

# **TRAFFIC IMPACT AND ACCESS STUDY**

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## **FAWCETT TRACT RESIDENTIAL- WILD HERON ROAD CHATHAM COUNTY, GEORGIA**

*Prepared for:*

**Coleman Company, Inc  
Savannah, GA**

**Submitted  
August 2022**

*Prepared by:*



**EPC, LLC**  
1144 Woodtrail Drive  
Gaston, SC 29053



**EPC, LLC**  
1144 Woodtrail Drive  
Gaston, SC 29053

August 29, 2022

Mr. Neil McKenzie  
**Coleman Company, Inc.**  
1480 Chatham Parkway  
Suite 100  
Savannah, GA 31405

**E-Mail:** nmckenzie@cci-sav.com  
**Phone:** 912 200 3041

**RE: Traffic Impact and Access Study  
Fawcett Tract- Wild Heron Road  
Chatham County, GA**

As requested, Encroachment Permit Clearinghouse (EPC) has completed an assessment of the traffic impacts associated with the development of two new residential developments to be located on the south side of Wild Heron Road opposite Trellis Way and Cherryfield Lane in Chatham County, GA. The following provides a summary of this study's findings.

## **PROJECT DESCRIPTION**

The project site is trapezoidal in shape bounded by Wild Heron Road to the north. The site has frontage along Wild Heron Road from a point just west of Trellis Way nearly to Lions Gate Road. Totalling approximately 107-acres, the site is comprised of the Fawcett tract and a portion of the Wild Heron tract both of which are currently wooded with areas of agricultural use. **Figure 1** depicts the site location in relation to the regional roadway system (Figures located at end of report.).

The project proposal is to construct two separate developments, a multi-family residential neighborhood which will be located opposite Trellis Way and a single-family neighborhood located opposite Cherryfield Lane. The new neighborhoods will provide 90 townhome multi-family units and 309 single-family units respectively.

As planned, direct access to the two neighborhoods will be provided via a drive opposite Trellis Way for the townhomes and a second drive opposite Cherryfield Lane for the single-family. No connectivity between the two development areas is planned due to existing wetland constraints. Build-out of the project is estimated at the future year of 2025. **Figure 2** illustrates the planned development concept.

## **EXISTING CONDITIONS**

A comprehensive field inventory of the project study area was conducted in late August 2022. The field inventory included a collection of geometric data, traffic volumes 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.

### **Study Area Intersections**

As identified by Chatham County staff during the pre-project meeting, the following intersections have been analyzed in order to determine project impact on the surrounding roadway network:

1. Wild Heron Road at Chevis Road;
2. Wild Heron Road at Trellis Way;
3. Wild Heron Road at Cherryfield Lane;
4. Wild Heron Road at Lions Gate Road; and
5. Wild Heron Road at King George Boulevard.

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

In review of the peak-hour volumes, it recognized that there are two distinct commuter patterns along Wild Heron Road. First is the Elementary School located on King George Boulevard just north of Wild Heron Road and second are the patterns headed to/from the northeast and northwest areas to access arterials such as Abercorn Street (State Route (SR) 204), Veterans Parkway, US 17 and I 95.

### **Traffic Volumes**

In order to determine the existing traffic volume flow patterns within the study area, manual turning movement counts were performed. Weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak period turning movement specific counts were conducted. Summarized count sheets for the study area intersections are included in the Appendix of this report. **Figures 4 & 5** graphically depicts 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 2025. Traffic analyses for future conditions have been conducted for two separate scenarios: first, 2025 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, 2025 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 County staff, for the purposes of this report, there are no planned roadway improvement projects or specific background developments 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 Bull Street have increased moderately over the last few years based on the GDOT TADA information (station #051-1069). Review of this historical traffic volume data indicates a 5-percent growth rate per year. The anticipated 2025 No-Build AM and PM peak-hour traffic volumes, which reflect the compounded annual 5-percent growth are shown in **Figures 6 & 7**.

**Site-Generated Traffic**

Traffic volumes expected to be generated by the proposed project were forecasted using the 11<sup>th</sup> Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. Land-use Code (LUC) #210 (Single-Family Detached) and #220 (Multi-Family: Low Rise) have been utilized. **Table 1** depicts the anticipated site-generated traffic.

**Table 1**  
**PROJECT TRIP-GENERATION SUMMARY<sup>1</sup>**  
*Fawcett Tract- Wild Heron Road*  
*Chatham County, GA*

<b>Time Period</b>	<b>90 Townhome Units</b>	<b>309 Single-Family Units</b>	<b>Total Trips</b>
<b>Weekday Daily</b>	650	2,850	3,500
<b>AM Peak-Hour</b>			
Enter	12	56	68
<u>Exit</u>	<u>39</u>	<u>160</u>	<u>199</u>
Total	51	216	267
<b>PM Peak-Hour</b>			
Enter	37	183	220
<u>Exit</u>	<u>22</u>	<u>107</u>	<u>129</u>
Total	59	290	349

1. ITE *TRIP GENERATION* 11th Ed. LUC's 210 & 220.

As shown, the total development can be expected to generate 3,500 two-way daily trips of which a total of 267 trips (69 entering and 199 exiting) are expected during the AM peak-hour. During the PM peak-hour, a total of 349 trips (220 entering, 129 exiting) are expected.

The individual sections (townhome/west and single-family/east) are also shown which respectively generate AM peak-hour trips of 51 (12 entering and 39 exiting) and PM peak hour trips of 59 (37 entering and 22 exiting). The east section (single-family) generates 216 AM peak-hour trips (56 entering, 160 exiting) and 290 PM peak-hour trips (183 entering and 107 exiting).

**Distribution Pattern**

The directional distribution of site-generated traffic on the study area roadways has been based on an evaluation of existing travel patterns in the study area and access to the regional arterial system. The anticipated pattern is shown in **Table 2**. This distribution pattern has been applied to the site-generated traffic volumes from Table 1 to develop the site-generated specific volumes for the study area intersections illustrated in **Figures 8 & 9**.

**Table 2**  
**TRIP DISTRIBUTION PATTERN**  
*Fawcett Tract- Wild Heron Road*  
*Chatham County, GA*

<b>Roadways</b>	<b>Directional Flow</b>	<b>Percent Enter/Exit</b>
Chevis Road	North	15
Wild Heron Road	East	10
King George Blvd	North	74
Lions Gate Road	North	1
	<b>Total</b>	<b>100</b>

Note: Based on the existing traffic patterns within the study area.

### **Future Build Traffic Conditions**

The site-generated traffic, as depicted in Figures 8 & 9, have been added to the respective 2025 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<sup>1</sup>**  
*Fawcett Tract- Wild Heron Road*  
*Chatham County, GA*

<b>Unsignalized Intersections</b>	<b>Time Period</b>	<b>Existing</b>		<b>2025 No-Build</b>		<b>2025 Build</b>	
		<b>Delay<sup>a</sup></b>	<b>LOS<sup>b</sup></b>	<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>
Wild Heron Road at Chevis Road	AM	9.3	A	9.8	A	10.5	B
	PM	10.5	B	11.1	B	11.3	B
Wild Heron Road at Trellis Way <sup>2</sup>	AM	16.4	C	18.7	C	26.4	D
	PM	Entering & Exiting Volumes are Insignificant				16.5	C
Wild Heron Road at Cherryfield Lane <sup>2</sup>	AM	15.2	C	17.4	C	<b>57.5</b>	<b>F</b> ←
	PM	12.6	B	13.5	B	31.1	D
Wild Heron Road at Lions Gate Road	AM	19.2	C	23.4	C	<b>35.5</b>	<b>E</b>
	PM	13.3	B	14.5	B	19.9	C
Wild Heron Road at King George Boulevard	AM	23.7	C	<b>45.4</b>	<b>E</b>	<b>242.2</b>	<b>F</b> ←
	PM	11.1	A	11.9	B	16.3	C

- 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. Build condition accounts for 4th approach leg servicing site traffic.

As shown in Table 3 under Existing conditions, each of the unsignalized intersections within the study area operate at acceptable service levels during both peak hours. As identified earlier in this report, patterns are orientated to/from the north with large turning volumes at the Chevis Road at Wild Heron Road intersection (WB right & SB left), and at the Wild Heron Road at King George Boulevard intersection (EB left & SB right).

Future 2025 No-Build conditions include growth expected in the area reflect basically the same results as under the Existing conditions with the exception of the LOS E at the Wild Heron Road at King George Boulevard intersection during the AM peak-hour. This poor service level is caused by the heavy eastbound left from Wild Heron Road to northbound King George Boulevard presumably headed to the school and/or SR 204.

Under Build 2025 conditions, the unsignalized intersection of Wild Heron Road at Chevis Road and Wild Heron Road at Trellis Way (which now has a northbound approach leg serving townhouse units) will both operate at acceptable service levels. The remaining unsignalized intersections of Wild Heron Road at Chevis Road, Cherryfield Lane and King George Boulevard will each operate at poor service levels during the AM peak-hour and acceptably during the PM peak-hour.

With the two site access drives along Wild Heron Road aligning opposite existing roadways creating four-legged intersections the access for the 90 townhomes (opposite Trellis Way) will operate acceptably and the access for the 309 single-family units (opposite Cherryfield Lane) will operate at a LOS F during the AM 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, access to the site will be provided via two drives which will independently serve each section of the project development (multi-family or single-family). The following present recommended geometries and traffic control for each of these drives:

#### **Wild Heron Road at Townhome Access/Trellis Way**

Access to align opposite Trellis Way creating a four-legged intersection. The specific geometric and traffic control requirements for this revised intersection/access driveway are as follows:

- ***Northbound (Site Access) Approach:*** Construct site access to provide a two-lane approach with one lane entering the site and one lane exiting designated as a shared left/thru/right-turn lane. Alignment may require modification to the existing raised median currently separating entering and exiting traffic on Trellis Way in order to provide opposing left-turn movements (both entering and exiting both minor approaches) and alignment of through movements;
- ***Southbound (Trellis Way) Approach:*** Existing geometry is sufficient with the potential of modifying the existing median separating entering/exiting directional traffic as identified above;
- ***Eastbound (Wild Heron Road) Approach:*** Based on both the projected peak-hour volumes separate turning lanes (left or right-turn) are not required based on the minimal volumes; and
- ***Traffic Control:*** Place the new northbound approach under STOP sign control.

#### **Wild Heron Road at Single-Family Access/Cherryfield Lane**

Access to align opposite Cherryfield Lane creating a four-legged intersection. The specific geometric and traffic control requirements for this revised intersection/access driveway are as follows:

- ***Northbound (Site Access) Approach:*** Construct site access to provide a three-lane approach with one lane entering the site and two-lane exiting designated as a shared left/thru/right-turn lane. Alignment may require modification to the existing raised median currently separating entering and exiting traffic on Cherryfield Lane in order to provide opposing left-turn movements (both entering and exiting both minor approaches) and alignment of through movements;
- ***Southbound (Cherryfield Lane) Approach:*** Existing geometry is sufficient with the potential of modifying the existing median separating entering/exiting directional traffic as identified above;
- ***Eastbound & Westbound (Wild Heron Road) Approaches:*** Based on projected peak-hour volumes, a westbound left-turn lane entering the site access is recommended based on, *Fig. 4-7 of the GDOT Regulations for Driveways and Encroachment Control Manual*. By default, this widening would provide a left-turn entering both the site access as well as Cherryfield Lane. These lanes should provide a 165-foot lane length in each direction. Based on the limited right-of-way, this widening will likely be a-symmetrical widening (mainly one-side of the roadway) and follow the guidance of *Table 4-9*; and

- **Traffic Control:** Place the new northbound approach under STOP sign control.

### **Off-Site Study Area Intersections**

As shown in Table 3, the off-site study area intersection of Wild Heron Road at King George Boulevard is expected to operate poorly under the future 2025 Build condition. In review of the existing and projected volumes, the problem is the high volume of eastbound left-turns headed north on King George Boulevard. This creates the high delay for the southbound left and right-turn movements due to being served by a single approach lane (shared left/right).

This intersection should be reviewed in order to develop potential alternative to aid in both current and future traffic flow. One potential alternative may be a single-lane round-a-bout which would provide the ability to provide much better operations during both peak-hours.

### **SUMMARY**

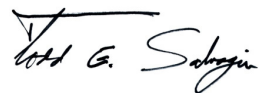
EPC has completed a Traffic Impact and Access Study relative to the development of a new townhome and single-family sub-division to be located on the south side of Wild Heron Road opposite both Cherryfield Lane and Trellis Way in Chatham County, GA. As planned, this complex will provide 90 town home units accessed opposite Trellis Way and 309 single family units opposite Cherryfield Lane. This project is expected to be constructed and operational in 2025.

Detailed analyses have been conducted for study area intersections along the Wild Heron Road corridor between Chevis Road and King George Boulevard. Peak-hour volumes along this segment of Wild Heron Road indicated distinct directional flow patterns to/from the northeast and west likely being the attraction of I95, SR 204, Veterans Parkway and the Elementary School located on King George Boulevard. These analyses indicate that operations are expected to be acceptable at all study area intersections during both peak hour time periods.

Recommendations have been made for the project site access drives which include drive geometrics widening of Wild Heron Road to include a left-turn lane for the Cherryfield Lane/site access intersection. In addition, recommendation to review the Wild Heron Road at King George Boulevard intersection has been suggested on order to review this location for a potential public project which should evaluate the implementation of a single-lane round-a-bout.

If you have any questions, please contact me at 803 361 3265.

Todd E. Salvagin



EPC, LLC

Attachments



EPC, LLC  
COA No. PEF007836  
Expires 06-30-2024





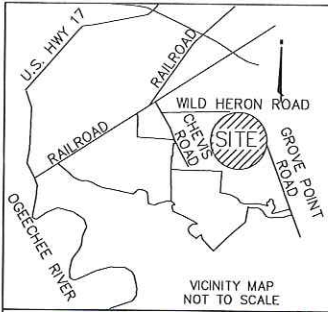
NOT TO SCALE

*Figure 1*  
**SITE LOCATION MAP**  
*Fawcett Tract Residential*  
*Chatham County, GA*



**EPC, LLC**





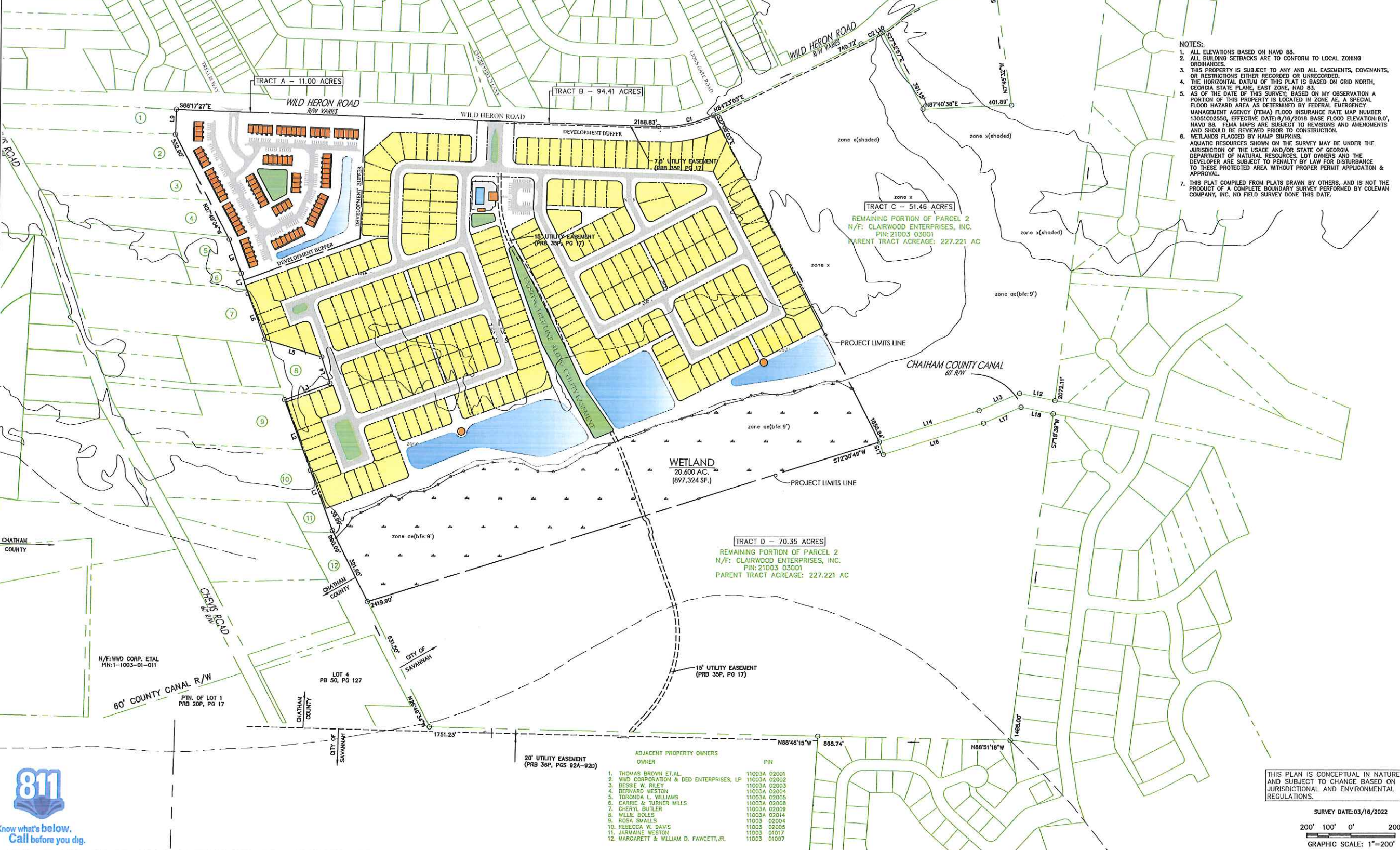
**SITE DATA:**  
 PARENT PARCEL 21003 03001 (227.22 ACRES)  
 PORTION SUBJECT TO RE-ZONING AND SUBDIVISION: 105.41 ACRES

**TRACT A - TOWNHOMES: 11.00 ACRES**  
 PROPOSED ZONING: RMF-1-X  
 DWELLING UNITS: 90 UNITS (MAX)  
 GROSS DENSITY: 8.2 UPA

**TRACT B - SINGLE FAMILY DETACHED: 94.41 ACRES**  
 PROPOSED ZONING: RSF-4  
 DWELLING UNITS: 309 UNITS (MAX)  
 DEVELOPMENT WILL BE A MIX OF 40 FT AND 50 FT LOTS  
 GROSS DENSITY: 3.2 UPA  
 UPLAND: 73.81 ACRES  
 WETLAND: 20.60 ACRES

**TRACT C/D - UNDEVELOPED/AGRICULTURAL: 121.81 ACRES**  
 RETAIN A-1 ZONING CLASSIFICATION

CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	259.55'	544.23'	N78°02'48"E	257.10'
C2	102.23'	1349.04'	N82°12'48"E	102.21'



- NOTES:**
1. ALL ELEVATIONS BASED ON NAVD 88.
  2. ALL BUILDING SETBACKS ARE TO CONFORM TO LOCAL ZONING ORDINANCES.
  3. THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS, COVENANTS, OR RESTRICTIONS EITHER RECORDED OR UNRECORDED.
  4. THE HORIZONTAL DATUM OF THIS PLAN IS BASED ON GRID NORTH, GEORGIA STATE PLANE, EAST ZONE, NAD 83.
  5. AS OF THE DATE OF THIS SURVEY, BASED ON MY OBSERVATION A PORTION OF THIS PROPERTY IS LOCATED IN ZONE AE, A SPECIAL FLOOD HAZARD AREA AS DETERMINED BY FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP NUMBER 1305100256G, EFFECTIVE DATE 8/16/2018 BASE FLOOD ELEVATION: 8.0', NAVD 88. FEMA MAPS ARE SUBJECT TO REVISIONS AND AMENDMENTS AND SHOULD BE REVIEWED PRIOR TO CONSTRUCTION.
  6. WETLANDS FLAGGED BY HAUP SHIPKINS. AQUATIC RESOURCES SHOWN ON THE SURVEY MAY BE UNDER THE JURISDICTION OF THE USAGE AND/OR STATE OF GEORGIA DEPARTMENT OF NATURAL RESOURCES. LOT OWNERS AND THE DEVELOPER ARE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THESE PROTECTED AREA WITHOUT PROPER PERMIT APPLICATION & APPROVAL.
  7. THIS PLAN COMPILED FROM PLATS DRAWN BY OTHERS, AND IS NOT THE PRODUCT OF A COMPLETE BOUNDARY SURVEY PERFORMED BY COLEMAN COMPANY, INC. NO FIELD SURVEY DONE THIS DATE.



A CONCEPT PLAN FOR A PORTION OF  
 PARCEL 2, WILLIAM D. FAWCETT TRACT  
 A PORTION OF WILD HERON PLANTATION  
 7TH G.M. DISTRICT, CITY OF SAVANNAH, CHATHAM COUNTY, GEORGIA  
 PREPARED FOR: LANDMARK24

JOB NUMBER: 22-397  
 DATE: 05/17/2022  
 DRAWN BY: DET  
 CHECKED BY:  
 SCALE: 1" = 200'

CONCEPT EXHIBIT

SHEET: 1/1

COLEMAN COMPANY, INC. DATE: 05/17/2022 1:12 PM U:\Projects\2022\22-397 Landmark24\Drawings\22-397 Landmark24\22-397 Landmark24.dwg  
 DRAWING: PATH: G:\Projects\2022\22-397 Landmark24\Drawings\22-397 Landmark24\22-397 Landmark24.dwg



ADJACENT PROPERTY OWNERS

OWNER	PIN
1. THOMAS BROWN ET AL.	11003A 02001
2. WND CORPORATION & DED ENTERPRISES, LP	11003A 02002
3. BESSIE W. RILEY	11003A 02003
4. BERNARD WESTON	11003A 02004
5. TORONDA L. WILLIAMS	11003A 02005
6. CARRIE & TURNER MILLS	11003A 02008
7. CHERIE BUTLER	11003A 02009
8. WILLIE BOLES	11003A 02014
9. ROSA SMALLS	11003 02004
10. REBECCA W. DAVIS	11003 02005
11. JERMAINE WESTON	11003 01017
12. MARGARET & WILLIAM D. FAWCETT, JR.	11003 01007

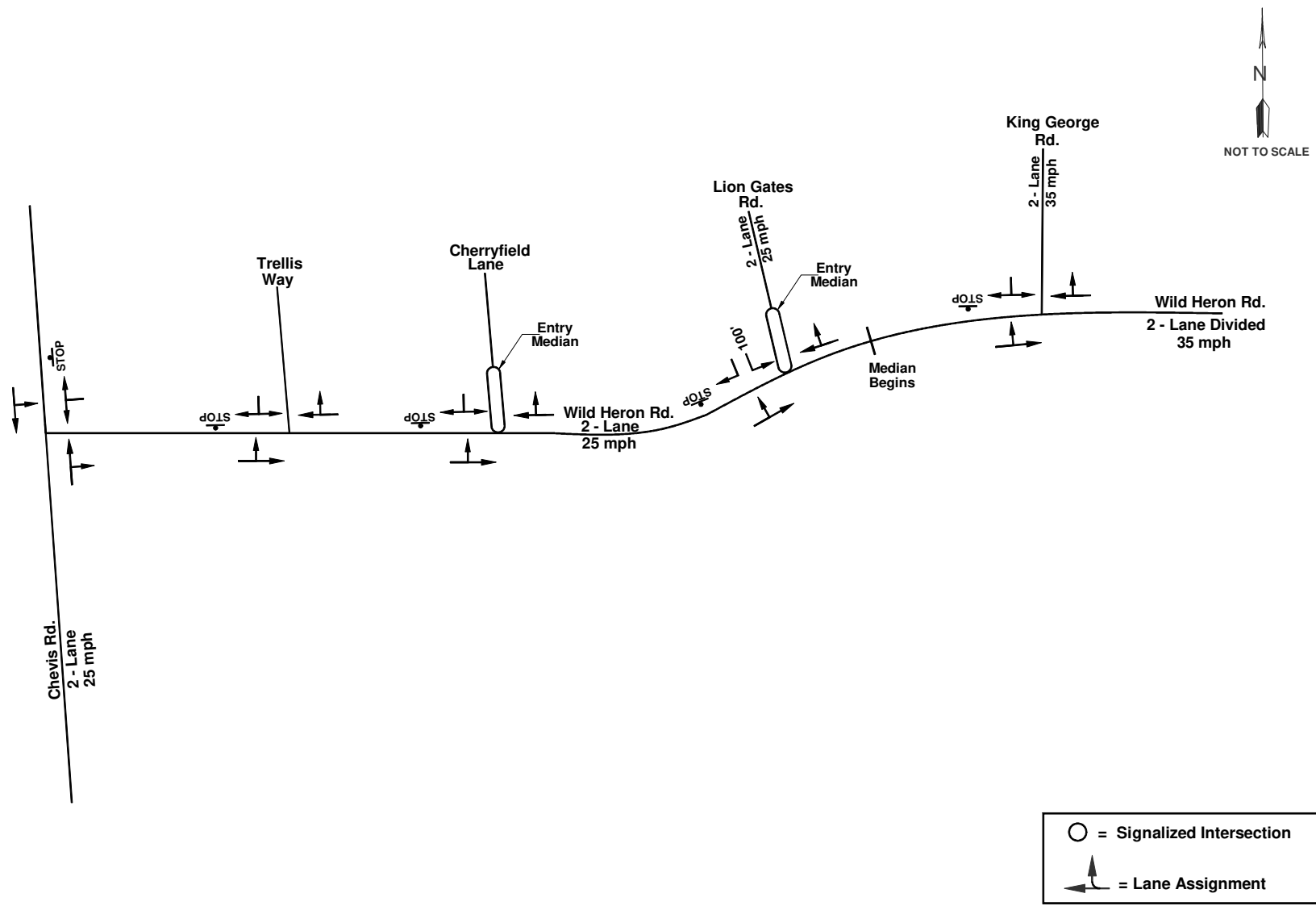
THIS PLAN IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE BASED ON JURISDICTIONAL AND ENVIRONMENTAL REGULATIONS.

SURVEY DATE: 03/16/2022

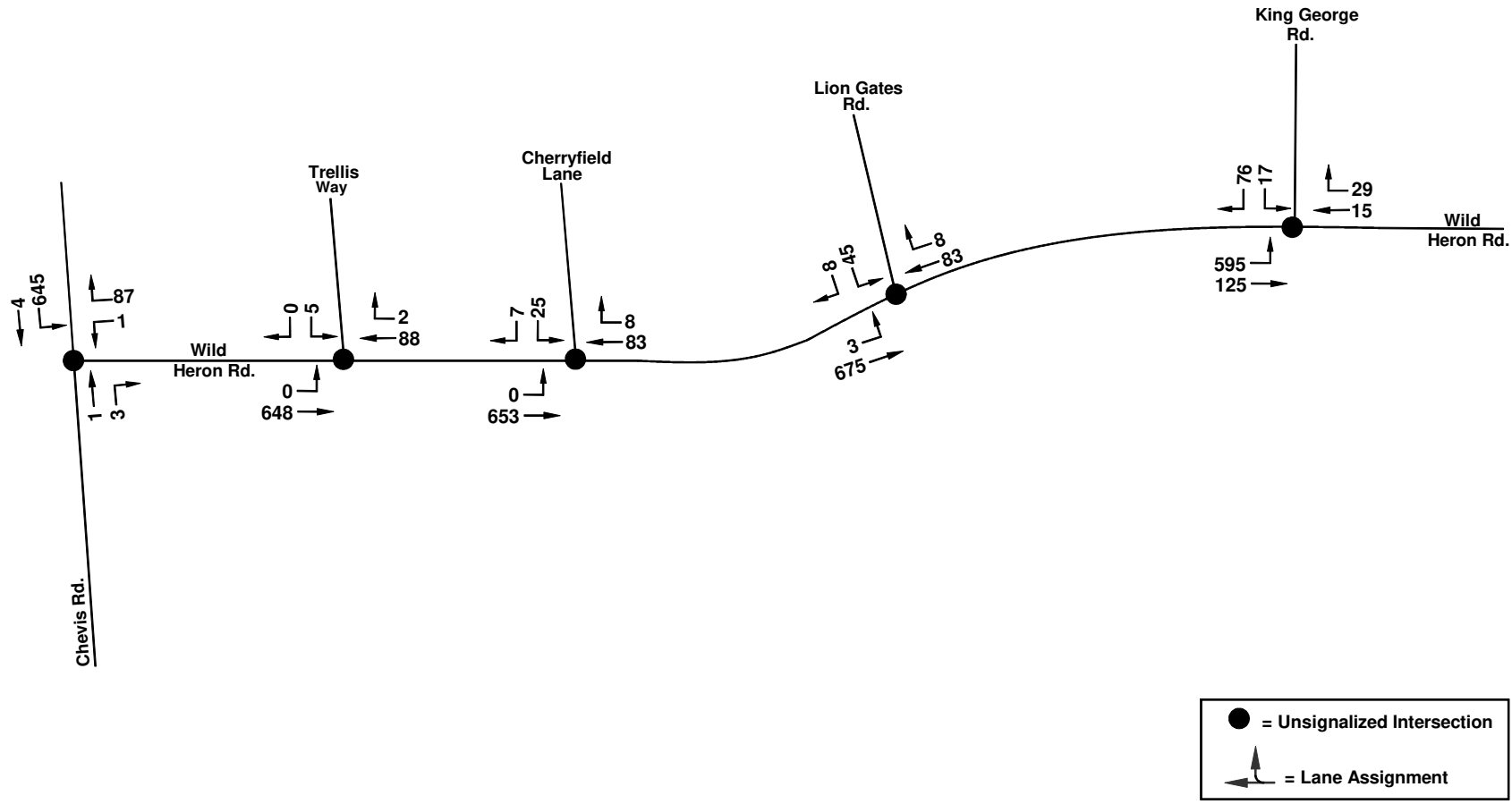
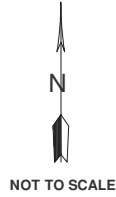
200' 100' 0' 200'

GRAPHIC SCALE: 1" = 200'

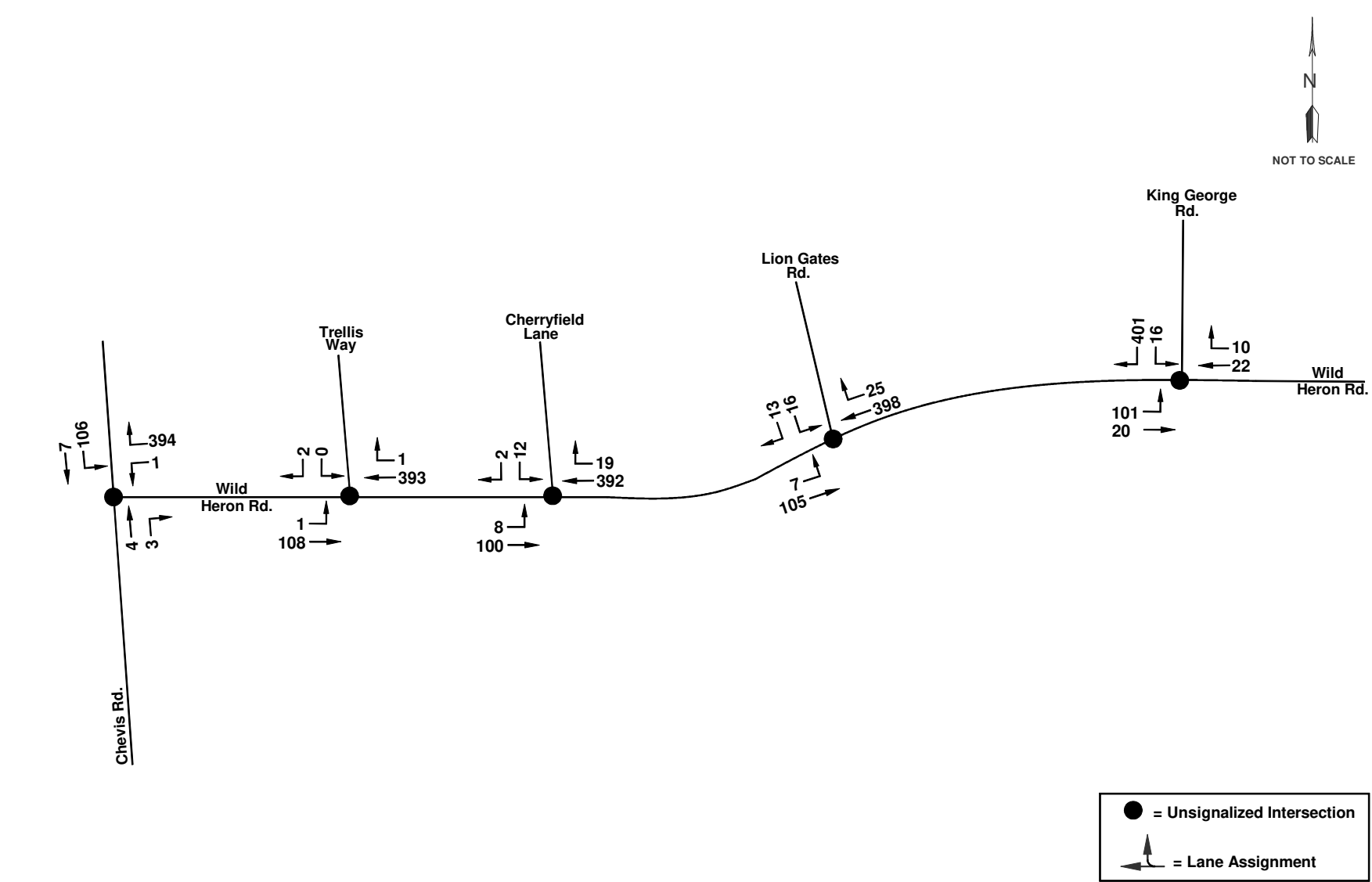




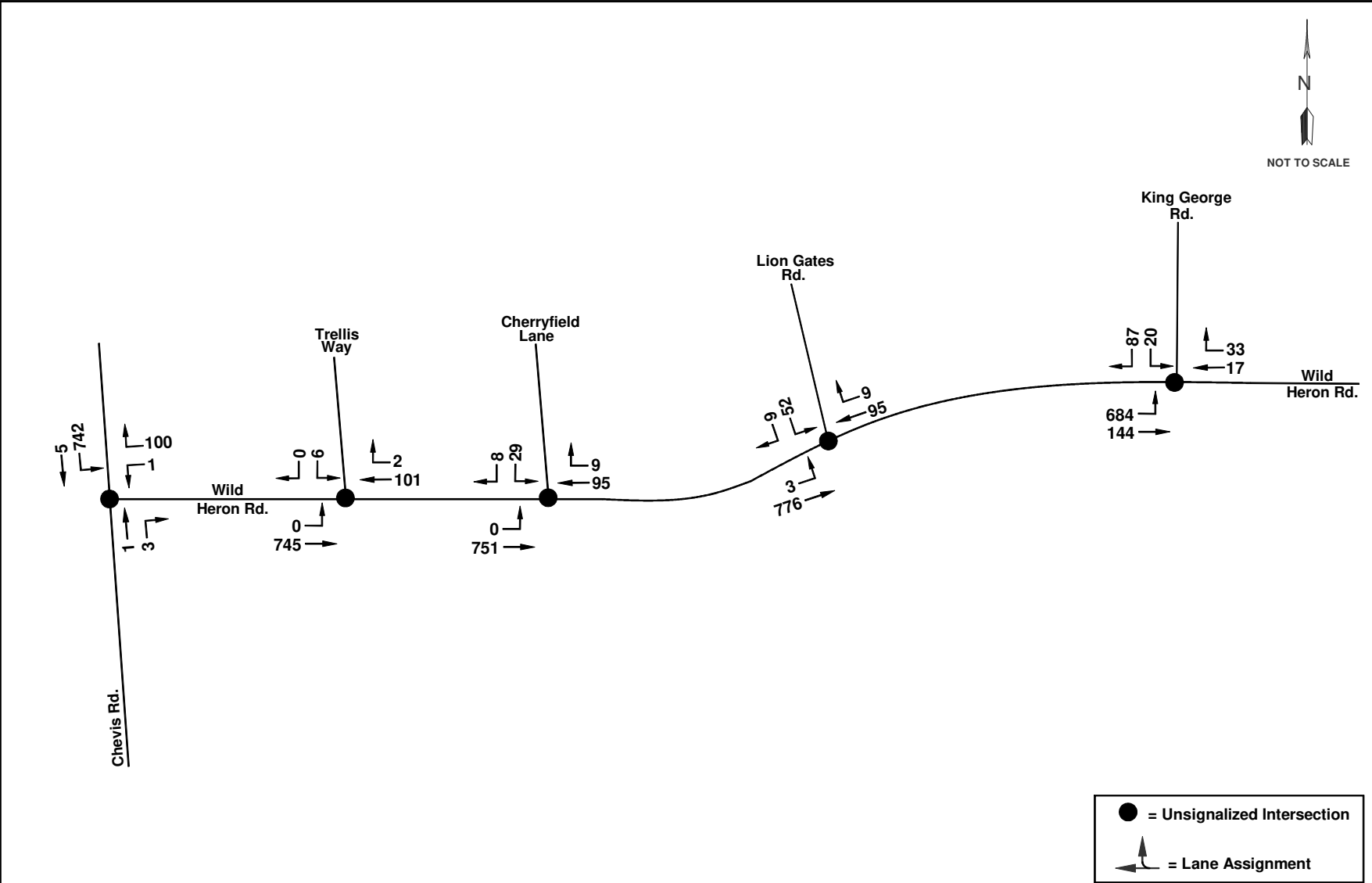
**Figure 3**  
**EXISTING GEOMETRICS & TRAFFIC CONTROL**  
**Fawcett Tract**  
**Chatham County, Ga.**



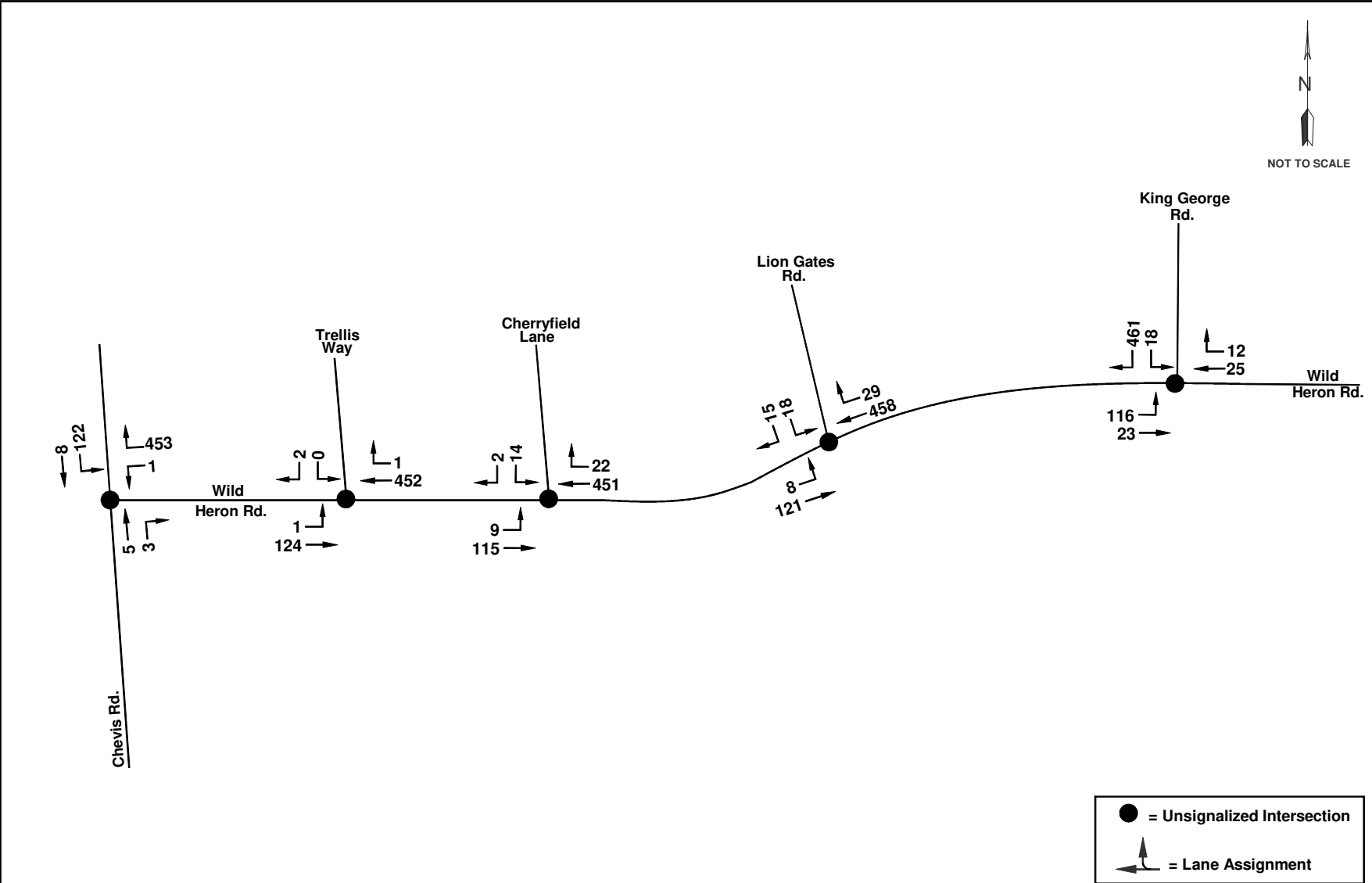
**Figure 4**  
**2022 EXISTING TRAFFIC VOLUMES**  
**AM PEAK HOUR**  
 Fawcett Tract  
 Chatham County, Ga.



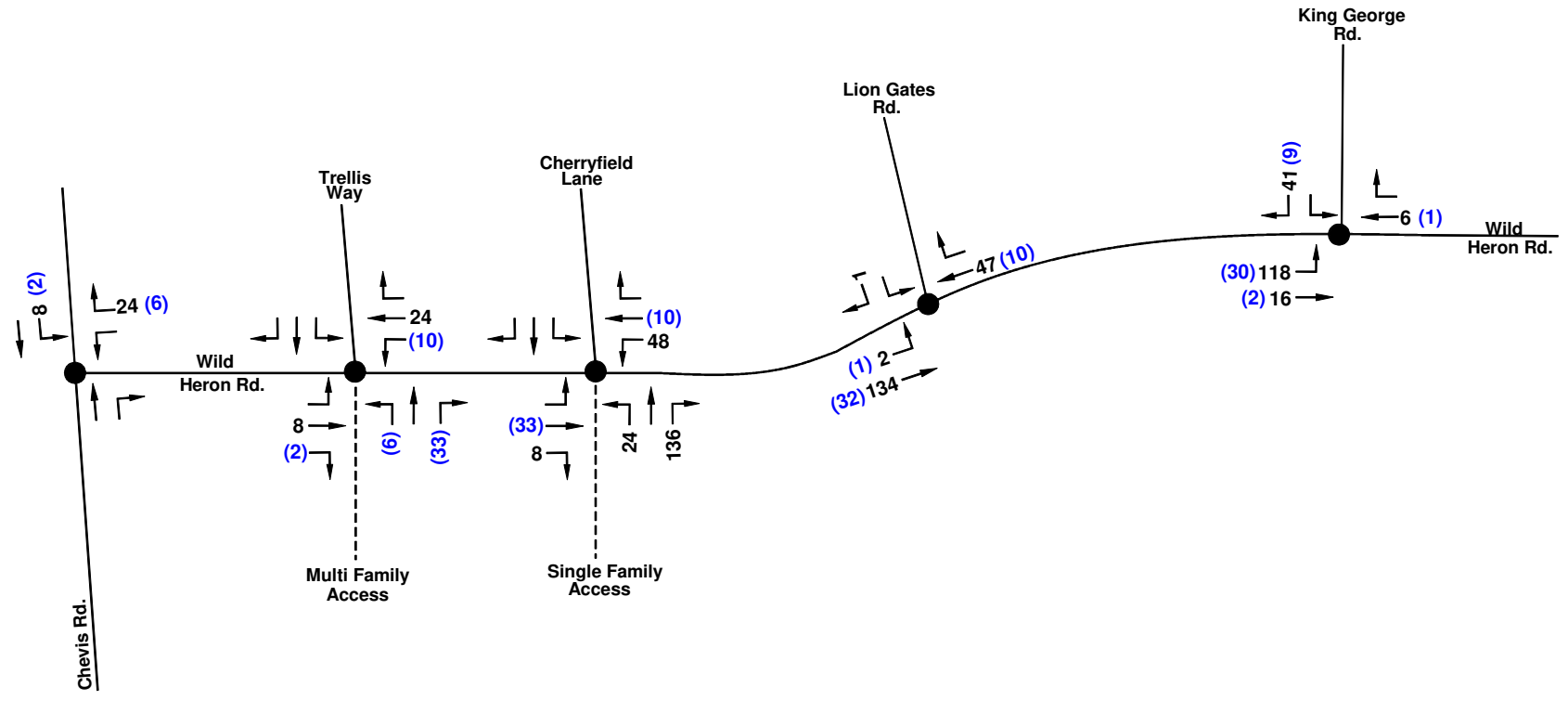
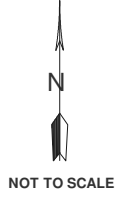
**Figure 5**  
**2022 EXISTING TRAFFIC VOLUMES**  
**PM PEAK HOUR**  
**Fawcett Tract**  
**Chatham County, Ga.**



**Figure 6**  
**2025 NO - BUILD TRAFFIC VOLUMES**  
**AM PEAK HOUR**  
 Fawcett Tract  
 Chatham County, Ga.



**Figure 7**  
**2025 NO - BUILD TRAFFIC VOLUMES**  
**PM PEAK HOUR**  
**Fawcett Tract**  
**Chatham County, Ga.**

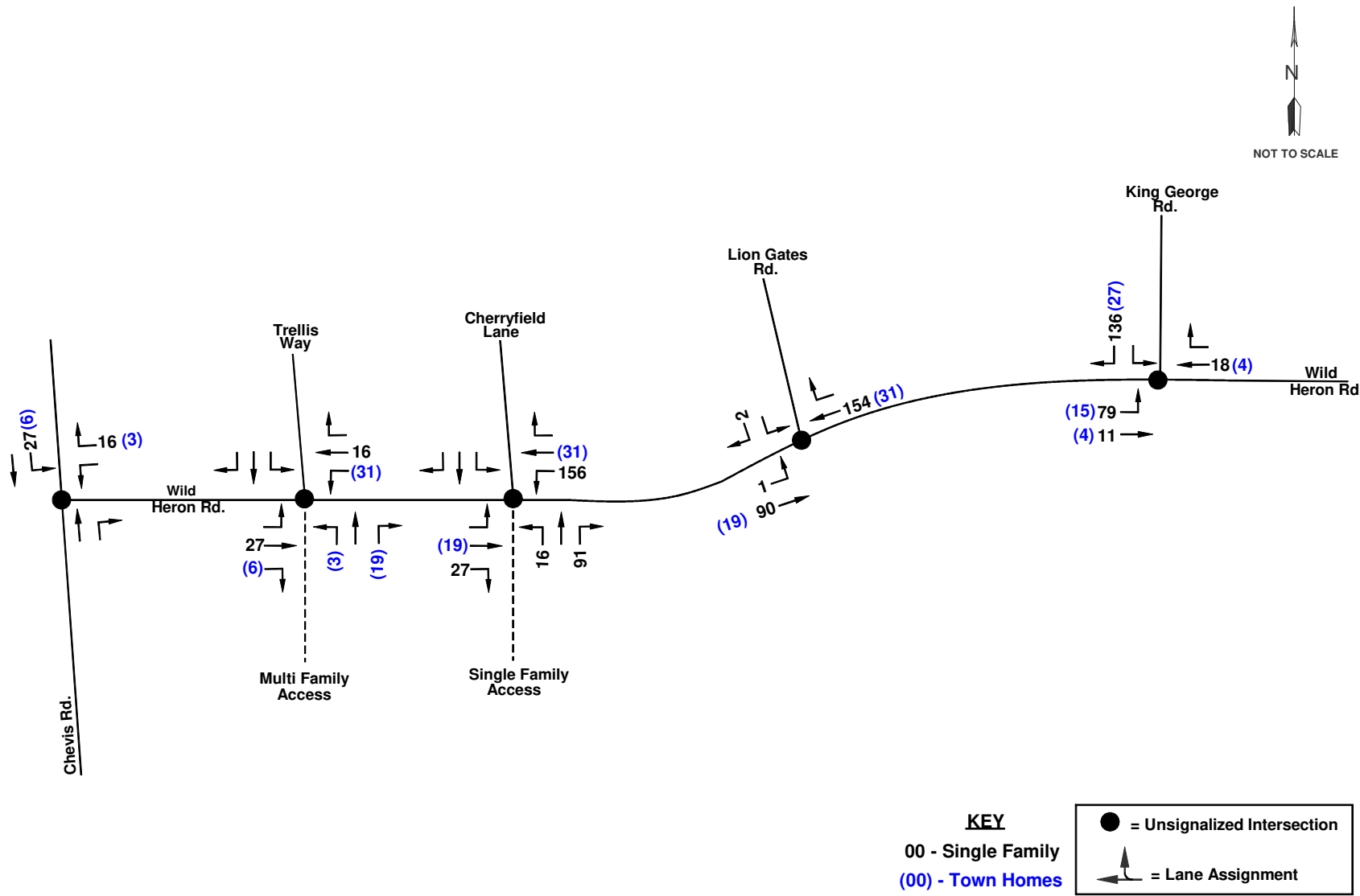


**KEY**

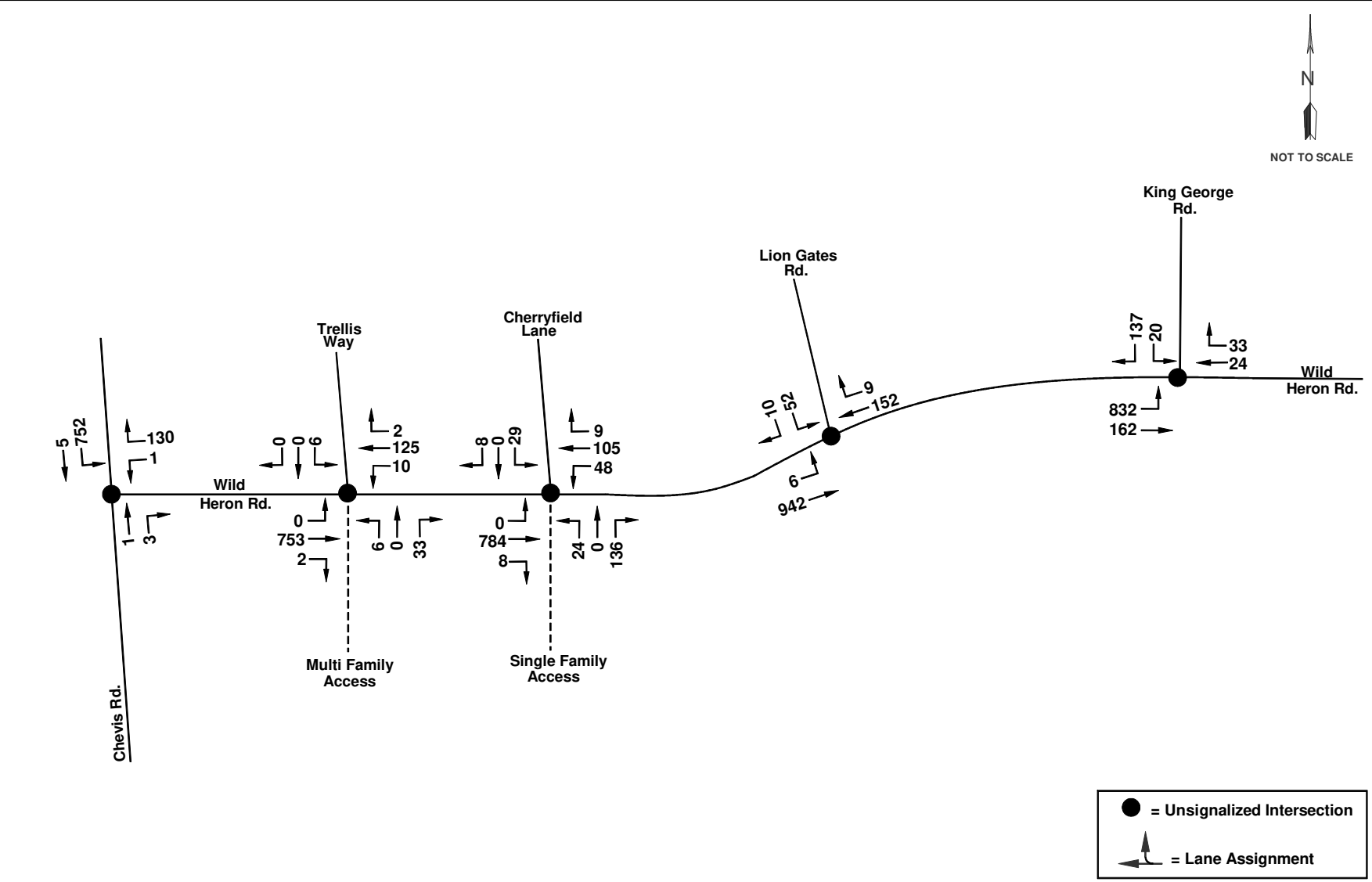
- = Unsignalized Intersection
- 00 - Single Family
- (00) - Town Homes
- ↔ = Lane Assignment

**Figure 8**  
**SITE GENERATED TRAFFIC VOLUMES**  
**AM PEAK HOUR**  
 Fawcett Tract  
 Chatham County, Ga.

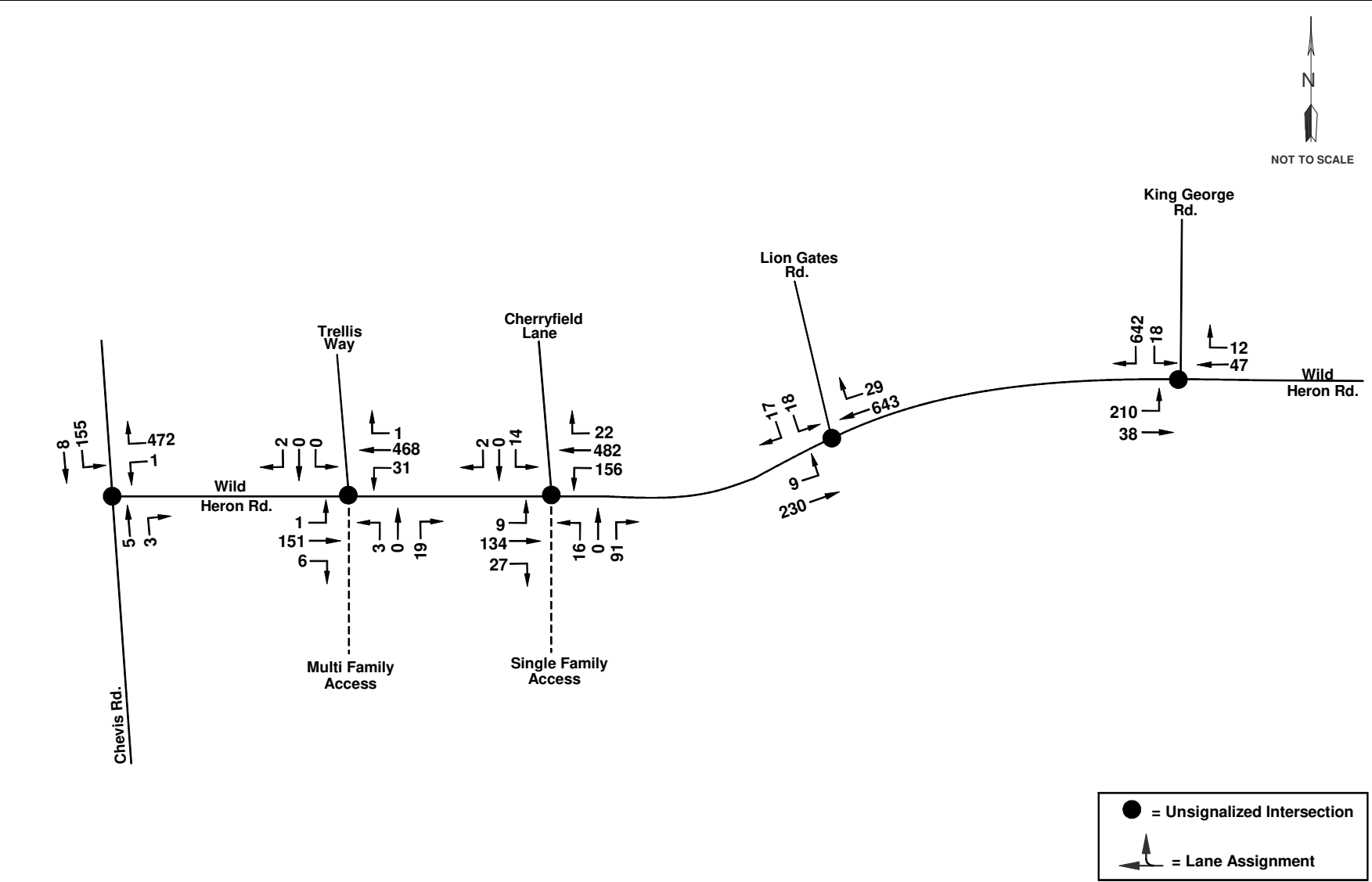




**Figure 9**  
**SITE GENERATED TRAFFIC VOLUMES**  
**PM PEAK HOUR**  
**Fawcett Tract**  
**Chatham County, Ga.**



**Figure 10**  
**2025 BUILD TRAFFIC VOLUMES**  
**AM PEAK HOUR**  
 Fawcett Tract  
 Chatham County, Ga.



**Figure 11**  
**2025 BUILD TRAFFIC VOLUMES**  
**PM PEAK HOUR**  
**Fawcett Tract**  
**Chatham County, Ga.**

## **COUNT DATA**



# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

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

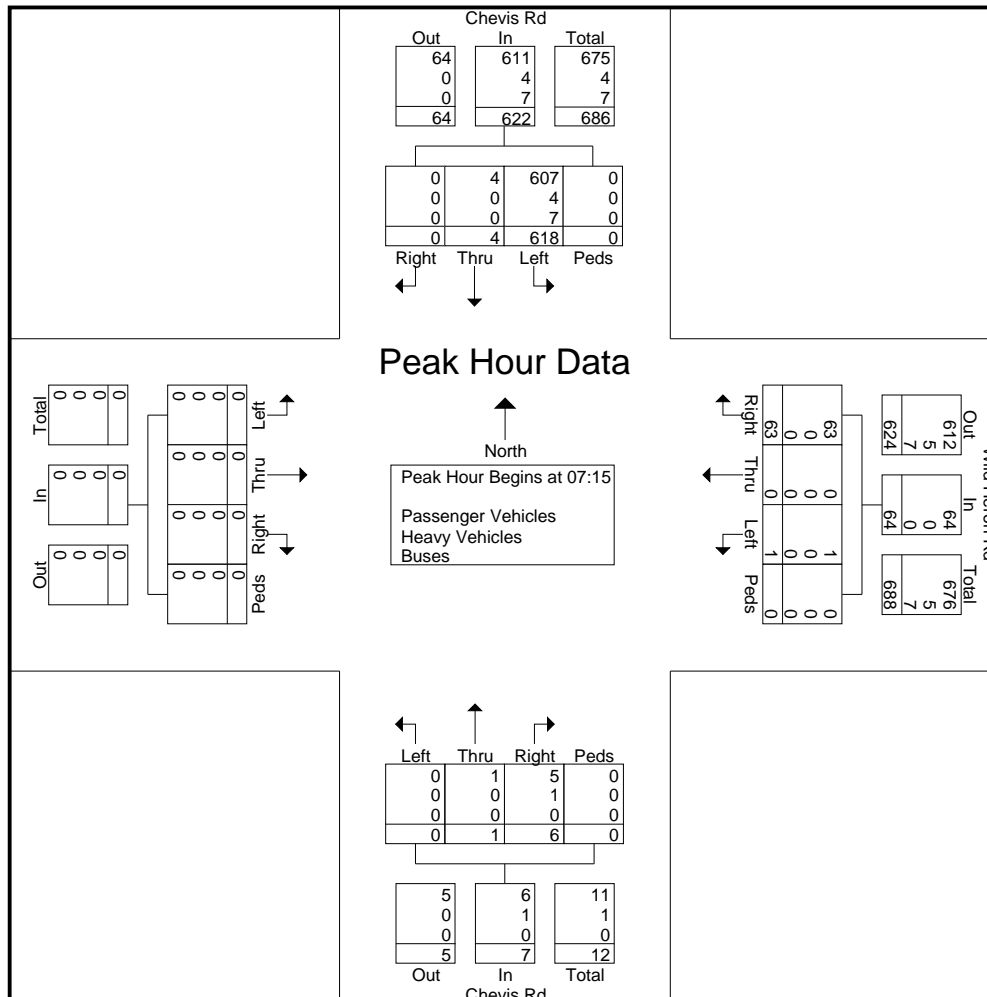
File Name : Chevis Rd @ Wild Heron Rd

Site Code :

Start Date : 08/16/2022

Page No : 3

Start Time	Chevis Rd Southbound					Wild Heron Rd Westbound					Chevis Rd Northbound					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	144	1	0	0	145	1	0	7	0	8	0	1	2	0	3	0	0	0	0	0	156
07:30	160	0	0	0	160	0	0	23	0	23	0	0	0	0	0	0	0	0	0	0	183
07:45	<b>178</b>	<b>2</b>	0	0	<b>180</b>	0	0	16	0	16	0	0	3	0	3	0	0	0	0	0	<b>199</b>
08:00	136	1	0	0	137	0	0	17	0	17	0	0	1	0	1	0	0	0	0	0	155
Total Volume	618	4	0	0	622	1	0	63	0	64	0	1	6	0	7	0	0	0	0	0	693
% App. Total	99.4	0.6	0	0		1.6	0	98.4	0		0	14.3	85.7	0		0	0	0	0	0	
PHF	.868	.500	.000	.000	.864	.250	.000	.685	.000	.696	.000	.250	.500	.000	.583	.000	.000	.000	.000	.000	.871
Passenger Vehicles	607	4	0	0	611	1	0	63	0	64	0	1	5	0	6	0	0	0	0	0	681
% Passenger Vehicles																					
Heavy Vehicles	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
% Heavy Vehicles	0.6	0	0	0	0.6	0	0	0	0	0	0	0	16.7	0	14.3	0	0	0	0	0	0.7
Buses	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Buses	1.1	0	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0



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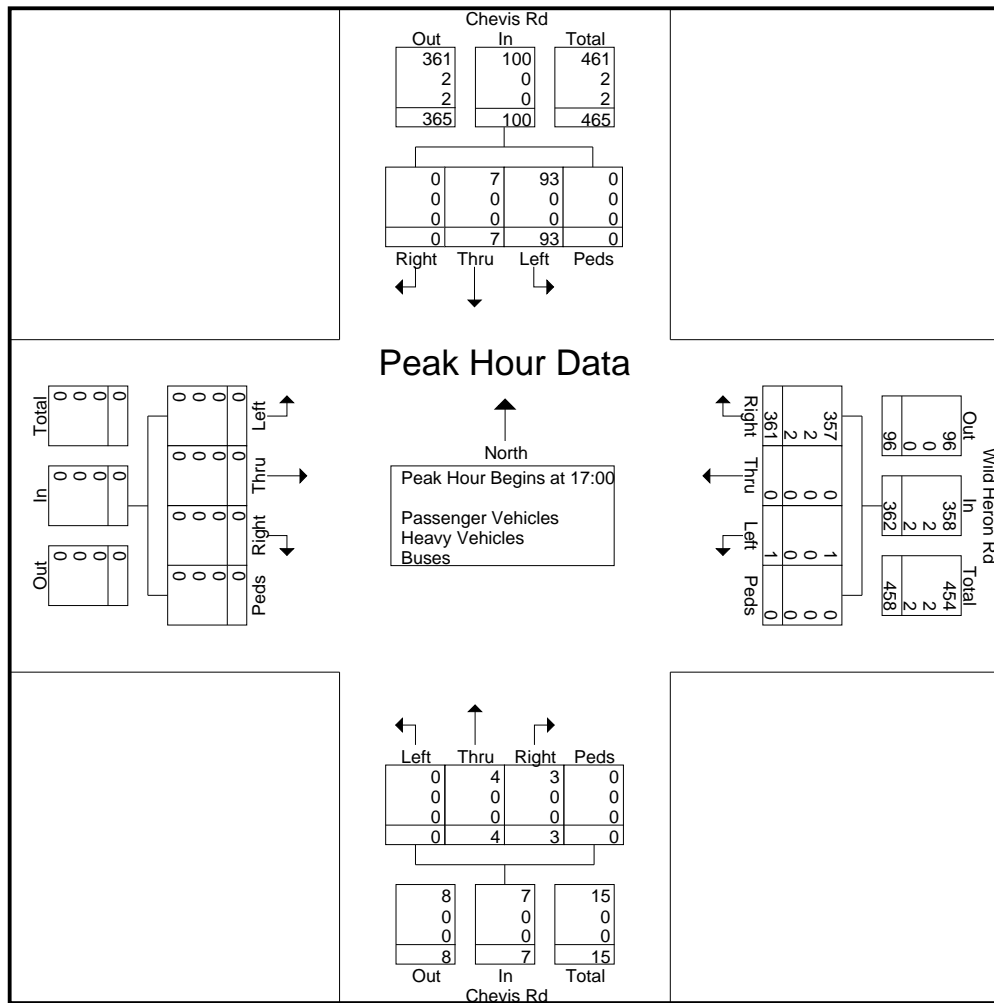
File Name : Chevis Rd @ Wild Heron Rd

Site Code :

Start Date : 08/16/2022

Page No : 4

Start Time	Chevis Rd Southbound					Wild Heron Rd Westbound					Chevis Rd Northbound					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 17:00																					
17:00	20	2	0	0	22	0	0	87	0	87	0	0	0	0	0	0	0	0	0	0	109
17:15	34	1	0	0	35	0	0	81	0	81	0	1	0	0	1	0	0	0	0	0	117
17:30	27	4	0	0	31	1	0	84	0	85	0	1	1	0	2	0	0	0	0	0	118
17:45	12	0	0	0	12	0	0	109	0	109	0	2	2	0	4	0	0	0	0	0	125
Total Volume	93	7	0	0	100	1	0	361	0	362	0	4	3	0	7	0	0	0	0	0	469
% App. Total	93	7	0	0		0.3	0	99.7	0		0	57.1	42.9	0		0	0	0	0		
PHF	.684	.438	.000	.000	.714	.250	.000	.828	.000	.830	.000	.500	.375	.000	.438	.000	.000	.000	.000	.000	.938
Passenger Vehicles	93	7	0	0	100	1	0	357	0	358	0	4	3	0	7	0	0	0	0	0	465
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	0	0	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0	0	0	0	0	0	0.4
Buses	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0	0	0	0	0	0	0.4



# SHORT COUNTS, LLC

735 Maryland St  
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File Name : Wild Heron Rd @ Trellis Way

Site Code :

Start Date : 08/16/2022

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Trellis Way Southbound				Wild Heron Rd Westbound				Northbound				Wild Heron Rd 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	0	5	0	0	0	0	0	0	0	40	0	0	45
07:15	0	0	0	3	0	8	0	0	0	0	0	0	0	143	0	0	154
07:30	1	0	0	0	0	22	0	0	0	0	0	0	0	165	0	0	188
07:45	0	0	0	0	0	19	1	0	0	0	0	0	0	187	0	0	207
Total	1	0	0	3	0	54	1	0	0	0	0	0	0	535	0	0	594
08:00	4	0	0	0	0	20	1	0	0	0	0	0	0	141	0	0	166
08:15	1	0	0	0	0	22	0	0	0	0	0	0	0	127	0	0	150
08:30	0	0	0	0	0	14	1	0	0	0	0	0	1	122	0	0	138
08:45	0	0	0	0	0	25	1	0	0	0	0	0	0	86	0	0	112
Total	5	0	0	0	0	81	3	0	0	0	0	0	1	476	0	0	566
16:00	0	0	0	0	0	59	0	0	0	0	0	0	0	27	0	0	86
16:15	0	0	0	0	0	50	0	0	0	0	0	0	0	20	0	0	70
16:30	0	0	0	0	0	74	0	0	0	0	0	0	0	34	0	0	108
16:45	0	0	0	0	0	50	1	0	0	0	0	0	0	26	0	0	77
Total	0	0	0	0	0	233	1	0	0	0	0	0	0	107	0	0	341
17:00	0	0	1	1	0	90	1	0	0	0	0	0	0	22	0	0	115
17:15	0	0	0	0	0	81	0	0	0	0	0	0	0	33	0	0	114
17:30	0	0	0	0	0	91	0	0	0	0	0	0	1	34	0	0	126
17:45	0	0	1	0	0	119	0	0	0	0	0	0	0	15	0	0	135
Total	0	0	2	1	0	381	1	0	0	0	0	0	1	104	0	0	490
Grand Total	6	0	2	4	0	749	6	0	0	0	0	0	2	1222	0	0	1991
Apprch %	50	0	16.7	33.3	0	99.2	0.8	0	0	0	0	0	0.2	99.8	0	0	
Total %	0.3	0	0.1	0.2	0	37.6	0.3	0	0	0	0	0	0.1	61.4	0	0	
Passenger Vehicles	6	0	2	4	0	739	6	0	0	0	0	0	2	1201	0	0	1960
% Passenger Vehicles	100	0	100	100	0	98.7	100	0	0	0	0	0	100	98.3	0	0	98.4
Heavy Vehicles	0	0	0	0	0	4	0	0	0	0	0	0	0	10	0	0	14
% Heavy Vehicles	0	0	0	0	0	0.5	0	0	0	0	0	0	0	0.8	0	0	0.7
Buses	0	0	0	0	0	6	0	0	0	0	0	0	0	11	0	0	17
% Buses	0	0	0	0	0	0.8	0	0	0	0	0	0	0	0.9	0	0	0.9



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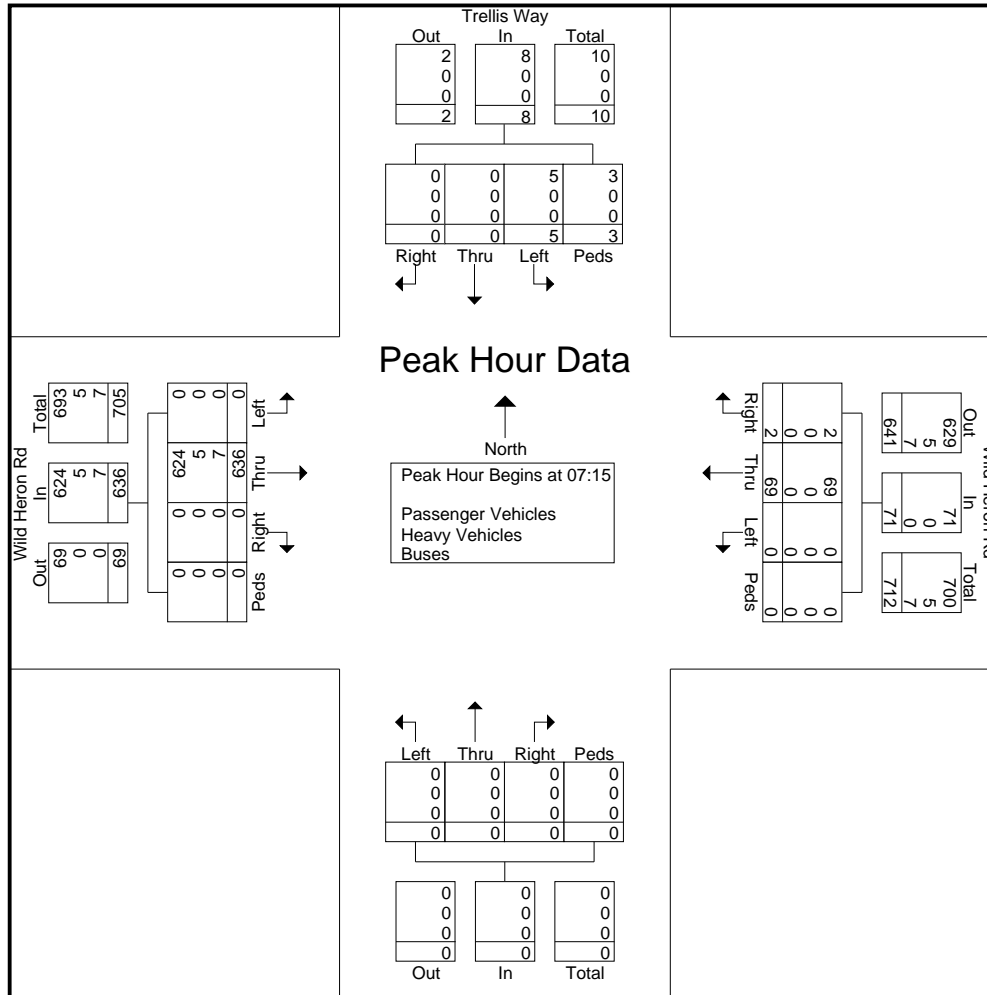
File Name : Wild Heron Rd @ Trellis Way

Site Code :

Start Date : 08/16/2022

Page No : 3

Start Time	Trellis Way Southbound					Wild Heron Rd Westbound					Northbound					Wild Heron Rd 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	3	3	0	8	0	0	8	0	0	0	0	0	0	143	0	0	143	154
07:30	1	0	0	0	1	0	22	0	0	22	0	0	0	0	0	0	165	0	0	165	188
07:45	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	187	0	0	187	207
08:00	4	0	0	0	4	0	20	1	0	21	0	0	0	0	0	0	141	0	0	141	166
Total Volume	5	0	0	3	8	0	69	2	0	71	0	0	0	0	0	0	636	0	0	636	715
% App. Total	62.5	0	0	37.5		0	97.2	2.8	0		0	0	0	0		0	100	0	0		
PHF	.313	.000	.000	.250	.500	.000	.784	.500	.000	.807	.000	.000	.000	.000	.000	.000	.850	.000	.000	.850	.864
Passenger Vehicles	5	0	0	3	8	0	69	2	0	71	0	0	0	0	0	0	624	0	0	624	703
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.8	0.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	1.1	1.0



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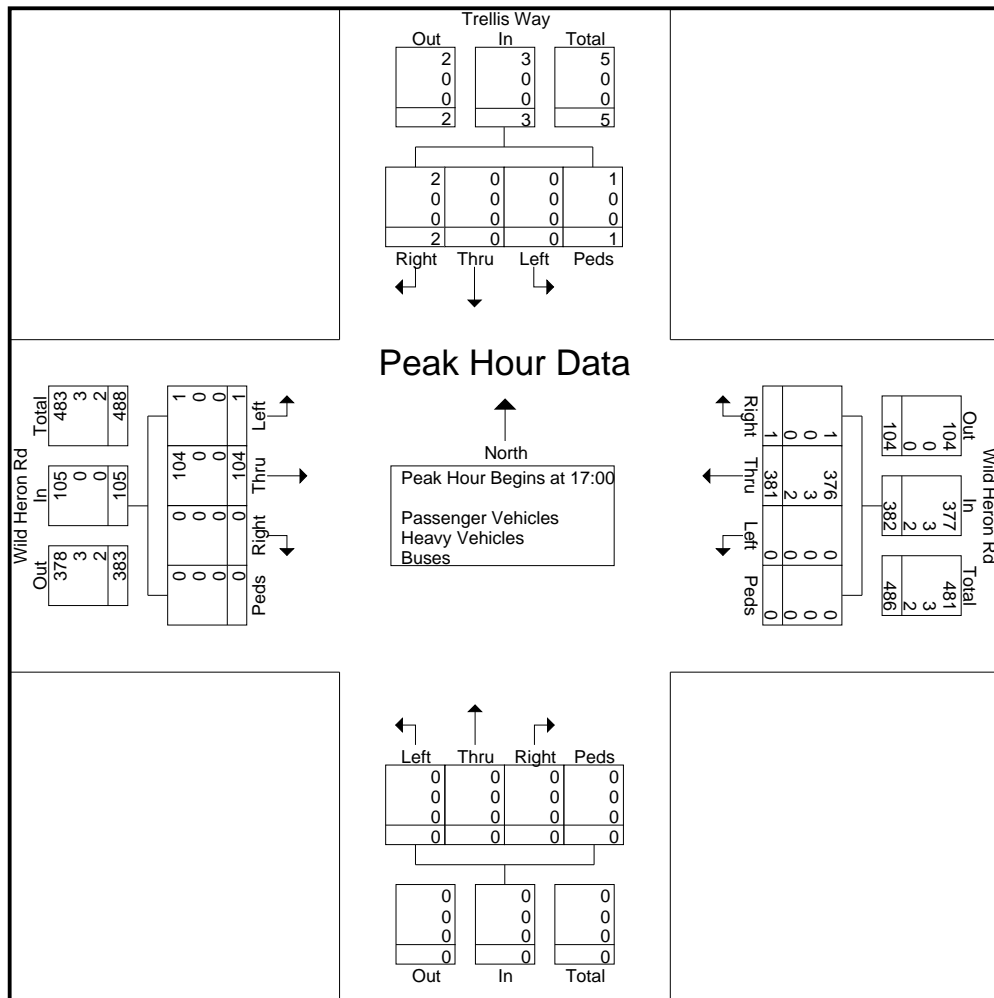
File Name : Wild Heron Rd @ Trellis Way

Site Code :

Start Date : 08/16/2022

Page No : 4

Start Time	Trellis Way Southbound					Wild Heron Rd Westbound					Northbound					Wild Heron Rd 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 17:00																					
17:00	0	0	1	1	2	0	90	1	0	91	0	0	0	0	0	0	22	0	0	22	115
17:15	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	0	33	0	0	33	114
17:30	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	1	34	0	0	35	126
17:45	0	0	1	0	1	0	119	0	0	119	0	0	0	0	0	0	15	0	0	15	135
Total Volume	0	0	2	1	3	0	381	1	0	382	0	0	0	0	0	1	104	0	0	105	490
% App. Total	0	0	66.7	33.3		0	99.7	0.3	0		0	0	0	0	0	1	99	0	0		
PHF	.000	.000	.500	.250	.375	.000	.800	.250	.000	.803	.000	.000	.000	.000	.000	.250	.765	.000	.000	.750	.907
Passenger Vehicles	0	0	2	1	3	0	376	1	0	377	0	0	0	0	0	1	104	0	0	105	485
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% Heavy Vehicles	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0.6
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.4



# SHORT COUNTS, LLC

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

File Name : Wild Heron Rd @ Cherryfield Ln

Site Code :

Start Date : 08/16/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Cherryfield Ln Southbound				Wild Heron Rd Westbound				Northbound				Wild Heron Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	3	0	3	2	0	5	0	0	0	0	0	0	0	44	0	0	57
07:15	6	0	3	0	0	5	2	2	0	0	0	0	0	164	0	0	182
07:30	5	0	0	5	0	20	0	0	0	0	0	0	0	172	0	0	202
07:45	6	0	3	2	0	29	3	0	0	0	0	0	0	171	0	0	214
Total	20	0	9	9	0	59	5	2	0	0	0	0	0	551	0	0	655
08:00	8	0	1	0	0	17	3	0	0	0	0	0	0	146	0	0	175
08:15	6	0	0	6	0	21	5	0	0	0	0	0	0	114	0	0	152
08:30	2	0	1	0	0	17	2	0	0	0	0	0	1	134	0	0	157
08:45	4	0	2	1	0	22	1	0	0	0	0	0	3	83	0	0	116
Total	20	0	4	7	0	77	11	0	0	0	0	0	4	477	0	0	600
16:00	4	0	3	0	0	51	8	0	0	0	0	0	0	26	0	0	92
16:15	3	0	1	0	0	51	4	0	0	0	0	0	1	22	0	0	82
16:30	5	0	2	0	0	69	4	0	0	0	0	0	3	29	0	0	112
16:45	3	0	1	0	0	59	4	0	0	0	0	0	4	22	0	0	93
Total	15	0	7	0	0	230	20	0	0	0	0	0	8	99	0	0	379
17:00	4	0	0	1	0	92	4	0	0	0	0	0	1	20	0	0	122
17:15	5	0	2	4	0	78	7	0	0	0	0	0	3	33	0	0	132
17:30	3	0	0	0	0	106	4	0	0	0	0	0	3	28	0	0	144
17:45	2	0	0	0	0	108	4	0	0	0	0	0	1	23	0	0	138
Total	14	0	2	5	0	384	19	0	0	0	0	0	8	104	0	0	536
Grand Total	69	0	22	21	0	750	55	2	0	0	0	0	20	1231	0	0	2170
Apprch %	61.6	0	19.6	18.8	0	92.9	6.8	0.2	0	0	0	0	1.6	98.4	0	0	
Total %	3.2	0	1	1	0	34.6	2.5	0.1	0	0	0	0	0.9	56.7	0	0	
Passenger Vehicles	69	0	22	21	0	740	55	2	0	0	0	0	20	1209	0	0	2138
% Passenger Vehicles	100	0	100	100	0	98.7	100	100	0	0	0	0	100	98.2	0	0	98.5
Heavy Vehicles	0	0	0	0	0	6	0	0	0	0	0	0	0	9	0	0	15
% Heavy Vehicles	0	0	0	0	0	0.8	0	0	0	0	0	0	0	0.7	0	0	0.7
Buses	0	0	0	0	0	4	0	0	0	0	0	0	0	13	0	0	17
% Buses	0	0	0	0	0	0.5	0	0	0	0	0	0	0	1.1	0	0	0.8



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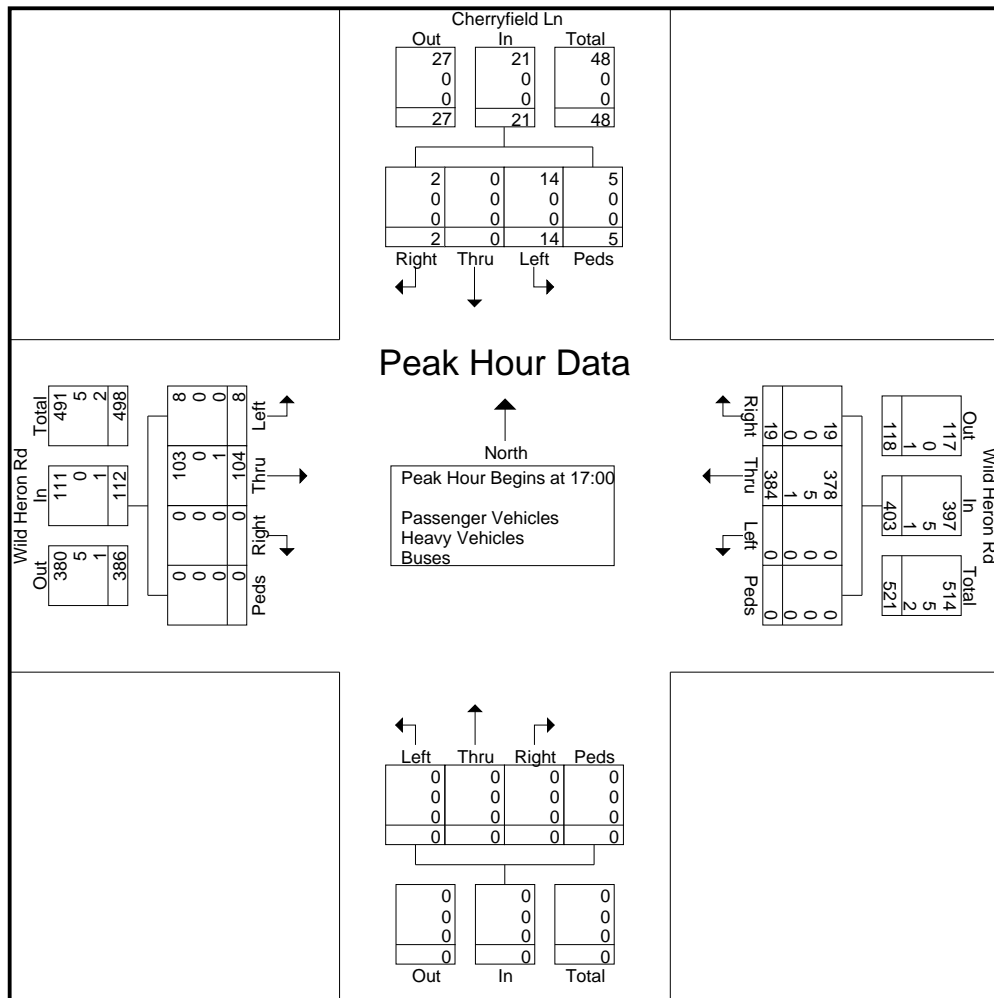
File Name : Wild Heron Rd @ Cherryfield Ln

Site Code :

Start Date : 08/16/2022

Page No : 4

Start Time	Cherryfield Ln Southbound					Wild Heron Rd Westbound					Northbound					Wild Heron Rd 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 17:00																					
17:00	4	0	0	1	5	0	92	4	0	96	0	0	0	0	0	1	20	0	0	21	122
17:15	5	0	2	4	11	0	78	7	0	85	0	0	0	0	0	3	33	0	0	36	132
17:30	3	0	0	0	3	0	106	4	0	110	0	0	0	0	0	3	28	0	0	31	144
17:45	2	0	0	0	2	0	108	4	0	112	0	0	0	0	0	1	23	0	0	24	138
Total Volume	14	0	2	5	21	0	384	19	0	403	0	0	0	0	0	8	104	0	0	112	536
% App. Total	66.7	0	9.5	23.8		0	95.3	4.7	0		0	0	0	0	0	7.1	92.9	0	0		
PHF	.700	.000	.250	.313	.477	.000	.889	.679	.000	.900	.000	.000	.000	.000	.000	.667	.788	.000	.000	.778	.931
Passenger Vehicles	14	0	2	5	21	0	378	19	0	397	0	0	0	0	0	8	103	0	0	111	529
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Heavy Vehicles	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	1.0	0	0	0.9	0.4



# SHORT COUNTS, LLC

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

File Name : Wild Heron Rd @ Lions Gate Rd

Site Code :

Start Date : 08/16/2022

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Lions Gate Rd Southbound				Wild Heron Rd Westbound				Northbound				Wild Heron Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	7	0	0	2	0	2	1	0	0	0	0	0	2	47	0	0	61
07:15	9	0	0	0	0	7	0	0	0	0	0	0	1	151	0	0	168
07:30	16	0	3	3	0	18	1	0	0	0	0	0	2	167	0	0	210
07:45	5	0	1	1	0	20	1	0	0	0	0	0	0	201	0	0	229
Total	37	0	4	6	0	47	3	0	0	0	0	0	5	566	0	0	668
08:00	8	0	2	4	0	21	3	0	0	0	0	0	1	152	0	0	191
08:15	7	0	2	3	0	24	3	0	0	0	0	0	0	136	0	0	175
08:30	6	0	1	0	0	15	3	0	0	0	0	0	2	124	0	0	151
08:45	4	0	1	0	0	24	2	0	0	0	0	0	2	85	0	0	118
Total	25	0	6	7	0	84	11	0	0	0	0	0	5	497	0	0	635
16:00	3	0	0	0	0	64	8	0	0	0	0	0	2	26	0	0	103
16:15	5	0	2	0	0	55	4	0	0	0	0	0	0	25	0	0	91
16:30	5	0	5	0	0	70	3	0	0	0	0	0	4	30	0	0	117
16:45	0	0	0	1	0	58	10	0	0	0	0	0	1	26	0	0	96
Total	13	0	7	1	0	247	25	0	0	0	0	0	7	107	0	0	407
17:00	5	0	4	2	0	94	8	0	0	0	0	0	4	20	0	0	137
17:15	2	0	2	2	0	82	9	0	0	0	0	0	1	34	0	0	132
17:30	5	0	3	2	0	101	4	0	0	0	0	0	0	35	0	0	150
17:45	4	0	4	0	0	117	4	0	0	0	0	0	2	15	0	0	146
Total	16	0	13	6	0	394	25	0	0	0	0	0	7	104	0	0	565
Grand Total	91	0	30	20	0	772	64	0	0	0	0	0	24	1274	0	0	2275
Apprch %	64.5	0	21.3	14.2	0	92.3	7.7	0	0	0	0	0	1.8	98.2	0	0	
Total %	4	0	1.3	0.9	0	33.9	2.8	0	0	0	0	0	1.1	56	0	0	
Passenger Vehicles	90	0	30	20	0	763	64	0	0	0	0	0	23	1254	0	0	2244
% Passenger Vehicles	98.9	0	100	100	0	98.8	100	0	0	0	0	0	95.8	98.4	0	0	98.6
Heavy Vehicles	0	0	0	0	0	3	0	0	0	0	0	0	0	10	0	0	13
% Heavy Vehicles	0	0	0	0	0	0.4	0	0	0	0	0	0	0	0.8	0	0	0.6
Buses	1	0	0	0	0	6	0	0	0	0	0	0	1	10	0	0	18
% Buses	1.1	0	0	0	0	0.8	0	0	0	0	0	0	4.2	0.8	0	0	0.8

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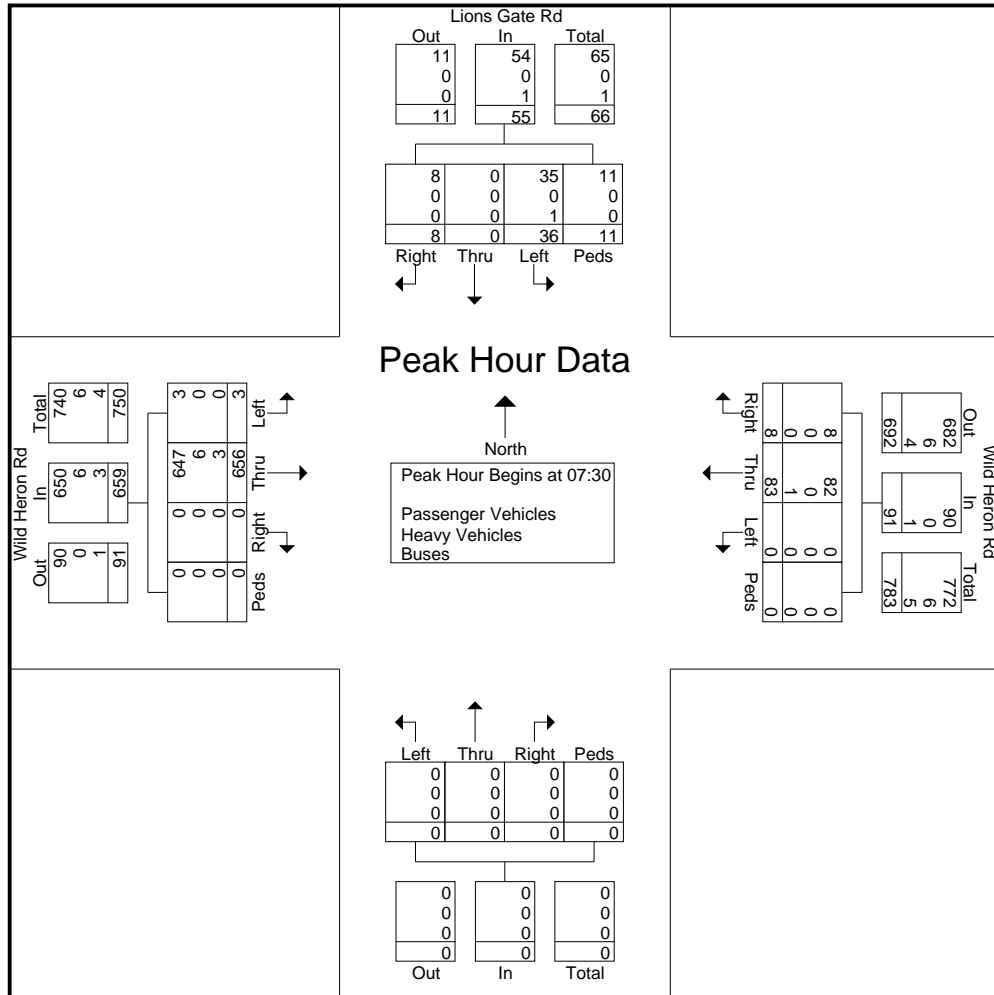
File Name : Wild Heron Rd @ Lions Gate Rd

Site Code :

Start Date : 08/16/2022

Page No : 3

Start Time	Lions Gate Rd Southbound					Wild Heron Rd Westbound					Northbound					Wild Heron Rd 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	16	0	3	3	22	0	18	1	0	19	0	0	0	0	0	2	167	0	0	169	210
07:45	5	0	1	1	7	0	20	1	0	21	0	0	0	0	0	0	201	0	0	201	229
08:00	8	0	2	4	14	0	21	3	0	24	0	0	0	0	0	1	152	0	0	153	191
08:15	7	0	2	3	12	0	24	3	0	27	0	0	0	0	0	0	136	0	0	136	175
Total Volume	36	0	8	11	55	0	83	8	0	91	0	0	0	0	0	3	656	0	0	659	805
% App. Total	65.5	0	14.5	20		0	91.2	8.8	0		0	0	0	0		0.5	99.5	0	0		
PHF	.563	.000	.667	.688	.625	.000	.865	.667	.000	.843	.000	.000	.000	.000	.000	.375	.816	.000	.000	.820	.879
Passenger Vehicles	35	0	8	11	54	0	82	8	0	90	0	0	0	0	0	3	647	0	0	650	794
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0.9	0.7
Buses	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
% Buses	2.8	0	0	0	1.8	0	1.2	0	0	1.1	0	0	0	0	0	0	0.5	0	0	0.5	0.6



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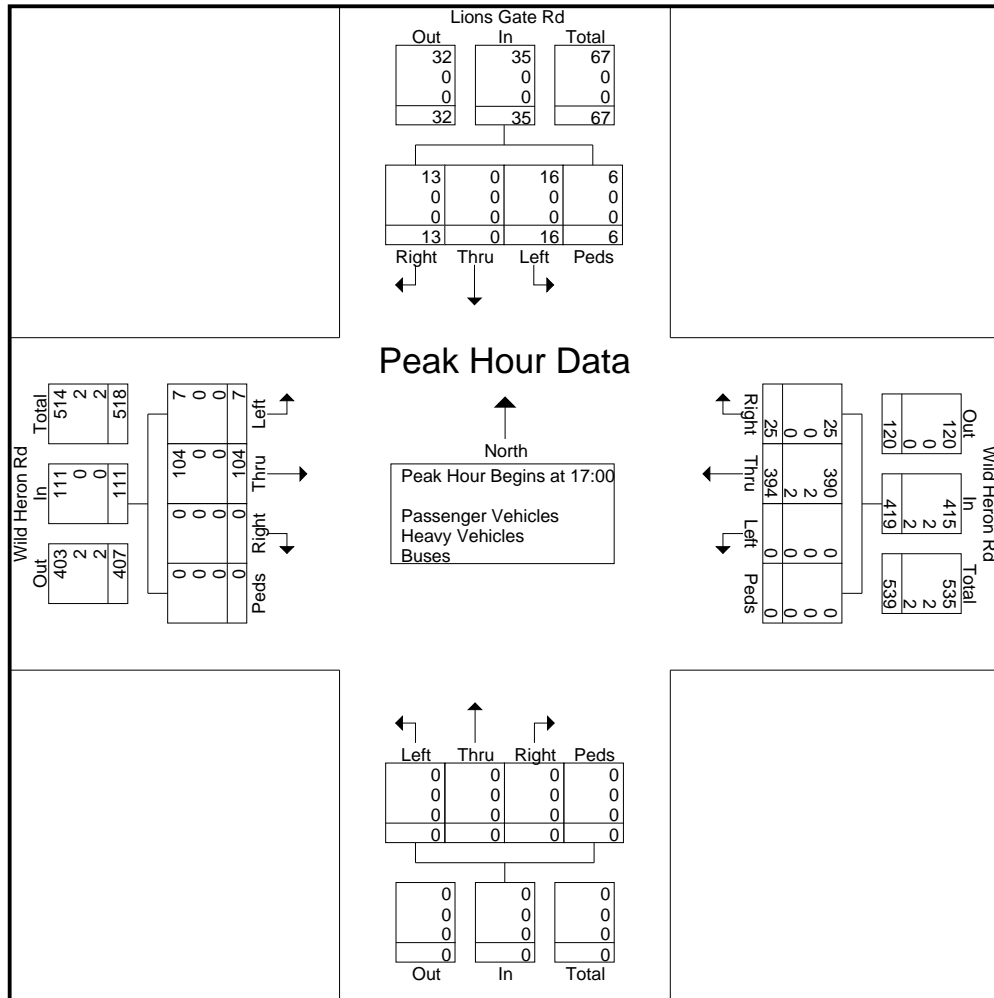
File Name : Wild Heron Rd @ Lions Gate Rd

Site Code :

Start Date : 08/16/2022

Page No : 4

Start Time	Lions Gate Rd Southbound					Wild Heron Rd Westbound					Northbound					Wild Heron Rd 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 17:00																					
17:00	5	0	4	2	11	0	94	8	0	102	0	0	0	0	0	4	20	0	0	24	137
17:15	2	0	2	2	6	0	82	9	0	91	0	0	0	0	0	1	34	0	0	35	132
17:30	5	0	3	2	10	0	101	4	0	105	0	0	0	0	0	0	35	0	0	35	150
17:45	4	0	4	0	8	0	117	4	0	121	0	0	0	0	0	2	15	0	0	17	146
Total Volume	16	0	13	6	35	0	394	25	0	419	0	0	0	0	0	7	104	0	0	111	565
% App. Total	45.7	0	37.1	17.1		0	94	6	0		0	0	0	0		6.3	93.7	0	0		
PHF	.800	.000	.813	.750	.795	.000	.842	.694	.000	.866	.000	.000	.000	.000	.000	.438	.743	.000	.000	.793	.942
Passenger Vehicles	16	0	13	6	35	0	390	25	0	415	0	0	0	0	0	7	104	0	0	111	561
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.4
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.4





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File Name : Wild Heron Rd @ King George Blvd

Site Code :

Start Date : 08/16/2022

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	King George Blvd Southbound				Wild Heron Rd Westbound				Northbound				Wild Heron Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	6	0	0	1	0	0	0	0	0	0	52	3	0	0	62
07:15	0	0	3	0	0	3	8	0	0	0	0	0	147	20	0	0	181
07:30	3	0	11	1	0	7	2	0	0	0	0	0	166	25	0	0	215
07:45	2	0	22	0	0	2	10	0	0	0	0	0	163	41	0	0	240
Total	5	0	42	1	0	13	20	0	0	0	0	0	528	89	0	0	698
08:00	12	0	17	0	0	3	9	0	0	0	0	0	119	39	0	0	199
08:15	2	0	25	0	0	4	0	0	0	0	0	0	114	31	0	0	176
08:30	1	0	19	0	0	2	0	0	0	0	0	0	105	27	0	0	154
08:45	3	0	22	0	0	3	2	0	0	0	0	0	74	18	0	0	122
Total	18	0	83	0	0	12	11	0	0	0	0	0	412	115	0	0	651
16:00	4	0	63	0	0	7	5	0	0	0	0	0	26	7	0	0	112
16:15	3	0	61	0	0	7	1	0	0	0	0	0	25	5	0	0	102
16:30	1	0	77	0	0	3	2	0	0	0	0	0	26	13	0	0	122
16:45	5	0	70	0	0	2	3	0	0	0	0	0	23	2	0	0	105
Total	13	0	271	0	0	19	11	0	0	0	0	0	100	27	0	0	441
17:00	1	0	99	1	0	6	0	0	0	0	0	0	22	4	0	0	133
17:15	8	0	85	1	0	4	6	0	0	0	0	0	31	7	0	1	143
17:30	2	0	108	0	0	1	3	0	0	0	0	0	29	7	0	0	150
17:45	5	0	109	0	0	11	1	0	0	0	0	0	19	2	0	0	147
Total	16	0	401	2	0	22	10	0	0	0	0	0	101	20	0	1	573
Grand Total	52	0	797	3	0	66	52	0	0	0	0	0	1141	251	0	1	2363
Apprch %	6.1	0	93.5	0.4	0	55.9	44.1	0	0	0	0	0	81.9	18	0	0.1	
Total %	2.2	0	33.7	0.1	0	2.8	2.2	0	0	0	0	0	48.3	10.6	0	0	
Passenger Vehicles	51	0	789	3	0	65	50	0	0	0	0	0	1123	248	0	1	2330
% Passenger Vehicles	98.1	0	99	100	0	98.5	96.2	0	0	0	0	0	98.4	98.8	0	100	98.6
Heavy Vehicles	0	0	3	0	0	1	0	0	0	0	0	0	9	1	0	0	14
% Heavy Vehicles	0	0	0.4	0	0	1.5	0	0	0	0	0	0	0.8	0.4	0	0	0.6
Buses	1	0	5	0	0	0	2	0	0	0	0	0	9	2	0	0	19
% Buses	1.9	0	0.6	0	0	0	3.8	0	0	0	0	0	0.8	0.8	0	0	0.8

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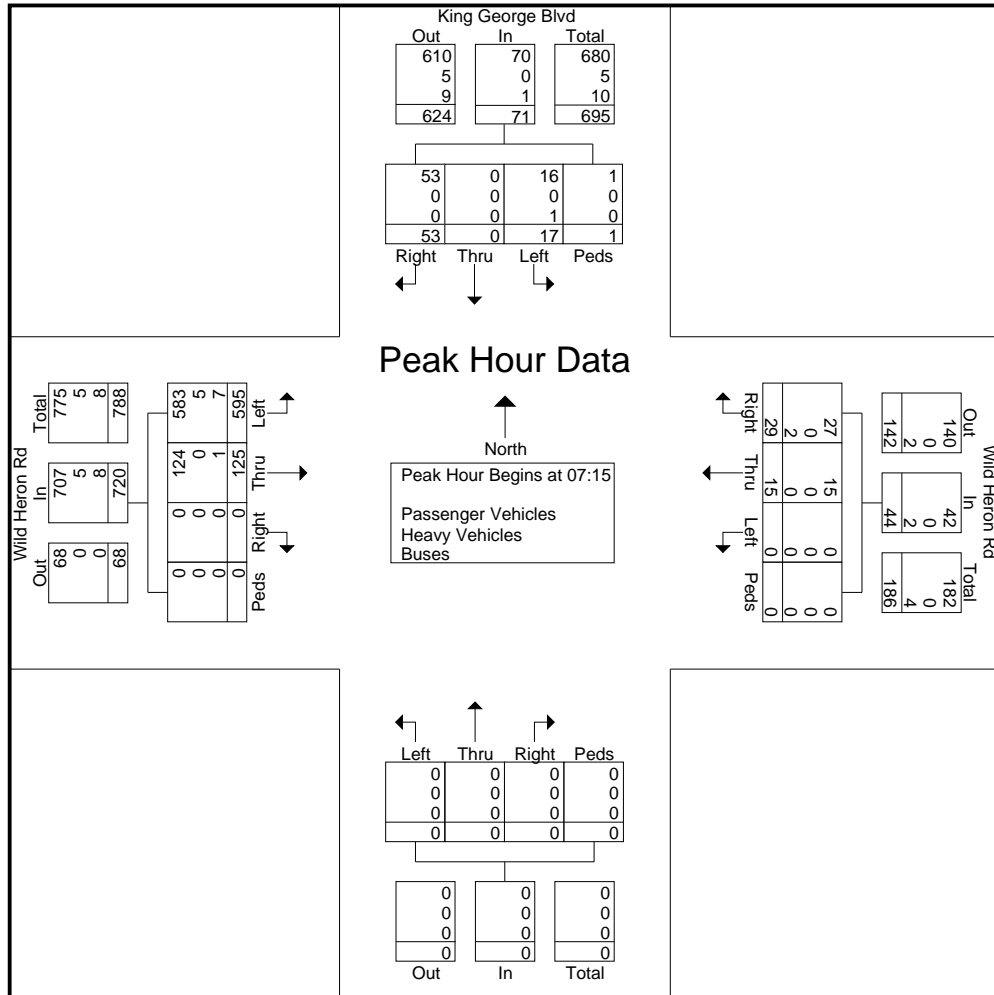
File Name : Wild Heron Rd @ King George Blvd

Site Code :

Start Date : 08/16/2022

Page No : 3

Start Time	King George Blvd Southbound					Wild Heron Rd Westbound					Northbound					Wild Heron Rd 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	3	0	3	0	3	8	0	11	0	0	0	0	0	147	20	0	0	167	181
07:30	3	0	11	1	15	0	7	2	0	9	0	0	0	0	0	166	25	0	0	191	215
07:45	2	0	22	0	24	0	2	10	0	12	0	0	0	0	0	163	41	0	0	204	240
08:00	12	0	17	0	29	0	3	9	0	12	0	0	0	0	0	119	39	0	0	158	199
Total Volume	17	0	53	1	71	0	15	29	0	44	0	0	0	0	0	595	125	0	0	720	835
% App. Total	23.9	0	74.6	1.4		0	34.1	65.9	0		0	0	0	0		82.6	17.4	0	0		
PHF	.354	.000	.602	.250	.612	.000	.536	.725	.000	.917	.000	.000	.000	.000	.000	.896	.762	.000	.000	.882	.870
Passenger Vehicles	16	0	53	1	70	0	15	27	0	42	0	0	0	0	0	583	124	0	0	707	819
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0	0.7	0.6
Buses	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	7	1	0	0	8	11
% Buses	5.9	0	0	0	1.4	0	0	6.9	0	4.5	0	0	0	0	0	1.2	0.8	0	0	1.1	1.3



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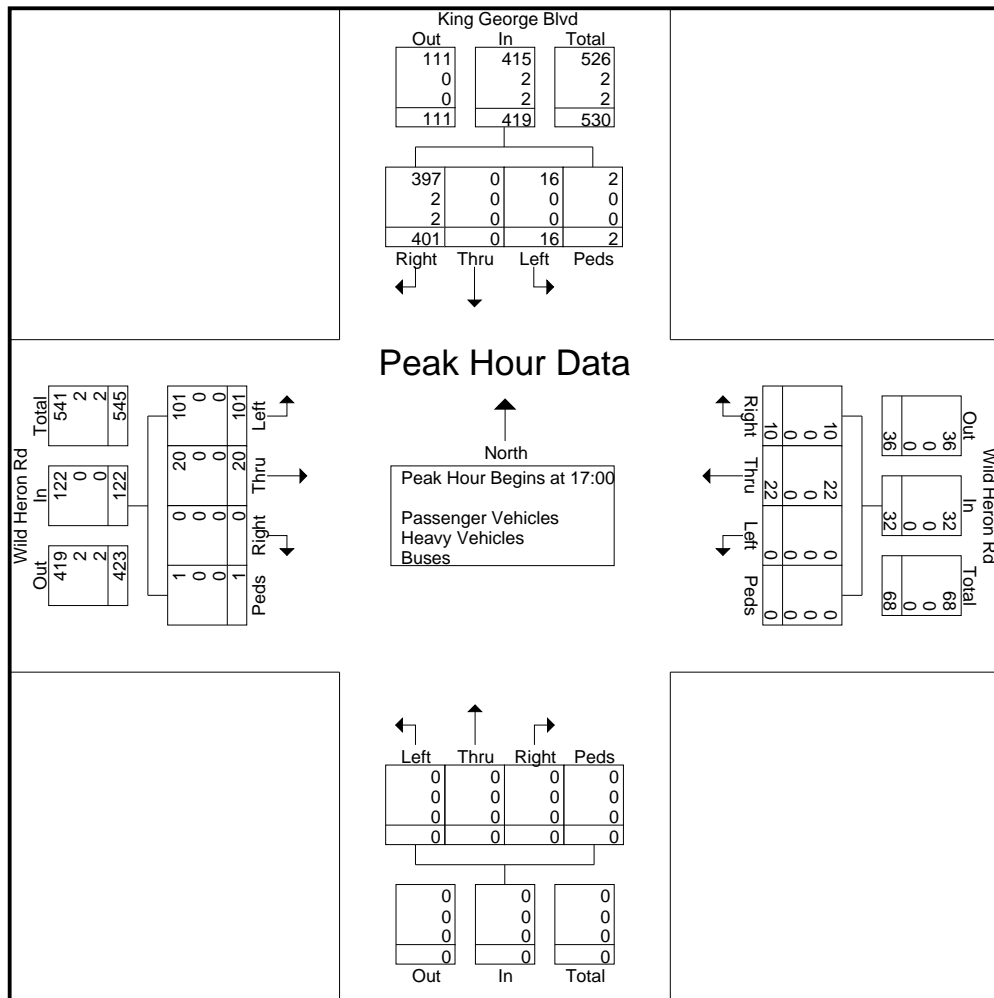
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Page No : 4

Start Time	King George Blvd Southbound					Wild Heron Rd Westbound					Northbound					Wild Heron Rd 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 17:00																					
17:00	1	0	99	1	101	0	6	0	0	6	0	0	0	0	0	22	4	0	0	26	133
17:15	8	0	85	1	94	0	4	6	0	10	0	0	0	0	0	31	7	0	1	39	143
17:30	2	0	108	0	110	0	1	3	0	4	0	0	0	0	0	29	7	0	0	36	150
17:45	5	0	109	0	114	0	11	1	0	12	0	0	0	0	0	19	2	0	0	21	147
Total Volume	16	0	401	2	419	0	22	10	0	32	0	0	0	0	0	101	20	0	1	122	573
% App. Total	3.8	0	95.7	0.5		0	68.8	31.2	0		0	0	0	0	0	82.8	16.4	0	0.8		
PHF	.500	.000	.920	.500	.919	.000	.500	.417	.000	.667	.000	.000	.000	.000	.000	.815	.714	.000	.250	.782	.955
Passenger Vehicles	16	0	397	2	415	0	22	10	0	32	0	0	0	0	0	101	20	0	1	122	569
% Passenger Vehicles																					
Heavy Vehicles	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	0	0	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3
Buses	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3



## **CAPACITY ANALYSIS**

- **2022 Existing**
- **2025 No-Build**
- **2025 Build**

Intersection						
Int Delay, s/veh	9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	87	1	3	645	4
Future Vol, veh/h	1	87	1	3	645	4
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	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	16	2	2
Mvmt Flow	1	100	1	3	741	5

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1490	3	0	0	4
Stage 1	3	-	-	-	-
Stage 2	1487	-	-	-	-
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	136	1081	-	-	1618
Stage 1	1020	-	-	-	-
Stage 2	207	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	74	1081	-	-	1618
Mov Cap-2 Maneuver	74	-	-	-	-
Stage 1	1020	-	-	-	-
Stage 2	112	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	936	1618
HCM Lane V/C Ratio	-	-	0.108	0.458
HCM Control Delay (s)	-	-	9.3	9.1
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	2.5

Intersection						
Int Delay, s/veh	9.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	394	4	3	106	7
Future Vol, veh/h	1	394	4	3	106	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	419	4	3	113	7

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	239	6	0	0	7
Stage 1	6	-	-	-	-
Stage 2	233	-	-	-	-
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	749	1077	-	-	1614
Stage 1	1017	-	-	-	-
Stage 2	806	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	697	1077	-	-	1614
Mov Cap-2 Maneuver	697	-	-	-	-
Stage 1	1017	-	-	-	-
Stage 2	750	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	6.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1076	1614
HCM Lane V/C Ratio	-	-	0.391	0.07
HCM Control Delay (s)	-	-	10.5	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.9	0.2

FAWCETT TRACT RESIDENTIAL  
5: Wild Heron Rd & Trellis Way

AM EXISTING  
08/25/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	648	88	2	5	0
Future Vol, veh/h	0	648	88	2	5	0
Conflicting Peds, #/hr	0	0	0	3	3	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	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	753	102	2	6	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	107	0	-	0	862 106
Stage 1	-	-	-	-	106 -
Stage 2	-	-	-	-	756 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1484	-	-	-	325 948
Stage 1	-	-	-	-	918 -
Stage 2	-	-	-	-	464 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1480	-	-	-	323 945
Mov Cap-2 Maneuver	-	-	-	-	323 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	463 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1480	-	-	-	323
HCM Lane V/C Ratio	-	-	-	-	0.018
HCM Control Delay (s)	0	-	-	-	16.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	653	83	8	25	7
Future Vol, veh/h	0	653	83	8	25	7
Conflicting Peds, #/hr	0	0	0	7	7	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	726	92	9	28	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	108	0	-	0	837 104
Stage 1	-	-	-	-	104 -
Stage 2	-	-	-	-	733 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1483	-	-	-	337 951
Stage 1	-	-	-	-	920 -
Stage 2	-	-	-	-	475 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1473	-	-	-	332 945
Mov Cap-2 Maneuver	-	-	-	-	332 -
Stage 1	-	-	-	-	914 -
Stage 2	-	-	-	-	472 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1473	-	-	-	387
HCM Lane V/C Ratio	-	-	-	-	0.092
HCM Control Delay (s)	0	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	100	392	19	12	2
Future Vol, veh/h	8	100	392	19	12	2
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	108	422	20	13	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	447	0	-	0	568 437
Stage 1	-	-	-	-	437 -
Stage 2	-	-	-	-	131 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1113	-	-	-	484 620
Stage 1	-	-	-	-	651 -
Stage 2	-	-	-	-	895 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1108	-	-	-	475 617
Mov Cap-2 Maneuver	-	-	-	-	475 -
Stage 1	-	-	-	-	642 -
Stage 2	-	-	-	-	891 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1108	-	-	-	491
HCM Lane V/C Ratio	0.008	-	-	-	0.031
HCM Control Delay (s)	8.3	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

**Intersection**

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	3	675	83	8	45	8
Future Vol, veh/h	3	675	83	8	45	8
Conflicting Peds, #/hr	0	0	0	11	11	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	767	94	9	51	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	114	0	-	0	894 110
Stage 1	-	-	-	-	110 -
Stage 2	-	-	-	-	784 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1475	-	-	-	312 943
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	450 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1461	-	-	-	305 934
Mov Cap-2 Maneuver	-	-	-	-	305 -
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	446 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1461	-	-	-	305	934
HCM Lane V/C Ratio	0.002	-	-	-	0.168	0.01
HCM Control Delay (s)	7.5	0	-	-	19.2	8.9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	7	105	398	25	16	13
Future Vol, veh/h	7	105	398	25	16	13
Conflicting Peds, #/hr	0	0	0	16	16	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	112	423	27	17	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	466	0	-	0	595 453
Stage 1	-	-	-	-	453 -
Stage 2	-	-	-	-	142 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1095	-	-	-	467 607
Stage 1	-	-	-	-	640 -
Stage 2	-	-	-	-	885 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1078	-	-	-	450 598
Mov Cap-2 Maneuver	-	-	-	-	450 -
Stage 1	-	-	-	-	626 -
Stage 2	-	-	-	-	872 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1078	-	-	-	450	598
HCM Lane V/C Ratio	0.007	-	-	-	0.038	0.023
HCM Control Delay (s)	8.4	0	-	-	13.3	11.2
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	8.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	595	125	15	29	17	76
Future Vol, veh/h	595	125	15	29	17	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	684	144	17	33	20	87

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	50	0	-	0	1546 34
Stage 1	-	-	-	-	34 -
Stage 2	-	-	-	-	1512 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1557	-	-	-	126 1039
Stage 1	-	-	-	-	988 -
Stage 2	-	-	-	-	201 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1557	-	-	-	71 1039
Mov Cap-2 Maneuver	-	-	-	-	71 -
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	201 -

Approach	EB	WB	SB
HCM Control Delay, s	7.5	0	23.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1557	-	-	-	298
HCM Lane V/C Ratio	0.439	-	-	-	0.359
HCM Control Delay (s)	9.1	-	-	-	23.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	2.3	-	-	-	1.6

Intersection						
Int Delay, s/veh	9.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	101	20	22	10	16	401
Future Vol, veh/h	101	20	22	10	16	401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	21	23	10	17	418

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	33	0	-	0	259 28
Stage 1	-	-	-	-	28 -
Stage 2	-	-	-	-	231 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1579	-	-	-	730 1047
Stage 1	-	-	-	-	995 -
Stage 2	-	-	-	-	807 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1579	-	-	-	682 1047
Mov Cap-2 Maneuver	-	-	-	-	682 -
Stage 1	-	-	-	-	929 -
Stage 2	-	-	-	-	807 -

Approach	EB	WB	SB
HCM Control Delay, s	6.2	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1579	-	-	-	1026
HCM Lane V/C Ratio	0.067	-	-	-	0.423
HCM Control Delay (s)	7.4	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	2.1

Intersection						
Int Delay, s/veh	9.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	87	1	3	645	4
Future Vol, veh/h	1	87	1	3	645	4
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	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	16	2	2
Mvmt Flow	1	115	1	4	853	5

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1714	3	0	0	5
Stage 1	3	-	-	-	-
Stage 2	1711	-	-	-	-
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	99	1081	-	-	1616
Stage 1	1020	-	-	-	-
Stage 2	160	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	47	1081	-	-	1616
Mov Cap-2 Maneuver	47	-	-	-	-
Stage 1	1020	-	-	-	-
Stage 2	75	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	9.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	865	1616
HCM Lane V/C Ratio	-	-	0.134	0.528
HCM Control Delay (s)	-	-	9.8	9.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.5	3.2

Intersection						
Int Delay, s/veh	10					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	394	4	3	106	7
Future Vol, veh/h	1	394	4	3	106	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	482	5	4	130	9

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	276	7	0	0	9
Stage 1	7	-	-	-	-
Stage 2	269	-	-	-	-
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	714	1075	-	-	1611
Stage 1	1016	-	-	-	-
Stage 2	776	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	656	1075	-	-	1611
Mov Cap-2 Maneuver	656	-	-	-	-
Stage 1	1016	-	-	-	-
Stage 2	713	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1073	1611
HCM Lane V/C Ratio	-	-	0.45	0.08
HCM Control Delay (s)	-	-	11.1	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	2.4	0.3

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	648	88	2	5	0
Future Vol, veh/h	0	648	88	2	5	0
Conflicting Peds, #/hr	0	0	0	3	3	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	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	867	118	3	7	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	124	0	-	0	993 123
Stage 1	-	-	-	-	123 -
Stage 2	-	-	-	-	870 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1463	-	-	-	272 928
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	410 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1459	-	-	-	270 925
Mov Cap-2 Maneuver	-	-	-	-	270 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	409 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	270
HCM Lane V/C Ratio	-	-	-	-	0.025
HCM Control Delay (s)	0	-	-	-	18.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	653	83	8	25	7
Future Vol, veh/h	0	653	83	8	25	7
Conflicting Peds, #/hr	0	0	0	7	7	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	834	106	10	32	9

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	123	0	0	959	118
Stage 1	-	-	-	118	-
Stage 2	-	-	-	841	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1464	-	-	285	934
Stage 1	-	-	-	907	-
Stage 2	-	-	-	423	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1454	-	-	281	928
Mov Cap-2 Maneuver	-	-	-	281	-
Stage 1	-	-	-	901	-
Stage 2	-	-	-	420	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	0	0	17.4
HCM LOS			C

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1454	-	-	-	332
HCM Lane V/C Ratio	-	-	-	-	0.123
HCM Control Delay (s)	0	-	-	-	17.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	100	392	19	12	2
Future Vol, veh/h	8	100	392	19	12	2
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	124	485	23	15	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	513	0	-	0	651 502
Stage 1	-	-	-	-	502 -
Stage 2	-	-	-	-	149 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1052	-	-	-	433 569
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	879 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1047	-	-	-	424 566
Mov Cap-2 Maneuver	-	-	-	-	424 -
Stage 1	-	-	-	-	599 -
Stage 2	-	-	-	-	875 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1047	-	-	-	440
HCM Lane V/C Ratio	0.009	-	-	-	0.039
HCM Control Delay (s)	8.5	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
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	3	675	83	8	45	8
Future Vol, veh/h	3	675	83	8	45	8
Conflicting Peds, #/hr	0	0	0	11	11	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	882	108	10	59	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	129	0	-	0	1025 124
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	901 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1457	-	-	-	260 927
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	396 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1443	-	-	-	254 918
Mov Cap-2 Maneuver	-	-	-	-	254 -
Stage 1	-	-	-	-	888 -
Stage 2	-	-	-	-	392 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1443	-	-	-	254	918
HCM Lane V/C Ratio	0.003	-	-	-	0.232	0.011
HCM Control Delay (s)	7.5	0	-	-	23.4	9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	7	105	398	25	16	13
Future Vol, veh/h	7	105	398	25	16	13
Conflicting Peds, #/hr	0	0	0	16	16	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	128	487	31	20	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	534	0	-	0	681 519
Stage 1	-	-	-	-	519 -
Stage 2	-	-	-	-	162 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1034	-	-	-	416 557
Stage 1	-	-	-	-	597 -
Stage 2	-	-	-	-	867 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1018	-	-	-	400 549
Mov Cap-2 Maneuver	-	-	-	-	400 -
Stage 1	-	-	-	-	582 -
Stage 2	-	-	-	-	854 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1018	-	-	-	400	549
HCM Lane V/C Ratio	0.008	-	-	-	0.049	0.029
HCM Control Delay (s)	8.6	0	-	-	14.5	11.8
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	11.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	595	125	15	29	17	76
Future Vol, veh/h	595	125	15	29	17	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	786	165	20	38	22	100

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	58	0	-	0	1776 39
Stage 1	-	-	-	-	39 -
Stage 2	-	-	-	-	1737 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1546	-	-	-	91 1033
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	156 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1546	-	-	-	45 1033
Mov Cap-2 Maneuver	-	-	-	-	45 -
Stage 1	-	-	-	-	484 -
Stage 2	-	-	-	-	156 -

Approach	EB	WB	SB
HCM Control Delay, s	8	0	45.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	206
HCM Lane V/C Ratio	0.509	-	-	-	0.597
HCM Control Delay (s)	9.7	-	-	-	45.4
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	3	-	-	-	3.4

Intersection						
Int Delay, s/veh	10					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	101	20	22	10	16	401
Future Vol, veh/h	101	20	22	10	16	401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	24	26	12	19	480

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	38	0	-	0	298 32
Stage 1	-	-	-	-	32 -
Stage 2	-	-	-	-	266 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1572	-	-	-	693 1042
Stage 1	-	-	-	-	991 -
Stage 2	-	-	-	-	779 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1572	-	-	-	640 1042
Mov Cap-2 Maneuver	-	-	-	-	640 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	779 -

Approach	EB	WB	SB
HCM Control Delay, s	6.2	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1572	-	-	-	1017
HCM Lane V/C Ratio	0.077	-	-	-	0.491
HCM Control Delay (s)	7.5	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	2.8

Intersection						
Int Delay, s/veh	9.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	130	1	3	752	5
Future Vol, veh/h	2	130	1	3	752	5
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	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	16	2	2
Mvmt Flow	2	149	1	3	864	6

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1737	3	0	0	4
Stage 1	3	-	-	-	-
Stage 2	1734	-	-	-	-
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	96	1081	-	-	1618
Stage 1	1020	-	-	-	-
Stage 2	156	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	45	1081	-	-	1618
Mov Cap-2 Maneuver	45	-	-	-	-
Stage 1	1020	-	-	-	-
Stage 2	72	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	9.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	1618
HCM Lane V/C Ratio	-	-	0.189	0.534
HCM Control Delay (s)	-	-	10.5	9.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	3.3

Intersection						
Int Delay, s/veh	10.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	472	5	3	155	8
Future Vol, veh/h	1	472	5	3	155	8
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	502	5	3	165	9

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	346	7	0	0	8
Stage 1	7	-	-	-	-
Stage 2	339	-	-	-	-
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	651	1075	-	-	1612
Stage 1	1016	-	-	-	-
Stage 2	722	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	584	1075	-	-	1612
Mov Cap-2 Maneuver	584	-	-	-	-
Stage 1	1016	-	-	-	-
Stage 2	648	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	7.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1073	1612
HCM Lane V/C Ratio	-	-	0.469	0.102
HCM Control Delay (s)	-	-	11.3	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	2.6	0.3



FAWCETT TRACT RESIDENTIAL  
5: Townhome Access/Trellis Way & Wild Heron Rd

AM BUILD  
08/25/2022

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	753	2	10	125	2	6	0	33	6	0	0
Future Vol, veh/h	0	753	2	10	125	2	6	0	33	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	3	0	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	92	92	86	86	92	92	92	86	92	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	876	2	11	145	2	7	0	36	7	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	878	0	0	1045	1049	880	1069	1049	149
Stage 1	-	-	-	-	-	-	877	877	-	171	171	-
Stage 2	-	-	-	-	-	-	168	172	-	898	878	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1431	-	-	769	-	-	207	227	346	199	227	898
Stage 1	-	-	-	-	-	-	343	366	-	831	757	-
Stage 2	-	-	-	-	-	-	834	756	-	334	366	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1427	-	-	769	-	-	205	223	345	175	223	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	223	-	175	223	-
Stage 1	-	-	-	-	-	-	343	366	-	829	743	-
Stage 2	-	-	-	-	-	-	821	742	-	298	366	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	17.6	26.4
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	345	1427	-	-	769	-	-	175
HCM Lane V/C Ratio	0.032	0.104	-	-	-	0.014	-	-	0.04
HCM Control Delay (s)	23.1	16.6	0	-	-	9.7	0	-	26.4
HCM Lane LOS	C	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0.3	0	-	-	0	-	-	0.1

FAWCETT TRACT RESIDENTIAL  
18: Townhome Access/Trellis Way & Wild Heron Rd

PM BUILD  
08/25/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	151	6	31	468	1	3	0	19	0	0	2
Future Vol, veh/h	1	151	6	31	468	1	3	0	19	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	92	92	91	91	92	92	92	91	92	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	166	7	34	514	1	3	0	21	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	516	0	0	173	0	0	756	756	171	767	759	516
Stage 1	-	-	-	-	-	-	172	172	-	584	584	-
Stage 2	-	-	-	-	-	-	584	584	-	183	175	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1050	-	-	1404	-	-	325	337	873	319	336	559
Stage 1	-	-	-	-	-	-	830	756	-	498	498	-
Stage 2	-	-	-	-	-	-	498	498	-	819	754	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1049	-	-	1404	-	-	315	325	872	302	324	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	325	-	302	324	-
Stage 1	-	-	-	-	-	-	829	755	-	497	481	-
Stage 2	-	-	-	-	-	-	479	481	-	798	753	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.5			10.2			11.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	872	1049	-	-	1404	-	-	558
HCM Lane V/C Ratio	0.01	0.024	0.001	-	-	0.024	-	-	0.004
HCM Control Delay (s)	16.5	9.2	8.4	0	-	7.6	0	-	11.5
HCM Lane LOS	C	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	0

FAWCETT TRACT RESIDENTIAL  
7: SF Access/Cherryfield Lane & Wild Heron Rd

AM BUILD  
08/25/2022

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	784	8	48	105	9	24	0	136	29	0	8
Future Vol, veh/h	0	784	8	48	105	9	24	0	136	29	0	8
Conflicting Peds, #/hr	0	0	0	0	0	7	0	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
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	2
Mvmt Flow	0	871	9	52	117	10	26	0	148	32	0	9

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	134	0	0	880	0	0	1107	1114	883	1190	1113	129
Stage 1	-	-	-	-	-	-	876	876	-	233	233	-
Stage 2	-	-	-	-	-	-	231	238	-	957	880	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1451	-	-	768	-	-	188	208	345	165	208	921
Stage 1	-	-	-	-	-	-	344	367	-	770	712	-
Stage 2	-	-	-	-	-	-	772	708	-	310	365	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1441	-	-	768	-	-	176	192	343	87	192	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	176	192	-	87	192	-
Stage 1	-	-	-	-	-	-	344	367	-	765	656	-
Stage 2	-	-	-	-	-	-	709	652	-	175	365	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		2.9		24.1		57.5	
HCM LOS					C		F	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	176	343	1441	-	-	768	-	-	108
HCM Lane V/C Ratio	0.148	0.431	-	-	-	0.068	-	-	0.381
HCM Control Delay (s)	29	23.2	0	-	-	10	0	-	57.5
HCM Lane LOS	D	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.5	2.1	0	-	-	0.2	-	-	1.6

FAWCETT TRACT RESIDENTIAL  
20: SF Access/Cherryfield Lane & Wild Heron Rd

PM BUILD  
08/25/2022

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	9	134	27	156	482	22	16	0	91	14	0	2
Future Vol, veh/h	9	134	27	156	482	22	16	0	91	14	0	2
Conflicting Peds, #/hr	0	0	0	0	0	5	0	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	92	92	93	93	92	92	92	93	92	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	144	29	170	518	24	17	0	99	15	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	547	0	0	173	0	0	1050	1066	164	1108	1068	535
Stage 1	-	-	-	-	-	-	179	179	-	875	875	-
Stage 2	-	-	-	-	-	-	871	887	-	233	193	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1022	-	-	1404	-	-	205	222	881	187	222	545
Stage 1	-	-	-	-	-	-	823	751	-	344	367	-
Stage 2	-	-	-	-	-	-	346	362	-	770	741	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1017	-	-	1404	-	-	175	180	877	141	180	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	175	180	-	141	180	-
Stage 1	-	-	-	-	-	-	814	743	-	338	302	-
Stage 2	-	-	-	-	-	-	285	298	-	672	733	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.9			12.3			31.1		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	877	1017	-	-	1404	-	-	155
HCM Lane V/C Ratio	0.099	0.113	0.01	-	-	0.121	-	-	0.111
HCM Control Delay (s)	27.8	9.6	8.6	0	-	7.9	0	-	31.1
HCM Lane LOS	D	A	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.3	0.4	0	-	-	0.4	-	-	0.4

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	6	942	152	9	52	10
Future Vol, veh/h	6	942	152	9	52	10
Conflicting Peds, #/hr	0	0	0	11	11	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1070	173	10	59	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	194	0	-	0	1284 189
Stage 1	-	-	-	-	189 -
Stage 2	-	-	-	-	1095 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1379	-	-	-	182 853
Stage 1	-	-	-	-	843 -
Stage 2	-	-	-	-	321 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1366	-	-	-	176 845
Mov Cap-2 Maneuver	-	-	-	-	176 -
Stage 1	-	-	-	-	824 -
Stage 2	-	-	-	-	318 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1366	-	-	-	176	845
HCM Lane V/C Ratio	0.005	-	-	-	0.336	0.013
HCM Control Delay (s)	7.6	0	-	-	35.5	9.3
HCM Lane LOS	A	A	-	-	E	A
HCM 95th %tile Q(veh)	0	-	-	-	1.4	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	9	230	643	29	18	17
Future Vol, veh/h	9	230	643	29	18	17
Conflicting Peds, #/hr	0	0	0	16	16	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	245	684	31	19	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	731	0	-	0	997 716
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	281 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	873	-	-	-	271 430
Stage 1	-	-	-	-	484 -
Stage 2	-	-	-	-	767 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	860	-	-	-	260 423
Mov Cap-2 Maneuver	-	-	-	-	260 -
Stage 1	-	-	-	-	470 -
Stage 2	-	-	-	-	755 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	860	-	-	-	260	423
HCM Lane V/C Ratio	0.011	-	-	-	0.074	0.043
HCM Control Delay (s)	9.2	0	-	-	19.9	13.9
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	39.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	832	162	24	33	20	137
Future Vol, veh/h	832	162	24	33	20	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	956	186	28	38	23	157

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	2145 47
Stage 1	-	-	-	-	47 -
Stage 2	-	-	-	-	2098 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1536	-	-	-	53 1022
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	102 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1536	-	-	-	~ 20 1022
Mov Cap-2 Maneuver	-	-	-	-	~ 20 -
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	102 -

Approach	EB	WB	SB
HCM Control Delay, s	9.3	0	242.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	138
HCM Lane V/C Ratio	0.623	-	-	-	1.308
HCM Control Delay (s)	11.1	-	-	-	242.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	4.7	-	-	-	11.3

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

Intersection						
Int Delay, s/veh	12.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	210	38	47	12	18	624
Future Vol, veh/h	210	38	47	12	18	624
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	219	40	49	13	19	650

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	62	0	-	0	534 56
Stage 1	-	-	-	-	56 -
Stage 2	-	-	-	-	478 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1541	-	-	-	507 1011
Stage 1	-	-	-	-	967 -
Stage 2	-	-	-	-	624 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1541	-	-	-	435 1011
Mov Cap-2 Maneuver	-	-	-	-	435 -
Stage 1	-	-	-	-	830 -
Stage 2	-	-	-	-	624 -

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1541	-	-	-	975
HCM Lane V/C Ratio	0.142	-	-	-	0.686
HCM Control Delay (s)	7.7	-	-	-	16.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	5.7