
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1781	0	1729	1781	0	1811
Q Serve(g_s), s	1.8	24.4	0.0	4.1	18.5	0.0	4.8	0.0	8.7	5.5	0.0	7.5
Cycle Q Clear(g_c), s	1.8	24.4	0.0	4.1	18.5	0.0	4.8	0.0	8.7	5.5	0.0	7.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.40	1.00		0.16
Lane Grp Cap(c), veh/h	75	1593		109	1662		327	0	313	314	0	339
V/C Ratio(X)	0.44	0.68		0.69	0.55		0.32	0.00	0.53	0.39	0.00	0.45
Avail Cap(c_a), veh/h	126	1593		144	1662		335	0	313	319	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.8	21.9	0.0	46.0	19.1	0.0	30.4	0.0	37.1	30.3	0.0	36.1
Incr Delay (d2), s/veh	4.0	2.4	0.0	8.4	1.3	0.0	0.6	0.0	6.3	0.8	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	10.1	0.0	2.1	7.5	0.0	2.1	0.0	4.2	2.4	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	24.3	0.0	54.4	20.4	0.0	30.9	0.0	43.4	31.1	0.0	40.4
LnGrp LOS	D	C		D	C		C	A	D	C	A	D
Approach Vol, veh/h		1122	A		992	A		272				275
Approach Delay, s/veh		25.1			23.0			38.6				36.3
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	50.4	12.9	24.6	10.1	52.4	13.5	24.0				
Change Period (Y+Rc), s	5.9	* 5.6	* 6.3	* 5.9	5.9	* 5.6	* 6.3	* 5.9				
Max Green Setting (Gmax), s	8.1	* 43	* 7.1	* 19	7.1	* 44	* 7.5	* 18				
Max Q Clear Time (g_c+I1), s	6.1	26.4	6.8	9.5	3.8	20.5	7.5	10.7				
Green Ext Time (p_c), s	0.0	7.0	0.0	0.4	0.0	6.7	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	0	842	2	16	977	1	1	0	4	0	0	0
Future Vol, veh/h	0	842	2	16	977	1	1	0	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	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	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	6	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	968	2	18	1123	1	1	0	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	970	0	0	1567	2129	488	1647	2130	562
Stage 1	-	-	-	-	-	-	969	969	-	1160	1160	-
Stage 2	-	-	-	-	-	-	598	1160	-	487	970	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	706	-	-	75	49	526	65	49	470
Stage 1	0	-	-	-	-	-	272	330	-	208	268	-
Stage 2	0	-	-	-	-	-	456	268	-	531	330	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	706	-	-	74	48	524	63	48	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	48	-	63	48	-
Stage 1	-	-	-	-	-	-	272	330	-	208	261	-
Stage 2	-	-	-	-	-	-	444	261	-	525	330	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			20.6			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	-	-	706	-	-	-
HCM Lane V/C Ratio	0.024	-	-	0.026	-	-	-
HCM Control Delay (s)	20.6	-	-	10.2	-	-	0
HCM Lane LOS	C	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	0	1212	3	18	1047	1	1	0	5	4	0	5
Future Vol, veh/h	0	1212	3	18	1047	1	1	0	5	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
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	0	1317	3	20	1138	1	1	0	5	4	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1320	0	0	1931	2498	663	1841	2499	573
Stage 1	-	-	-	-	-	-	1319	1319	-	1179	1179	-
Stage 2	-	-	-	-	-	-	612	1179	-	662	1320	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	519	-	-	40	28	404	47	28	463
Stage 1	0	-	-	-	-	-	166	225	-	202	262	-
Stage 2	0	-	-	-	-	-	447	262	-	417	225	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	519	-	-	38	27	403	45	27	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	27	-	45	27	-
Stage 1	-	-	-	-	-	-	166	225	-	202	252	-
Stage 2	-	-	-	-	-	-	424	252	-	410	225	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			29.2			49.8		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	155	-	-	519	-	-	90
HCM Lane V/C Ratio	0.042	-	-	0.038	-	-	0.109
HCM Control Delay (s)	29.2	-	-	12.2	-	-	49.8
HCM Lane LOS	D	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.4

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	45	7	176	40	1	203
Future Vol, veh/h	45	7	176	40	1	203
Conflicting Peds, #/hr	0	0	0	5	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	85	85	85	85	85	85
Heavy Vehicles, %	3	2	2	5	2	3
Mvmt Flow	53	8	207	47	1	239

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	477	236	0	0	259
Stage 1	236	-	-	-	-
Stage 2	241	-	-	-	-
Critical Hdwy	6.43	6.22	-	-	4.12
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.318	-	-	2.218
Pot Cap-1 Maneuver	545	803	-	-	1306
Stage 1	801	-	-	-	-
Stage 2	797	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	542	799	-	-	1300
Mov Cap-2 Maneuver	542	-	-	-	-
Stage 1	797	-	-	-	-
Stage 2	796	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	567	1300
HCM Lane V/C Ratio	-	-	0.108	0.001
HCM Control Delay (s)	-	-	12.1	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	65	22	237	70	7	283
Future Vol, veh/h	65	22	237	70	7	283
Conflicting Peds, #/hr	0	0	0	0	1	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	9	2	2
Mvmt Flow	71	24	260	77	8	311

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	627	300	0	0	338
Stage 1	300	-	-	-	-
Stage 2	327	-	-	-	-
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	447	740	-	-	1221
Stage 1	752	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	443	739	-	-	1220
Mov Cap-2 Maneuver	443	-	-	-	-
Stage 1	751	-	-	-	-
Stage 2	725	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	493	1220
HCM Lane V/C Ratio	-	-	0.194	0.006
HCM Control Delay (s)	-	-	14.1	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	37	34	1	0	18
Future Vol, veh/h	4	37	34	1	0	18
Conflicting Peds, #/hr	2	0	0	2	2	2
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	71	71	71	71	71	71
Heavy Vehicles, %	2	5	2	2	2	6
Mvmt Flow	6	52	48	1	0	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	51	0	-	0	117 53
Stage 1	-	-	-	-	51 -
Stage 2	-	-	-	-	66 -
Critical Hdwy	4.12	-	-	-	6.42 6.26
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.354
Pot Cap-1 Maneuver	1555	-	-	-	879 1003
Stage 1	-	-	-	-	971 -
Stage 2	-	-	-	-	957 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1552	-	-	-	872 999
Mov Cap-2 Maneuver	-	-	-	-	872 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	955 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1552	-	-	-	999
HCM Lane V/C Ratio	0.004	-	-	-	0.025
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	72	66	1	0	21
Future Vol, veh/h	5	72	66	1	0	21
Conflicting Peds, #/hr	2	0	0	0	2	2
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	6	80	73	1	0	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	76	0	-	0	170 78
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	94 -
Critical Hdwy	4.12	-	-	-	6.42 6.25
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.345
Pot Cap-1 Maneuver	1523	-	-	-	820 974
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	930 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1520	-	-	-	813 970
Mov Cap-2 Maneuver	-	-	-	-	813 -
Stage 1	-	-	-	-	941 -
Stage 2	-	-	-	-	928 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1520	-	-	-	970
HCM Lane V/C Ratio	0.004	-	-	-	0.024
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

VICTORY APARTMENT/COMMERCIAL
15: Truman NB Off Ramp & E. Victory Dr

AM NO BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑↑	↗		↗	↗↗			
Traffic Volume (veh/h)	18	747	0	0	1806	100	192	1	621	0	0	0
Future Volume (veh/h)	18	747	0	0	1806	100	192	1	621	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1737	1856	0	0	1870	1856	1870	1870	1856			
Adj Flow Rate, veh/h	21	861	0	0	2081	0	221	1	716			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	11	3	0	0	2	3	2	2	3			
Cap, veh/h	24	2461	0	0	4012		321	1	501			
Arrive On Green	0.02	0.93	0.00	0.00	0.62	0.00	0.18	0.18	0.18			
Sat Flow, veh/h	1654	3618	0	0	6696	1572	1774	8	2768			
Grp Volume(v), veh/h	21	861	0	0	2081	0	222	0	716			
Grp Sat Flow(s),veh/h/ln	1654	1763	0	0	1609	1572	1782	0	1384			
Q Serve(g_s), s	1.3	2.6	0.0	0.0	18.0	0.0	11.7	0.0	18.1			
Cycle Q Clear(g_c), s	1.3	2.6	0.0	0.0	18.0	0.0	11.7	0.0	18.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	24	2461	0	0	4012		322	0	501			
V/C Ratio(X)	0.88	0.35	0.00	0.00	0.52		0.69	0.00	1.43			
Avail Cap(c_a), veh/h	50	2461	0	0	4012		322	0	501			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.0	1.2	0.0	0.0	10.5	0.0	38.3	0.0	41.0			
Incr Delay (d2), s/veh	55.3	0.4	0.0	0.0	0.5	0.0	6.0	0.0	204.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.0	0.0	5.8	0.0	5.6	0.0	20.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.2	1.5	0.0	0.0	11.0	0.0	44.4	0.0	245.5			
LnGrp LOS	F	A	A	A	B		D	A	F			
Approach Vol, veh/h		882			2081	A		938				
Approach Delay, s/veh		4.0			11.0			197.9				
Approach LOS		A			B			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	7.4	67.6		25.0		75.0						
Change Period (Y+Rc), s	6.0	* 5.2		6.9		* 5.2						
Max Green Setting (Gmax), s	3.0	* 61		18.1		* 70						
Max Q Clear Time (g_c+I1), s	3.3	20.0		20.1		4.6						
Green Ext Time (p_c), s	0.0	24.5		0.0		7.3						

Intersection Summary

HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENTS/COMMERCIAL
15: Truman NB Off Ramp & E. Victory Dr

PM NO BUILD PM PK
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	40	1105	0	0	1555	132	179	2	633	0	0	0
Future Volume (veh/h)	40	1105	0	0	1555	132	179	2	633	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1737	1856	0	0	1870	1856	1870	1870	1856			
Adj Flow Rate, veh/h	44	1208	0	0	1699	0	196	2	692			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	11	3	0	0	2	3	2	2	3			
Cap, veh/h	50	2454	0	0	3899		323	3	497			
Arrive On Green	0.03	0.70	0.00	0.00	0.61	0.00	0.18	0.18	0.18			
Sat Flow, veh/h	1654	3618	0	0	6696	1572	1764	18	2715			
Grp Volume(v), veh/h	44	1208	0	0	1699	0	198	0	692			
Grp Sat Flow(s),veh/h/ln	1654	1763	0	0	1609	1572	1782	0	1357			
Q Serve(g_s), s	2.7	15.8	0.0	0.0	14.1	0.0	10.2	0.0	18.3			
Cycle Q Clear(g_c), s	2.7	15.8	0.0	0.0	14.1	0.0	10.2	0.0	18.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	50	2454	0	0	3899		326	0	497			
V/C Ratio(X)	0.89	0.49	0.00	0.00	0.44		0.61	0.00	1.39			
Avail Cap(c_a), veh/h	50	2454	0	0	3899		326	0	497			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.3	7.0	0.0	0.0	10.5	0.0	37.5	0.0	40.8			
Incr Delay (d2), s/veh	71.7	0.5	0.0	0.0	0.4	0.0	3.2	0.0	188.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	5.1	0.0	0.0	4.6	0.0	4.7	0.0	19.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.1	7.6	0.0	0.0	10.9	0.0	40.8	0.0	229.7			
LnGrp LOS	F	A	A	A	B		D	A	F			
Approach Vol, veh/h		1252			1699	A		890				
Approach Delay, s/veh		11.5			10.9			187.7				
Approach LOS		B			B			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.0	65.8		25.2		74.8						
Change Period (Y+Rc), s	6.0	* 5.2		6.9		* 5.2						
Max Green Setting (Gmax), s	3.0	* 61		18.3		* 70						
Max Q Clear Time (g_c+I1), s	4.7	16.1		20.3		17.8						
Green Ext Time (p_c), s	0.0	18.9		0.0		12.0						

Intersection Summary

HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENT/COMMERCIAL
12: E. Victory Dr & Truman SB Off Ramp

AM NO BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	713	165	998	1000	0	0	0	0	52	0	30
Future Volume (veh/h)	0	713	165	998	1000	0	0	0	0	52	0	30
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	804	0	1125	1128	0				59	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2637		898	2866	0				251	0	
Arrive On Green	0.00	1.00	0.00	0.52	1.00	0.00				0.07	0.00	0.00
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	1585
Grp Volume(v), veh/h	0	804	0	1125	1128	0				59	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	26.0	0.0	0.0				1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	26.0	0.0	0.0				1.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2637		898	2866	0				251	0	
V/C Ratio(X)	0.00	0.30		1.25	0.39	0.00				0.24	0.00	
Avail Cap(c_a), veh/h	0	2637		898	2866	0				632	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.87	0.87	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	24.0	0.0	0.0				43.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	121.5	0.4	0.0				0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	21.8	0.1	0.0				0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	145.5	0.4	0.0				44.2	0.0	0.0
LnGrp LOS	A	A		F	A	A				D	A	
Approach Vol, veh/h		804	A		2253						59	A
Approach Delay, s/veh		0.3			72.8						44.2	
Approach LOS		A			E						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.0	57.0		14.0		86.0						
Change Period (Y+Rc), s	3.0	* 5.4		* 6.7		* 5.4						
Max Green Setting (Gmax), s	26.0	* 41		* 18		* 70						
Max Q Clear Time (g_c+I1), s	28.0	2.0		3.6		2.0						
Green Ext Time (p_c), s	0.0	6.4		0.1		10.9						

Intersection Summary

HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENTS/COMMERCIAL
12: E. Victory Dr & Truman SB Off Ramp

PM NO BUILD PM PK
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑↑		↑
Traffic Volume (veh/h)	0	1018	215	680	1054	0	0	0	0	127	0	72
Future Volume (veh/h)	0	1018	215	680	1054	0	0	0	0	127	0	72
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1112	0	743	1152	0				139	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2406		585	2440	0				440	0	
Arrive On Green	0.00	0.47	0.00	0.17	0.69	0.00				0.13	0.00	0.00
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	1585
Grp Volume(v), veh/h	0	1112	0	743	1152	0				139	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1585
Q Serve(g_s), s	0.0	9.6	0.0	11.0	9.8	0.0				2.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.6	0.0	11.0	9.8	0.0				2.4	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2406		585	2440	0				440	0	
V/C Ratio(X)	0.00	0.46		1.27	0.47	0.00				0.32	0.00	
Avail Cap(c_a), veh/h	0	2406		585	2440	0				957	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.90	0.90	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.6	0.0	27.0	4.7	0.0				25.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	133.6	0.6	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	15.0	2.4	0.0				1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.3	0.0	160.6	5.3	0.0				26.2	0.0	0.0
LnGrp LOS	A	B		F	A	A				C	A	
Approach Vol, veh/h		1112	A		1895						139	A
Approach Delay, s/veh		12.3			66.2						26.2	
Approach LOS		B			E						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.0	36.0		15.0		50.0						
Change Period (Y+Rc), s	3.0	* 5.4		* 6.7		* 5.4						
Max Green Setting (Gmax), s	11.0	* 21		* 18		* 35						
Max Q Clear Time (g_c+I1), s	13.0	11.6		4.4		11.8						
Green Ext Time (p_c), s	0.0	4.9		0.3		8.9						

Intersection Summary

HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENT/COMMERCIAL
3: Dixie Ave/Victory Manor PI & E. Victory Dr

AM NO BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	8	835	7	56	972	2	13	3	21	22	3	9
Future Volume (veh/h)	8	835	7	56	972	2	13	3	21	22	3	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1870	1841	1870	1870	1663	1870	1752	1826	1870	1870
Adj Flow Rate, veh/h	10	994	8	67	1158	2	15	4	25	26	4	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	13	2	2	4	2	2	16	2	10	5	2	2
Cap, veh/h	296	1607	13	385	1773	3	337	48	299	404	137	376
Arrive On Green	0.03	0.89	0.89	0.12	0.97	0.97	0.21	0.21	0.21	0.04	0.31	0.31
Sat Flow, veh/h	1626	3613	29	1753	3640	6	1240	223	1396	1739	440	1210
Grp Volume(v), veh/h	10	489	513	67	565	595	15	0	29	26	0	15
Grp Sat Flow(s),veh/h/ln	1626	1777	1865	1753	1777	1869	1240	0	1619	1739	0	1650
Q Serve(g_s), s	0.3	6.7	6.7	1.9	2.3	2.3	1.0	0.0	1.4	1.1	0.0	0.6
Cycle Q Clear(g_c), s	0.3	6.7	6.7	1.9	2.3	2.3	1.0	0.0	1.4	1.1	0.0	0.6
Prop In Lane	1.00		0.02	1.00		0.00	1.00		0.86	1.00		0.73
Lane Grp Cap(c), veh/h	296	790	830	385	865	910	337	0	346	404	0	513
V/C Ratio(X)	0.03	0.62	0.62	0.17	0.65	0.65	0.04	0.00	0.08	0.06	0.00	0.03
Avail Cap(c_a), veh/h	382	790	830	404	865	910	337	0	346	463	0	513
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	3.4	3.4	12.0	0.7	0.7	31.3	0.0	31.5	27.1	0.0	24.0
Incr Delay (d2), s/veh	0.0	3.6	3.4	0.2	3.8	3.6	0.2	0.0	0.5	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.1	2.1	0.7	1.2	1.3	0.3	0.0	0.6	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	7.0	6.9	12.2	4.5	4.3	31.5	0.0	31.9	27.2	0.0	24.1
LnGrp LOS	B	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1012			1227			44				41
Approach Delay, s/veh		7.0			4.8			31.8				26.0
Approach LOS		A			A			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	50.9	9.7	27.9	7.3	55.1		37.6				
Change Period (Y+Rc), s	5.6	6.4	6.1	6.5	5.6	6.4		6.5				
Max Green Setting (Gmax), s	7.0	43.4	7.0	18.0	7.0	43.4		31.1				
Max Q Clear Time (g_c+I1), s	3.9	8.7	3.1	3.4	2.3	4.3		2.6				
Green Ext Time (p_c), s	0.0	7.4	0.0	0.1	0.0	9.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.7									
HCM 6th LOS			A									

VICTORY APARTMENTS/COMMERCIAL
3: Dixie Ave/Victory Manor PI & E. Victory Dr

PM NO BUILD PM PK
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	33	1136	52	141	966	19	79	11	44	53	7	21
Future Volume (veh/h)	33	1136	52	141	966	19	79	11	44	53	7	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1353	62	168	1151	23	94	13	52	63	8	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	1273	58	220	1419	28	380	71	286	438	139	433
Arrive On Green	0.05	0.37	0.37	0.08	0.40	0.40	0.22	0.22	0.22	0.06	0.35	0.35
Sat Flow, veh/h	1781	3460	158	1781	3563	71	1372	327	1308	1781	398	1245
Grp Volume(v), veh/h	39	694	721	168	574	600	94	0	65	63	0	33
Grp Sat Flow(s),veh/h/ln	1781	1777	1842	1781	1777	1858	1372	0	1635	1781	0	1644
Q Serve(g_s), s	1.2	33.1	33.1	5.2	25.8	25.8	5.2	0.0	2.9	2.3	0.0	1.2
Cycle Q Clear(g_c), s	1.2	33.1	33.1	5.2	25.8	25.8	5.2	0.0	2.9	2.3	0.0	1.2
Prop In Lane	1.00		0.09	1.00		0.04	1.00		0.80	1.00		0.76
Lane Grp Cap(c), veh/h	219	654	678	220	708	740	380	0	357	438	0	572
V/C Ratio(X)	0.18	1.06	1.06	0.76	0.81	0.81	0.25	0.00	0.18	0.14	0.00	0.06
Avail Cap(c_a), veh/h	272	654	678	223	708	740	380	0	357	469	0	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	28.4	28.4	21.3	24.1	24.1	29.5	0.0	28.6	22.9	0.0	19.5
Incr Delay (d2), s/veh	0.4	52.4	52.9	14.3	9.8	9.4	1.6	0.0	1.1	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	22.7	23.6	2.9	12.0	12.5	1.8	0.0	1.2	1.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	80.9	81.3	35.6	33.9	33.5	31.1	0.0	29.8	23.0	0.0	19.7
LnGrp LOS	B	F	F	D	C	C	C	A	C	C	A	B
Approach Vol, veh/h		1454			1342			159				96
Approach Delay, s/veh		79.5			33.9			30.5				21.9
Approach LOS		E			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	39.5	11.7	26.1	10.0	42.2		37.8				
Change Period (Y+Rc), s	5.6	6.4	6.1	6.5	5.6	6.4		6.5				
Max Green Setting (Gmax), s	7.2	33.0	7.1	18.1	7.0	33.2		31.3				
Max Q Clear Time (g_c+I1), s	7.2	35.1	4.3	7.2	3.2	27.8		3.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	3.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				55.1								
HCM 6th LOS				E								

VICTORY APARTMENT/COMMERCIAL
7: Bee Rd & E. Victory Dr

AM NO BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	17	735	63	37	892	49	79	67	37	72	104	16
Future Volume (veh/h)	17	735	63	37	892	49	79	67	37	72	104	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	20	885	0	45	1074	0	95	81	45	87	125	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	6
Cap, veh/h	53	1653		89	1724		328	208	116	339	290	44
Arrive On Green	0.03	0.47	0.00	0.07	0.65	0.00	0.06	0.18	0.18	0.06	0.18	0.18
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1781	1129	627	1781	1585	241
Grp Volume(v), veh/h	20	885	0	45	1074	0	95	0	126	87	0	144
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1781	0	1756	1781	0	1826
Q Serve(g_s), s	1.1	17.7	0.0	2.4	17.9	0.0	4.2	0.0	6.3	3.9	0.0	7.0
Cycle Q Clear(g_c), s	1.1	17.7	0.0	2.4	17.9	0.0	4.2	0.0	6.3	3.9	0.0	7.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.36	1.00		0.13
Lane Grp Cap(c), veh/h	53	1653		89	1724		328	0	324	339	0	334
V/C Ratio(X)	0.38	0.54		0.51	0.62		0.29	0.00	0.39	0.26	0.00	0.43
Avail Cap(c_a), veh/h	126	1653		130	1724		342	0	324	355	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.6	19.1	0.0	45.5	12.3	0.0	30.1	0.0	35.8	30.0	0.0	36.2
Incr Delay (d2), s/veh	4.3	1.2	0.0	4.4	1.7	0.0	0.5	0.0	3.5	0.4	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.2	0.0	1.2	5.6	0.0	1.8	0.0	3.0	1.7	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	20.3	0.0	49.9	14.0	0.0	30.6	0.0	39.3	30.4	0.0	40.2
LnGrp LOS	D	C		D	B		C	A	D	C	A	D
Approach Vol, veh/h		905	A		1119	A		221				231
Approach Delay, s/veh		21.0			15.5			35.6				36.5
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	52.1	12.8	24.2	8.9	54.1	12.7	24.3				
Change Period (Y+Rc), s	5.9	* 5.6	* 6.3	* 5.9	5.9	* 5.6	* 6.3	* 5.9				
Max Green Setting (Gmax), s	7.3	* 43	* 7.3	* 18	7.1	* 44	* 7.3	* 18				
Max Q Clear Time (g_c+I1), s	4.4	19.7	6.2	9.0	3.1	19.9	5.9	8.3				
Green Ext Time (p_c), s	0.0	6.5	0.0	0.4	0.0	8.2	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

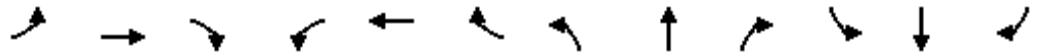
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENTS/COMMERCIAL

PM NO BUILD PM PK

7: Bee Rd & E. Victory Dr

10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	31	1035	97	71	871	111	101	94	64	116	122	24
Future Volume (veh/h)	31	1035	97	71	871	111	101	94	64	116	122	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1155	0	79	972	0	113	105	71	129	136	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1581		111	1647		323	187	126	311	284	56
Arrive On Green	0.04	0.44	0.00	0.06	0.46	0.00	0.07	0.18	0.18	0.08	0.19	0.19
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1781	1032	698	1781	1510	300
Grp Volume(v), veh/h	35	1155	0	79	972	0	113	0	176	129	0	163
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1781	0	1729	1781	0	1810
Q Serve(g_s), s	1.9	26.7	0.0	4.4	20.2	0.0	5.1	0.0	9.3	5.8	0.0	8.0
Cycle Q Clear(g_c), s	1.9	26.7	0.0	4.4	20.2	0.0	5.1	0.0	9.3	5.8	0.0	8.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.40	1.00		0.17
Lane Grp Cap(c), veh/h	78	1581		111	1647		323	0	313	311	0	341
V/C Ratio(X)	0.45	0.73		0.71	0.59		0.35	0.00	0.56	0.41	0.00	0.48
Avail Cap(c_a), veh/h	126	1581		144	1647		329	0	313	311	0	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.7	22.8	0.0	46.0	19.8	0.0	30.4	0.0	37.3	30.3	0.0	36.2
Incr Delay (d2), s/veh	4.1	3.0	0.0	10.8	1.6	0.0	0.6	0.0	7.1	0.9	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.2	0.0	2.2	8.3	0.0	2.2	0.0	4.5	2.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	25.8	0.0	56.8	21.4	0.0	31.1	0.0	44.5	31.2	0.0	41.0
LnGrp LOS	D	C		E	C		C	A	D	C	A	D
Approach Vol, veh/h		1190	A		1051	A		289			292	
Approach Delay, s/veh		26.6			24.0			39.2			36.7	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	50.1	13.1	24.7	10.3	51.9	13.8	24.0				
Change Period (Y+Rc), s	5.9	* 5.6	* 6.3	* 5.9	5.9	* 5.6	* 6.3	* 5.9				
Max Green Setting (Gmax), s	8.1	* 43	* 7.1	* 19	7.1	* 44	* 7.5	* 18				
Max Q Clear Time (g_c+I1), s	6.4	28.7	7.1	10.0	3.9	22.2	7.8	11.3				
Green Ext Time (p_c), s	0.0	6.8	0.0	0.5	0.0	7.0	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	0	842	2	16	977	1	1	0	4	0	0	0
Future Vol, veh/h	0	842	2	16	977	1	1	0	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	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	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	6	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1026	2	19	1190	1	1	0	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1028	0	0	1660	2256	517	1745	2257	596
Stage 1	-	-	-	-	-	-	1027	1027	-	1229	1229	-
Stage 2	-	-	-	-	-	-	633	1229	-	516	1028	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	671	-	-	64	41	503	55	41	447
Stage 1	0	-	-	-	-	-	251	310	-	188	248	-
Stage 2	0	-	-	-	-	-	434	248	-	510	310	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	671	-	-	63	40	502	53	40	447
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	40	-	53	40	-
Stage 1	-	-	-	-	-	-	251	310	-	188	241	-
Stage 2	-	-	-	-	-	-	422	241	-	504	310	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			22.7			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	-	-	671	-	-	-
HCM Lane V/C Ratio	0.029	-	-	0.029	-	-	-
HCM Control Delay (s)	22.7	-	-	10.5	-	-	0
HCM Lane LOS	C	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	0	1212	3	18	1047	1	1	0	5	4	0	5
Future Vol, veh/h	0	1212	3	18	1047	1	1	0	5	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
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	0	1396	3	21	1206	1	1	0	6	5	0	6

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	1399	0	0	2046	2647	703	1950	2648	607
Stage 1	-	-	-	-	-	-	1398	1398	-	1249	1249	-
Stage 2	-	-	-	-	-	-	648	1249	-	701	1399	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	484	-	-	33	23	380	39	23	439
Stage 1	0	-	-	-	-	-	148	206	-	183	243	-
Stage 2	0	-	-	-	-	-	425	243	-	395	206	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	484	-	-	31	22	379	37	22	438
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	22	-	37	22	-
Stage 1	-	-	-	-	-	-	148	206	-	183	233	-
Stage 2	-	-	-	-	-	-	400	233	-	388	206	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.2		33.8		60.6	
HCM LOS					D		F	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	132	-	-	484	-	-	75
HCM Lane V/C Ratio	0.052	-	-	0.043	-	-	0.138
HCM Control Delay (s)	33.8	-	-	12.8	-	-	60.6
HCM Lane LOS	D	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-	0.5

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	45	7	176	40	1	203
Future Vol, veh/h	45	7	176	40	1	203
Conflicting Peds, #/hr	0	0	0	5	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	85	85	85	85	85	85
Heavy Vehicles, %	3	2	2	5	2	3
Mvmt Flow	56	9	219	50	1	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	504	249	0	0	274
Stage 1	249	-	-	-	-
Stage 2	255	-	-	-	-
Critical Hdwy	6.43	6.22	-	-	4.12
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.318	-	-	2.218
Pot Cap-1 Maneuver	526	790	-	-	1289
Stage 1	790	-	-	-	-
Stage 2	785	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	523	786	-	-	1283
Mov Cap-2 Maneuver	523	-	-	-	-
Stage 1	786	-	-	-	-
Stage 2	784	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	548	1283
HCM Lane V/C Ratio	-	-	0.118	0.001
HCM Control Delay (s)	-	-	12.4	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	65	22	237	70	7	283
Future Vol, veh/h	65	22	237	70	7	283
Conflicting Peds, #/hr	0	0	0	0	1	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	9	2	2
Mvmt Flow	76	26	276	82	8	330

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	664	318	0	0	359
Stage 1	318	-	-	-	-
Stage 2	346	-	-	-	-
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	426	723	-	-	1200
Stage 1	738	-	-	-	-
Stage 2	716	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	422	722	-	-	1199
Mov Cap-2 Maneuver	422	-	-	-	-
Stage 1	737	-	-	-	-
Stage 2	710	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	1199
HCM Lane V/C Ratio	-	-	0.215	0.007
HCM Control Delay (s)	-	-	14.7	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	37	34	1	0	18
Future Vol, veh/h	4	37	34	1	0	18
Conflicting Peds, #/hr	2	0	0	2	2	2
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	71	71	71	71	71	71
Heavy Vehicles, %	2	5	2	2	2	6
Mvmt Flow	6	55	51	1	0	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	54	0	-	0	123 56
Stage 1	-	-	-	-	54 -
Stage 2	-	-	-	-	69 -
Critical Hdwy	4.12	-	-	-	6.42 6.26
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.354
Pot Cap-1 Maneuver	1551	-	-	-	872 999
Stage 1	-	-	-	-	969 -
Stage 2	-	-	-	-	954 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1548	-	-	-	865 995
Mov Cap-2 Maneuver	-	-	-	-	865 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	952 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1548	-	-	-	995
HCM Lane V/C Ratio	0.004	-	-	-	0.027
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	72	66	1	0	21
Future Vol, veh/h	5	72	66	1	0	21
Conflicting Peds, #/hr	2	0	0	0	2	2
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	6	85	78	1	0	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	81	0	-	0	180 83
Stage 1	-	-	-	-	81 -
Stage 2	-	-	-	-	99 -
Critical Hdwy	4.12	-	-	-	6.42 6.25
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.345
Pot Cap-1 Maneuver	1517	-	-	-	810 968
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	925 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1514	-	-	-	804 964
Mov Cap-2 Maneuver	-	-	-	-	804 -
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	923 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	964
HCM Lane V/C Ratio	0.004	-	-	-	0.026
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

VICTORY APARTMENT/COMMERCIAL
15: Truman NB Off Ramp & E. Victory Dr

AM BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↗	↗↗			
Traffic Volume (veh/h)	32	832	0	0	1935	106	212	1	658	0	0	0
Future Volume (veh/h)	32	832	0	0	1935	106	212	1	658	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1737	1856	0	0	1870	1856	1870	1870	1856			
Adj Flow Rate, veh/h	35	904	0	0	2103	0	230	1	715			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	11	3	0	0	2	3	2	2	3			
Cap, veh/h	42	2496	0	0	4005		303	1	473			
Arrive On Green	0.05	1.00	0.00	0.00	0.62	0.00	0.17	0.17	0.17			
Sat Flow, veh/h	1654	3618	0	0	6696	1572	1774	8	2768			
Grp Volume(v), veh/h	35	904	0	0	2103	0	231	0	715			
Grp Sat Flow(s),veh/h/ln	1654	1763	0	0	1609	1572	1782	0	1384			
Q Serve(g_s), s	2.1	0.0	0.0	0.0	18.3	0.0	12.3	0.0	17.1			
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	18.3	0.0	12.3	0.0	17.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	42	2496	0	0	4005		305	0	473			
V/C Ratio(X)	0.83	0.36	0.00	0.00	0.53		0.76	0.00	1.51			
Avail Cap(c_a), veh/h	50	2496	0	0	4005		305	0	473			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.2	0.0	0.0	0.0	10.6	0.0	39.5	0.0	41.5			
Incr Delay (d2), s/veh	58.6	0.4	0.0	0.0	0.5	0.0	10.5	0.0	240.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	0.1	0.0	0.0	5.9	0.0	6.2	0.0	21.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.8	0.4	0.0	0.0	11.1	0.0	50.0	0.0	282.1			
LnGrp LOS	F	A	A	A	B		D	A	F			
Approach Vol, veh/h		939			2103	A		946				
Approach Delay, s/veh		4.3			11.1			225.4				
Approach LOS		A			B			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	8.5	67.5		24.0		76.0						
Change Period (Y+Rc), s	6.0	* 5.2		6.9		* 5.2						
Max Green Setting (Gmax), s	3.0	* 62		17.1		* 71						
Max Q Clear Time (g_c+I1), s	4.1	20.3		19.1		2.0						
Green Ext Time (p_c), s	0.0	25.1		0.0		7.8						

Intersection Summary

HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENTS/COMMERCIAL
15: Truman NB Off Ramp & E. Victory Dr

PM BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	54	1219	0	0	1709	140	211	2	671	0	0	0
Future Volume (veh/h)	54	1219	0	0	1709	140	211	2	671	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1737	1856	0	0	1870	1856	1870	1870	1856			
Adj Flow Rate, veh/h	56	1257	0	0	1762	0	218	2	692			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	11	3	0	0	2	3	2	2	3			
Cap, veh/h	66	2496	0	0	3912		302	3	464			
Arrive On Green	0.04	0.71	0.00	0.00	0.61	0.00	0.17	0.17	0.17			
Sat Flow, veh/h	1654	3618	0	0	6696	1572	1766	16	2711			
Grp Volume(v), veh/h	56	1257	0	0	1762	0	220	0	692			
Grp Sat Flow(s),veh/h/ln	1654	1763	0	0	1609	1572	1782	0	1355			
Q Serve(g_s), s	3.4	16.2	0.0	0.0	14.8	0.0	11.7	0.0	17.1			
Cycle Q Clear(g_c), s	3.4	16.2	0.0	0.0	14.8	0.0	11.7	0.0	17.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	66	2496	0	0	3912		305	0	464			
V/C Ratio(X)	0.85	0.50	0.00	0.00	0.45		0.72	0.00	1.49			
Avail Cap(c_a), veh/h	66	2496	0	0	3912		305	0	464			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.7	6.6	0.0	0.0	10.6	0.0	39.2	0.0	41.4			
Incr Delay (d2), s/veh	47.3	0.5	0.0	0.0	0.4	0.0	8.1	0.0	232.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.2	5.0	0.0	0.0	4.8	0.0	5.7	0.0	20.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.0	7.1	0.0	0.0	11.0	0.0	47.3	0.0	274.4			
LnGrp LOS	F	A	A	A	B		D	A	F			
Approach Vol, veh/h		1313			1762	A		912				
Approach Delay, s/veh		10.9			11.0			219.6				
Approach LOS		B			B			F				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.0	66.0		24.0		76.0						
Change Period (Y+Rc), s	6.0	* 5.2		6.9		* 5.2						
Max Green Setting (Gmax), s	4.0	* 61		17.1		* 71						
Max Q Clear Time (g_c+I1), s	5.4	16.8		19.1		18.2						
Green Ext Time (p_c), s	0.0	19.9		0.0		12.8						

Intersection Summary

HCM 6th Ctrl Delay	58.7
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENT/COMMERCIAL
12: E. Victory Dr & Truman SB Off Ramp

AM BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑↑		↑
Traffic Volume (veh/h)	0	809	191	1058	1089	0	0	0	0	55	0	38
Future Volume (veh/h)	0	809	191	1058	1089	0	0	0	0	55	0	38
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	861	0	1126	1159	0				59	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2688		864	2866	0				251	0	
Arrive On Green	0.00	1.00	0.00	0.50	1.00	0.00				0.07	0.00	0.00
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	1585
Grp Volume(v), veh/h	0	861	0	1126	1159	0				59	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	25.0	0.0	0.0				1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.0	0.0	0.0				1.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2688		864	2866	0				251	0	
V/C Ratio(X)	0.00	0.32		1.30	0.40	0.00				0.24	0.00	
Avail Cap(c_a), veh/h	0	2688		864	2866	0				632	0	
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.85	0.85	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	25.0	0.0	0.0				43.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	143.7	0.4	0.0				0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	23.9	0.1	0.0				0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	168.7	0.4	0.0				44.2	0.0	0.0
LnGrp LOS	A	A		F	A	A				D	A	
Approach Vol, veh/h		861	A		2285						59	A
Approach Delay, s/veh		0.3			83.3						44.2	
Approach LOS		A			F						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.0	58.0		14.0		86.0						
Change Period (Y+Rc), s	3.0	* 5.4		* 6.7		* 5.4						
Max Green Setting (Gmax), s	25.0	* 42		* 18		* 70						
Max Q Clear Time (g_c+I1), s	27.0	2.0		3.6		2.0						
Green Ext Time (p_c), s	0.0	7.0		0.1		11.4						

Intersection Summary

HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENTS/COMMERCIAL
12: E. Victory Dr & Truman SB Off Ramp

PM BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑↑		↑
Traffic Volume (veh/h)	0	1139	243	721	1199	0	0	0	0	135	0	72
Future Volume (veh/h)	0	1139	243	721	1199	0	0	0	0	135	0	72
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1174	0	759	1236	0				139	0	0
Peak Hour Factor	0.97	0.97	0.97	0.95	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2406		585	2440	0				440	0	
Arrive On Green	0.00	0.47	0.00	0.17	0.69	0.00				0.13	0.00	0.00
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	1585
Grp Volume(v), veh/h	0	1174	0	759	1236	0				139	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1585
Q Serve(g_s), s	0.0	10.3	0.0	11.0	10.9	0.0				2.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.3	0.0	11.0	10.9	0.0				2.4	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2406		585	2440	0				440	0	
V/C Ratio(X)	0.00	0.49		1.30	0.51	0.00				0.32	0.00	
Avail Cap(c_a), veh/h	0	2406		585	2440	0				957	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.89	0.89	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.8	0.0	27.0	4.9	0.0				25.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	145.1	0.7	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	0.0	16.0	2.6	0.0				1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.5	0.0	172.1	5.6	0.0				26.2	0.0	0.0
LnGrp LOS	A	B		F	A	A				C	A	
Approach Vol, veh/h		1174	A		1995						139	A
Approach Delay, s/veh		12.5			68.9						26.2	
Approach LOS		B			E						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.0	36.0		15.0		50.0						
Change Period (Y+Rc), s	3.0	* 5.4		* 6.7		* 5.4						
Max Green Setting (Gmax), s	11.0	* 21		* 18		* 35						
Max Q Clear Time (g_c+I1), s	13.0	12.3		4.4		12.9						
Green Ext Time (p_c), s	0.0	4.9		0.3		9.5						

Intersection Summary

HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

VICTORY APARTMENT/COMMERCIAL
3: Dixie Ave/Victory Manor PI & E. Victory Dr

AM BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	8	920	7	84	1040	2	26	4	56	23	4	10
Future Volume (veh/h)	8	920	7	84	1040	2	26	4	56	23	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1870	1841	1870	1870	1663	1870	1752	1826	1870	1870
Adj Flow Rate, veh/h	9	1034	8	94	1169	2	29	4	63	26	4	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	13	2	2	4	2	2	16	2	10	5	2	2
Cap, veh/h	289	1587	12	376	1778	3	337	20	322	369	137	376
Arrive On Green	0.03	0.88	0.88	0.13	0.98	0.98	0.21	0.21	0.21	0.04	0.31	0.31
Sat Flow, veh/h	1626	3614	28	1753	3640	6	1240	95	1504	1739	440	1210
Grp Volume(v), veh/h	9	508	534	94	571	600	29	0	67	26	0	15
Grp Sat Flow(s),veh/h/ln	1626	1777	1865	1753	1777	1869	1240	0	1600	1739	0	1650
Q Serve(g_s), s	0.3	8.1	8.1	2.7	2.1	2.1	1.9	0.0	3.4	1.1	0.0	0.6
Cycle Q Clear(g_c), s	0.3	8.1	8.1	2.7	2.1	2.1	1.9	0.0	3.4	1.1	0.0	0.6
Prop In Lane	1.00		0.01	1.00		0.00	1.00		0.94	1.00		0.73
Lane Grp Cap(c), veh/h	289	780	819	376	868	913	337	0	342	369	0	513
V/C Ratio(X)	0.03	0.65	0.65	0.25	0.66	0.66	0.09	0.00	0.20	0.07	0.00	0.03
Avail Cap(c_a), veh/h	378	780	819	385	868	913	337	0	342	428	0	513
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	3.9	3.9	11.9	0.6	0.6	31.6	0.0	32.2	27.2	0.0	24.0
Incr Delay (d2), s/veh	0.0	4.2	4.0	0.3	3.9	3.7	0.5	0.0	1.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.4	2.4	1.0	1.2	1.2	0.6	0.0	1.4	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	8.1	7.9	12.3	4.5	4.3	32.1	0.0	33.5	27.3	0.0	24.1
LnGrp LOS	B	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1051			1265			96				41
Approach Delay, s/veh		8.1			5.0			33.1				26.1
Approach LOS		A			A			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	50.3	9.7	27.9	7.1	55.3		37.6				
Change Period (Y+Rc), s	5.6	6.4	6.1	6.5	5.6	6.4		6.5				
Max Green Setting (Gmax), s	7.0	43.4	7.0	18.0	7.0	43.4		31.1				
Max Q Clear Time (g_c+I1), s	4.7	10.1	3.1	5.4	2.3	4.1		2.6				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.3	0.0	9.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.8									
HCM 6th LOS			A									

VICTORY APARTMENTS/COMMERCIAL
3: Dixie Ave/Victory Manor PI & E. Victory Dr

PM BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1241	63	224	1047	20	135	14	85	56	9	22
Future Volume (veh/h)	35	1241	63	224	1047	20	135	14	85	56	9	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1394	71	252	1176	22	152	16	96	63	10	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1262	64	223	1421	27	379	51	303	395	164	411
Arrive On Green	0.05	0.37	0.37	0.08	0.40	0.40	0.22	0.22	0.22	0.06	0.35	0.35
Sat Flow, veh/h	1781	3441	175	1781	3568	67	1370	231	1389	1781	473	1182
Grp Volume(v), veh/h	39	718	747	252	585	613	152	0	112	63	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1839	1781	1777	1858	1370	0	1620	1781	0	1655
Q Serve(g_s), s	1.2	33.0	33.0	7.2	26.6	26.6	8.8	0.0	5.2	2.3	0.0	1.3
Cycle Q Clear(g_c), s	1.2	33.0	33.0	7.2	26.6	26.6	8.8	0.0	5.2	2.3	0.0	1.3
Prop In Lane	1.00		0.10	1.00		0.04	1.00		0.86	1.00		0.71
Lane Grp Cap(c), veh/h	214	652	674	223	708	740	379	0	354	395	0	576
V/C Ratio(X)	0.18	1.10	1.11	1.13	0.83	0.83	0.40	0.00	0.32	0.16	0.00	0.06
Avail Cap(c_a), veh/h	266	652	674	223	708	740	379	0	354	426	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	28.5	28.5	22.2	24.3	24.3	30.9	0.0	29.5	23.0	0.0	19.6
Incr Delay (d2), s/veh	0.4	66.7	67.9	100.6	10.7	10.3	3.1	0.0	2.3	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	25.2	26.3	9.0	12.5	13.0	3.1	0.0	2.2	1.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	95.2	96.4	122.8	35.0	34.6	34.1	0.0	31.9	23.2	0.0	19.8
LnGrp LOS	B	F	F	F	D	C	C	A	C	C	A	B
Approach Vol, veh/h		1504			1450			264				98
Approach Delay, s/veh		93.8			50.1			33.1				22.0
Approach LOS		F			D			C				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	39.4	11.7	26.1	10.0	42.2		37.8				
Change Period (Y+Rc), s	5.6	6.4	6.1	6.5	5.6	6.4		6.5				
Max Green Setting (Gmax), s	7.2	33.0	7.1	18.1	7.0	33.2		31.3				
Max Q Clear Time (g_c+I1), s	9.2	35.0	4.3	10.8	3.2	28.6		3.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	2.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				67.8								
HCM 6th LOS				E								

VICTORY APARTMENT/COMMERCIAL
7: Bee Rd & E. Victory Dr

AM BUILD 2024
10/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	18	803	71	39	954	55	128	76	39	84	111	17
Future Volume (veh/h)	18	803	71	39	954	55	128	76	39	84	111	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	20	912	0	44	1084	0	145	86	44	95	126	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	6
Cap, veh/h	53	1626		88	1696		342	223	114	347	290	44
Arrive On Green	0.03	0.46	0.00	0.05	0.48	0.00	0.07	0.19	0.19	0.06	0.18	0.18
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1781	1166	596	1781	1587	239
Grp Volume(v), veh/h	20	912	0	44	1084	0	145	0	130	95	0	145
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1781	0	1762	1781	0	1826
Q Serve(g_s), s	1.1	18.7	0.0	2.4	22.9	0.0	6.6	0.0	6.4	4.2	0.0	7.0
Cycle Q Clear(g_c), s	1.1	18.7	0.0	2.4	22.9	0.0	6.6	0.0	6.4	4.2	0.0	7.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.34	1.00		0.13
Lane Grp Cap(c), veh/h	53	1626		88	1696		342	0	337	347	0	334
V/C Ratio(X)	0.38	0.56		0.50	0.64		0.42	0.00	0.39	0.27	0.00	0.43
Avail Cap(c_a), veh/h	126	1626		130	1696		342	0	337	361	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.6	19.8	0.0	46.3	19.7	0.0	30.4	0.0	35.3	30.0	0.0	36.3
Incr Delay (d2), s/veh	4.3	1.4	0.0	4.3	1.9	0.0	0.8	0.0	3.3	0.4	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.7	0.0	1.2	9.3	0.0	2.8	0.0	3.0	1.8	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	21.2	0.0	50.7	21.5	0.0	31.2	0.0	38.7	30.5	0.0	40.3
LnGrp LOS	D	C		D	C		C	A	D	C	A	D
Approach Vol, veh/h		932	A		1128	A		275			240	
Approach Delay, s/veh		21.9			22.7			34.8			36.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	51.4	13.6	24.2	8.9	53.3	12.8	25.0				
Change Period (Y+Rc), s	5.9	* 5.6	* 6.3	* 5.9	5.9	* 5.6	* 6.3	* 5.9				
Max Green Setting (Gmax), s	7.3	* 43	* 7.3	* 18	7.1	* 44	* 7.3	* 18				
Max Q Clear Time (g_c+I1), s	4.4	20.7	8.6	9.0	3.1	24.9	6.2	8.4				
Green Ext Time (p_c), s	0.0	6.6	0.0	0.4	0.0	7.5	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	33	1176	111	75	951	126	150	110	68	140	132	25
Future Volume (veh/h)	33	1176	111	75	951	126	150	110	68	140	132	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1238	0	79	1001	0	158	116	72	147	139	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1581		111	1647		323	194	120	302	283	53
Arrive On Green	0.04	0.44	0.00	0.06	0.46	0.00	0.07	0.18	0.18	0.08	0.19	0.19
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1781	1071	665	1781	1527	286
Grp Volume(v), veh/h	35	1238	0	79	1001	0	158	0	188	147	0	165
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1781	0	1736	1781	0	1813
Q Serve(g_s), s	1.9	29.7	0.0	4.4	21.0	0.0	7.1	0.0	9.9	6.7	0.0	8.2
Cycle Q Clear(g_c), s	1.9	29.7	0.0	4.4	21.0	0.0	7.1	0.0	9.9	6.7	0.0	8.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.38	1.00		0.16
Lane Grp Cap(c), veh/h	78	1581		111	1647		323	0	314	302	0	335
V/C Ratio(X)	0.45	0.78		0.71	0.61		0.49	0.00	0.60	0.49	0.00	0.49
Avail Cap(c_a), veh/h	126	1581		144	1647		323	0	314	302	0	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.7	23.7	0.0	46.0	20.0	0.0	31.2	0.0	37.6	30.7	0.0	36.5
Incr Delay (d2), s/veh	4.1	4.0	0.0	10.8	1.7	0.0	1.1	0.0	8.2	1.2	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	12.6	0.0	2.2	8.6	0.0	3.2	0.0	4.8	2.9	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	27.6	0.0	56.8	21.7	0.0	32.4	0.0	45.8	31.9	0.0	41.6
LnGrp LOS	D	C		E	C		C	A	D	C	A	D
Approach Vol, veh/h		1273	A		1080	A		346			312	
Approach Delay, s/veh		28.2			24.3			39.6			37.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	50.1	13.4	24.4	10.3	51.9	13.8	24.0				
Change Period (Y+Rc), s	5.9	* 5.6	* 6.3	* 5.9	5.9	* 5.6	* 6.3	* 5.9				
Max Green Setting (Gmax), s	8.1	* 43	* 7.1	* 19	7.1	* 44	* 7.5	* 18				
Max Q Clear Time (g_c+I1), s	6.4	31.7	9.1	10.2	3.9	23.0	8.7	11.9				
Green Ext Time (p_c), s	0.0	6.2	0.0	0.5	0.0	7.1	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	0	907	20	31	1044	1	4	1	32	0	0	0
Future Vol, veh/h	0	907	20	31	1044	1	4	1	32	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	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	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	6	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1043	23	36	1200	1	5	1	37	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1066	0	0	1727	2328	536	1798	2339	601
Stage 1	-	-	-	-	-	-	1055	1055	-	1273	1273	-
Stage 2	-	-	-	-	-	-	672	1273	-	525	1066	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	649	-	-	57	37	489	50	36	443
Stage 1	0	-	-	-	-	-	241	301	-	177	237	-
Stage 2	0	-	-	-	-	-	412	237	-	504	297	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	649	-	-	55	35	488	43	34	443
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	35	-	43	34	-
Stage 1	-	-	-	-	-	-	241	301	-	177	224	-
Stage 2	-	-	-	-	-	-	389	224	-	463	297	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	25	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	222	-	-	649	-	-	-
HCM Lane V/C Ratio	0.192	-	-	0.055	-	-	-
HCM Control Delay (s)	25	-	-	10.9	-	-	0
HCM Lane LOS	D	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	0	1328	56	59	1143	1	3	0	20	4	0	5
Future Vol, veh/h	0	1328	56	59	1143	1	3	0	20	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
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	0	1443	61	64	1242	1	3	0	22	4	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1504	0	0	2226	2845	755	2096	2875	625
Stage 1	-	-	-	-	-	-	1474	1474	-	1371	1371	-
Stage 2	-	-	-	-	-	-	752	1371	-	725	1504	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	441	-	-	24	17	351	30	16	428
Stage 1	0	-	-	-	-	-	133	189	-	154	212	-
Stage 2	0	-	-	-	-	-	368	212	-	383	183	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	441	-	-	21	15	350	25	14	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	15	-	25	14	-
Stage 1	-	-	-	-	-	-	133	189	-	154	181	-
Stage 2	-	-	-	-	-	-	310	181	-	358	183	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			44.8			89.6		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	-	-	441	-	-	52
HCM Lane V/C Ratio	0.217	-	-	0.145	-	-	0.188
HCM Control Delay (s)	44.8	-	-	14.5	-	-	89.6
HCM Lane LOS	E	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.8	-	-	0.5	-	-	0.6

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	56	187	49	6	215
Future Vol, veh/h	51	56	187	49	6	215
Conflicting Peds, #/hr	0	0	0	5	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	85	85	85	85
Heavy Vehicles, %	3	2	2	5	2	3
Mvmt Flow	68	75	220	58	7	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	521	254	0	0	283
Stage 1	254	-	-	-	-
Stage 2	267	-	-	-	-
Critical Hdwy	6.43	6.22	-	-	4.12
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.318	-	-	2.218
Pot Cap-1 Maneuver	514	785	-	-	1279
Stage 1	786	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	508	781	-	-	1273
Mov Cap-2 Maneuver	508	-	-	-	-
Stage 1	782	-	-	-	-
Stage 2	770	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	622	1273
HCM Lane V/C Ratio	-	-	0.229	0.006
HCM Control Delay (s)	-	-	12.5	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	76	251	86	18	300
Future Vol, veh/h	81	76	251	86	18	300
Conflicting Peds, #/hr	0	0	0	0	1	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	9	2	2
Mvmt Flow	89	84	276	95	20	330

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	695	325	0	0	372
Stage 1	325	-	-	-	-
Stage 2	370	-	-	-	-
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	408	716	-	-	1186
Stage 1	732	-	-	-	-
Stage 2	699	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	399	715	-	-	1185
Mov Cap-2 Maneuver	399	-	-	-	-
Stage 1	731	-	-	-	-
Stage 2	684	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	508	1185
HCM Lane V/C Ratio	-	-	0.34	0.017
HCM Control Delay (s)	-	-	15.7	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	41	5	7	37	1	25	0	31	0	5	45
Future Vol, veh/h	9	41	5	7	37	1	25	0	31	0	5	45
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	2	0	2
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	71	71	92	92	71	71	92	92	92	71	92	71
Heavy Vehicles, %	2	5	2	2	2	2	2	2	2	2	2	6
Mvmt Flow	13	58	5	8	52	1	27	0	34	0	5	63

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	55	0	0	63	0	0	192	158	63	177	160	57
Stage 1	-	-	-	-	-	-	87	87	-	71	71	-
Stage 2	-	-	-	-	-	-	105	71	-	106	89	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.26
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	3.354
Pot Cap-1 Maneuver	1550	-	-	1540	-	-	768	734	1002	785	732	998
Stage 1	-	-	-	-	-	-	921	823	-	939	836	-
Stage 2	-	-	-	-	-	-	901	836	-	900	821	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1547	-	-	1540	-	-	706	722	1000	747	720	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	706	722	-	747	720	-
Stage 1	-	-	-	-	-	-	913	816	-	929	830	-
Stage 2	-	-	-	-	-	-	832	830	-	860	814	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.2		0.9		9.6		9	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	843	1547	-	-	1540	-	-	965
HCM Lane V/C Ratio	0.072	0.008	-	-	0.005	-	-	0.071
HCM Control Delay (s)	9.6	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	80	11	26	74	1	15	0	18	0	18	68
Future Vol, veh/h	13	80	11	26	74	1	15	0	18	0	18	68
Conflicting Peds, #/hr	2	0	0	0	0	0	0	0	0	2	0	2
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	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	5
Mvmt Flow	14	89	12	28	82	1	16	0	20	0	20	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	85	0	0	101	0	0	312	264	97	276	270	87
Stage 1	-	-	-	-	-	-	123	123	-	141	141	-
Stage 2	-	-	-	-	-	-	189	141	-	135	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
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	3.345
Pot Cap-1 Maneuver	1512	-	-	1491	-	-	641	641	959	676	636	963
Stage 1	-	-	-	-	-	-	881	794	-	862	780	-
Stage 2	-	-	-	-	-	-	813	780	-	868	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1509	-	-	1491	-	-	562	620	957	645	616	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	562	620	-	645	616	-
Stage 1	-	-	-	-	-	-	872	786	-	852	763	-
Stage 2	-	-	-	-	-	-	714	763	-	840	781	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			1.9			10.2			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	725	1509	-	-	1491	-	-	860
HCM Lane V/C Ratio	0.049	0.01	-	-	0.019	-	-	0.111
HCM Control Delay (s)	10.2	7.4	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.4

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	920	18	0	1077	0	11
Future Vol, veh/h	920	18	0	1077	0	11
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	1000	20	0	1171	0	12

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	510
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	509
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	509
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	509	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-
HCM Control Delay (s)	12.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1296	56	0	1204	0	43
Future Vol, veh/h	1296	56	0	1204	0	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1409	61	0	1309	0	47

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	735
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	362
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	362
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	362	-	-	-
HCM Lane V/C Ratio	0.129	-	-	-
HCM Control Delay (s)	16.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	3	33	5	14	37
Future Vol, veh/h	8	3	33	5	14	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	36	5	15	40

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	109	39	0	0	41	0
Stage 1	39	-	-	-	-	-
Stage 2	70	-	-	-	-	-
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	888	1033	-	-	1568	-
Stage 1	983	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	879	1033	-	-	1568	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	916	1568
HCM Lane V/C Ratio	-	-	0.013	0.01
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	1	22	8	30	85
Future Vol, veh/h	35	1	22	8	30	85
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	38	1	24	9	33	92

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	187	29	0	0	33
Stage 1	29	-	-	-	-
Stage 2	158	-	-	-	-
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	802	1046	-	-	1579
Stage 1	994	-	-	-	-
Stage 2	871	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	784	1046	-	-	1579
Mov Cap-2 Maneuver	784	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	852	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	789	1579
HCM Lane V/C Ratio	-	-	0.05	0.021
HCM Control Delay (s)	-	-	9.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	1	2	70	88	7
Future Vol, veh/h	16	1	2	70	88	7
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	1	2	76	96	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	180	100	104	0	0
Stage 1	100	-	-	-	-
Stage 2	80	-	-	-	-
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	810	956	1488	-	-
Stage 1	924	-	-	-	-
Stage 2	943	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	809	956	1488	-	-
Mov Cap-2 Maneuver	809	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	943	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1488	-	816	-	-
HCM Lane V/C Ratio	0.001	-	0.023	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	4	4	151	237	59
Future Vol, veh/h	73	4	4	151	237	59
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	79	4	4	164	258	64

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	462	290	322	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	172	-	-	-	-	-
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	558	749	1238	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	556	749	1238	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1238	-	564	-	-
HCM Lane V/C Ratio	0.004	-	0.148	-	-
HCM Control Delay (s)	7.9	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	18	28	10	0	13	32
Future Vol, veh/h	18	28	10	0	13	32
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	20	30	11	0	14	35

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	74	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	63	-	-	-	-	-
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	930	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	922	1070	-	-	1608	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1007	1608
HCM Lane V/C Ratio	-	-	0.05	0.009
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	16	14	0	45	75
Future Vol, veh/h	11	16	14	0	45	75
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	12	17	15	0	49	82

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	195	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	180	-	-	-	-	-
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	794	1065	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	769	1065	-	-	1603	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	921	1603
HCM Lane V/C Ratio	-	-	0.032	0.031
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

VICTORY APARTMENT/COMMERCIAL
3: Dixie Ave/Victory Manor PI & E. Victory Dr

MITIGATED AM BUILD 2024

10/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	8	920	7	84	1040	2	26	4	56	23	4	10
Future Volume (veh/h)	8	920	7	84	1040	2	26	4	56	23	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1870	1841	1870	1870	1663	1870	1752	1826	1870	1870
Adj Flow Rate, veh/h	9	1034	8	94	1169	2	29	4	63	26	4	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	13	2	2	4	2	2	16	2	10	5	2	2
Cap, veh/h	299	1668	13	404	1859	3	353	18	288	338	95	261
Arrive On Green	0.03	0.92	0.92	0.13	1.00	1.00	0.03	0.19	0.19	0.04	0.22	0.22
Sat Flow, veh/h	1626	3614	28	1753	3640	6	1584	95	1504	1739	440	1209
Grp Volume(v), veh/h	9	508	534	94	571	600	29	0	67	26	0	15
Grp Sat Flow(s),veh/h/ln	1626	1777	1865	1753	1777	1869	1584	0	1600	1739	0	1649
Q Serve(g_s), s	0.3	5.2	5.2	2.6	0.0	0.0	1.5	0.0	3.5	1.2	0.0	0.7
Cycle Q Clear(g_c), s	0.3	5.2	5.2	2.6	0.0	0.0	1.5	0.0	3.5	1.2	0.0	0.7
Prop In Lane	1.00		0.01	1.00		0.00	1.00		0.94	1.00		0.73
Lane Grp Cap(c), veh/h	299	820	861	404	908	955	353	0	307	338	0	356
V/C Ratio(X)	0.03	0.62	0.62	0.23	0.63	0.63	0.08	0.00	0.22	0.08	0.00	0.04
Avail Cap(c_a), veh/h	388	820	861	413	908	955	389	0	307	397	0	356
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	2.3	2.3	10.6	0.0	0.0	31.0	0.0	34.1	30.3	0.0	31.0
Incr Delay (d2), s/veh	0.0	3.5	3.3	0.3	3.3	3.1	0.1	0.0	1.6	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.7	1.7	0.9	0.8	0.8	0.6	0.0	1.5	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	5.8	5.6	10.9	3.3	3.1	31.1	0.0	35.7	30.4	0.0	31.2
LnGrp LOS	B	A	A	B	A	A	C	A	D	C	A	C
Approach Vol, veh/h		1051			1265			96				41
Approach Delay, s/veh		5.8			3.8			34.3				30.7
Approach LOS		A			A			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	52.5	9.7	25.7	7.1	57.5	7.3	28.1				
Change Period (Y+Rc), s	5.6	6.4	6.1	6.5	5.6	6.4	4.5	6.5				
Max Green Setting (Gmax), s	7.0	43.4	7.0	18.0	7.0	43.4	5.0	21.6				
Max Q Clear Time (g_c+I1), s	4.6	7.2	3.2	5.5	2.3	2.0	3.5	2.7				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.2	0.0	9.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.3									
HCM 6th LOS			A									

VICTORY APARTMENTS/COMMERCIAL
3: Dixie Ave/Victory Manor PI & E. Victory Dr

MITIGATED PM BUILD 2024

10/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	35	1241	63	224	1047	20	135	14	85	56	9	22
Future Volume (veh/h)	35	1241	63	224	1047	20	135	14	85	56	9	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1394	71	252	1176	22	152	16	96	63	10	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	1359	69	264	1630	30	443	45	268	346	93	231
Arrive On Green	0.05	0.40	0.40	0.11	0.46	0.46	0.07	0.19	0.19	0.06	0.20	0.20
Sat Flow, veh/h	1781	3441	175	1781	3568	67	1781	231	1389	1781	472	1181
Grp Volume(v), veh/h	39	718	747	252	585	613	152	0	112	63	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1839	1781	1777	1858	1781	0	1620	1781	0	1653
Q Serve(g_s), s	1.3	39.5	39.5	10.0	26.7	26.7	6.9	0.0	6.0	2.7	0.0	1.7
Cycle Q Clear(g_c), s	1.3	39.5	39.5	10.0	26.7	26.7	6.9	0.0	6.0	2.7	0.0	1.7
Prop In Lane	1.00		0.10	1.00		0.04	1.00		0.86	1.00		0.71
Lane Grp Cap(c), veh/h	243	702	726	264	811	849	443	0	313	346	0	324
V/C Ratio(X)	0.16	1.02	1.03	0.95	0.72	0.72	0.34	0.00	0.36	0.18	0.00	0.11
Avail Cap(c_a), veh/h	285	702	726	264	811	849	443	0	313	367	0	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	30.3	30.3	29.2	22.0	22.0	29.6	0.0	35.0	29.3	0.0	33.0
Incr Delay (d2), s/veh	0.3	40.1	40.7	42.5	5.5	5.3	0.5	0.0	3.2	0.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	23.7	24.6	6.1	11.7	12.2	2.9	0.0	2.6	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	70.3	71.0	71.7	27.5	27.3	30.1	0.0	38.1	29.5	0.0	33.7
LnGrp LOS	B	F	F	E	C	C	C	A	D	C	A	C
Approach Vol, veh/h		1504			1450			264				98
Approach Delay, s/veh		69.3			35.1			33.5				31.0
Approach LOS		E			D			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	45.9	11.9	25.8	10.2	52.1	11.6	26.1				
Change Period (Y+Rc), s	5.6	6.4	6.1	6.5	5.6	6.4	4.5	6.5				
Max Green Setting (Gmax), s	10.8	39.5	7.0	18.1	7.0	43.3	7.1	19.6				
Max Q Clear Time (g_c+I1), s	12.0	41.5	4.7	8.0	3.3	28.7	8.9	3.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	6.8	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				50.4								
HCM 6th LOS				D								