




















I-85/I-385 Interchange Improvements  
2035 Alternate 4A AM

21: US 276 &

						
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	166	27	103	2092	2557	92
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	184	30	114	2324	2841	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					1013	
pX, platoon unblocked	0.33	0.33	0.33			
vC, conflicting volume	4283	1472	2943			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6882	0	2829			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	92	0			
cM capacity (veh/h)	0	355	42			
Direction, Lane #	WB 1	SE 1	SE 2	SE 3	NW 1	NW 2
Volume Total	214	114	1162	1162	1894	1049
Volume Left	184	114	0	0	0	0
Volume Right	30	0	0	0	0	102
cSH	0	42	1700	1700	1700	1700
Volume to Capacity	Err	2.75	0.68	0.68	1.11	0.62
Queue Length 95th (ft)	Err	313	0	0	0	0
Control Delay (s)	Err	998.1	0.0	0.0	0.0	0.0
Lane LOS	F	F				
Approach Delay (s)	Err	46.8			0.0	
Approach LOS	F					
<b>Intersection Summary</b>						
Average Delay			Err			
Intersection Capacity Utilization			100.2%		ICU Level of Service	G
Analysis Period (min)			15			












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22: US 276 & St Josephs Dr

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	1899	359	342	2039	610	124
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2110	399	380	2266	678	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				860		
pX, platoon unblocked					0.31	
vC, conflicting volume			2509		4202	1254
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2509		6826	1254
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	13
cM capacity (veh/h)			170		0	159
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	
Volume Total	1407	1102	1135	1510	816	
Volume Left	0	0	380	0	678	
Volume Right	0	399	0	0	138	
cSH	1700	1700	170	1700	0	
Volume to Capacity	0.83	0.65	2.24	0.89	Err	
Queue Length 95th (ft)	0	0	772	0	Err	
Control Delay (s)	0.0	0.0	619.6	0.0	Err	
Lane LOS			F		F	
Approach Delay (s)	0.0		265.9		Err	
Approach LOS					F	
Intersection Summary						
Average Delay			Err			
Intersection Capacity Utilization			181.6%		ICU Level of Service	H
Analysis Period (min)			15			













I-85/I-385 Interchange Improvements  
2035 Alternate 4A AM

29: Rothwell Dr & E Butler Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	2	6	1559	1310	37
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	9	2	7	1732	1456	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		5				
Median type				TWLT	TWLT	
Median storage (veh)				2	2	
Upstream signal (ft)				1176	378	
pX, platoon unblocked	0.80	0.78	0.78			
vC, conflicting volume	2356	748	1497			
vC1, stage 1 conf vol	1476					
vC2, stage 2 conf vol	879					
vCu, unblocked vol	951	107	1068			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	99			
cM capacity (veh/h)	223	714	491			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	11	7	866	866	970	526
Volume Left	9	7	0	0	0	0
Volume Right	2	0	0	0	0	41
cSH	279	491	1700	1700	1700	1700
Volume to Capacity	0.04	0.01	0.51	0.51	0.57	0.31
Queue Length 95th (ft)	3	1	0	0	0	0
Control Delay (s)	19.4	12.4	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	19.4	0.0			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			53.1%		ICU Level of Service	A
Analysis Period (min)			15			




















I-85/I-385 Interchange Improvements  
2035 Alternate 4A AM

32: New Commerce Ct & E Butler Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Volume (veh/h)	75	81	2075	30	50	1873
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	83	90	2306	33	56	2081
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			371			
pX, platoon unblocked	0.59	0.59			0.59	
vC, conflicting volume	3474	1169			2339	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3807	0			1875	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	86			69	
cM capacity (veh/h)	1	631			179	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	173	1537	802	56	1041	1041
Volume Left	83	0	0	56	0	0
Volume Right	90	0	33	0	0	0
cSH	2	1700	1700	179	1700	1700
Volume to Capacity	77.91	0.90	0.47	0.31	0.61	0.61
Queue Length 95th (ft)	Err	0	0	31	0	0
Control Delay (s)	Err	0.0	0.0	33.9	0.0	0.0
Lane LOS	F			D		
Approach Delay (s)	Err	0.0		0.9		
Approach LOS	F					
Intersection Summary						
Average Delay		373.2				
Intersection Capacity Utilization		74.1%		ICU Level of Service		D
Analysis Period (min)		15				

I-85/I-385 Interchange Improvements  
2035 Alternate 4A AM

33: E Butler Road & Brookfield Pkwy

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	134	1992	30	23	1876	25	2	0	19	28	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	149	2213	33	26	2084	28	2	0	21	31	0	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		939										
pX, platoon unblocked				0.59			0.59	0.59		0.59	0.59	0.59
vC, conflicting volume	2112			2247			3569	4694	1056	3642	4691	1123
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2112			1721			3967	5876	1056	4090	5871	0
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	39			88			0	100	90	0	100	98
cM capacity (veh/h)	245			207			0	0	217	0	0	633
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SE 1	SE 2	NW 1	NW 2			
Volume Total	149	1476	771	1068	1070	2	21	31	16			
Volume Left	149	0	0	26	0	2	0	31	0			
Volume Right	0	0	33	0	28	0	21	0	16			
cSH	245	1700	1700	207	1700	0	217	0	633			
Volume to Capacity	0.61	0.87	0.45	0.12	0.63	8.76	0.10	167.31	0.02			
Queue Length 95th (ft)	89	0	0	10	0	Err	8	Err	2			
Control Delay (s)	40.0	0.0	0.0	8.4	0.0	Err	23.4	Err	10.8			
Lane LOS	E			A		F	C	F	B			
Approach Delay (s)	2.5			4.2		973.5		6669.6				
Approach LOS						F		F				
Intersection Summary												
Average Delay			75.8									
Intersection Capacity Utilization			126.2%		ICU Level of Service				H			
Analysis Period (min)			15									