
























# HCM Signalized Intersection Capacity Analysis

## 1: Woodruff Road & Roper Mountain Road

2015 AM

7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	381	210	216	258	37	261	818	162	164	860	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3255		1719	3438	1538	1719	3438	1538	3335	3438	1538
Flt Permitted	0.50	1.00		0.29	1.00	1.00	0.30	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	902	3255		517	3438	1538	542	3438	1538	3335	3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	132	423	233	240	287	41	290	909	180	182	956	102
RTOR Reduction (vph)	0	75	0	0	0	35	0	0	92	0	0	41
Lane Group Flow (vph)	132	581	0	240	287	6	290	909	88	182	956	61
Turn Type	pm+pt			pm+pt		Perm	Perm		Perm	Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8		8	2		2			6
Actuated Green, G (s)	24.0	14.0		24.0	14.0	14.0	49.0	49.0	49.0	6.0	60.0	60.0
Effective Green, g (s)	24.0	14.0		24.0	14.0	14.0	49.0	49.0	49.0	6.0	60.0	60.0
Actuated g/C Ratio	0.24	0.14		0.24	0.14	0.14	0.49	0.49	0.49	0.06	0.60	0.60
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0
Vehicle Extension (s)	4.3	5.5		4.3	5.5	5.5	4.9	4.9	4.9	4.3	4.9	4.9
Lane Grp Cap (vph)	298	456		244	481	215	266	1685	754	200	2063	923
v/s Ratio Prot	0.04	c0.18		c0.10	0.08			0.26		c0.05	0.28	
v/s Ratio Perm	0.06			0.14		0.00	c0.54		0.06			0.04
v/c Ratio	0.44	1.27		0.98	0.60	0.03	1.09	0.54	0.12	0.91	0.46	0.07
Uniform Delay, d1	31.3	43.0		35.8	40.4	37.1	25.5	17.7	13.8	46.7	11.1	8.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.79	1.38	2.05
Incremental Delay, d2	1.7	139.7		52.8	3.3	0.1	81.4	1.2	0.3	34.5	0.6	0.1
Delay (s)	33.0	182.7		88.6	43.7	37.2	106.9	18.9	14.1	71.3	15.9	17.2
Level of Service	C	F		F	D	D	F	B	B	E	B	B
Approach Delay (s)		157.6			62.2			36.8			24.1	
Approach LOS		F			E			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			60.4			HCM Level of Service			E			
HCM Volume to Capacity ratio			1.10									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			21.0			
Intersection Capacity Utilization			85.8%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 2: Woodruff Road & Costco Driveway

2015 AM

7/6/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	18	736	25	56	551	28	25	1	53	7	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1719	3421		1719	3438	1538	1719	1543		1719	1810	1538
Flt Permitted	0.39	1.00		0.33	1.00	1.00	0.76	1.00		0.72	1.00	1.00
Satd. Flow (perm)	697	3421		604	3438	1538	1370	1543		1299	1810	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	20	818	28	62	612	31	28	1	59	8	1	12
RTOR Reduction (vph)	0	1	0	0	0	9	0	54	0	0	0	10
Lane Group Flow (vph)	20	845	0	62	612	22	28	6	0	8	1	2
Turn Type	pm+pt			Perm		Perm	Perm			Perm		pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Actuated Green, G (s)	96.5	96.5		85.2	85.2	85.2	10.5	10.5		10.5	10.5	15.3
Effective Green, g (s)	96.5	96.5		85.2	85.2	85.2	10.5	10.5		10.5	10.5	15.3
Actuated g/C Ratio	0.80	0.80		0.71	0.71	0.71	0.09	0.09		0.09	0.09	0.13
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	6.5
Vehicle Extension (s)	4.3	5.5		5.5	5.5	5.5	5.5	5.5		5.5	5.5	4.3
Lane Grp Cap (vph)	601	2751		429	2441	1092	120	135		114	158	279
v/s Ratio Prot	0.00	c0.25			0.18			0.00			0.00	0.00
v/s Ratio Perm	0.03			0.10		0.01	c0.02			0.01		0.00
v/c Ratio	0.03	0.31		0.14	0.25	0.02	0.23	0.05		0.07	0.01	0.01
Uniform Delay, d1	2.6	3.1		5.6	6.1	5.1	51.0	50.2		50.3	50.0	45.7
Progression Factor	1.00	1.00		0.16	0.16	0.02	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.3		0.7	0.2	0.0	2.4	0.3		0.6	0.0	0.0
Delay (s)	2.6	3.3		1.6	1.2	0.2	53.4	50.5		50.9	50.0	45.7
Level of Service	A	A		A	A	A	D	D		D	D	D
Approach Delay (s)		3.3			1.2			51.4			47.9	
Approach LOS		A			A			D			D	

### Intersection Summary

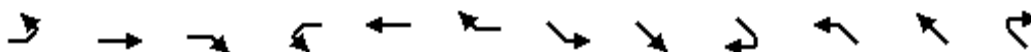
HCM Average Control Delay	5.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 3: Green Heron Road & Woodruff Road

2015 AM

7/6/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕	↕	↕	↕↕		↕	↕↕	↕
Volume (vph)	4	1	26	1	1	6	8	576	45	54	834	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	6.3	6.3		6.3	6.3	6.3
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frt		0.88			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.99			0.98	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1592			1765	1538	1719	3401		1719	3438	1538
Flt Permitted		0.96			0.87	1.00	0.31	1.00		0.39	1.00	1.00
Satd. Flow (perm)		1543			1578	1538	553	3401		704	3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1	29	1	1	7	9	640	50	60	927	4
RTOR Reduction (vph)	0	27	0	0	0	7	0	3	0	0	0	1
Lane Group Flow (vph)	0	7	0	0	2	0	9	687	0	60	927	3
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		8			4			2			6	
Permitted Phases	8			4		4	2			6		6
Actuated Green, G (s)		7.9			7.9	7.9	100.8	100.8		100.8	100.8	100.8
Effective Green, g (s)		7.9			7.9	7.9	100.8	100.8		100.8	100.8	100.8
Actuated g/C Ratio		0.07			0.07	0.07	0.84	0.84		0.84	0.84	0.84
Clearance Time (s)		5.0			5.0	5.0	6.3	6.3		6.3	6.3	6.3
Vehicle Extension (s)		4.3			4.3	4.3	5.5	5.5		5.5	5.5	5.5
Lane Grp Cap (vph)		102			104	101	465	2857		591	2888	1292
v/s Ratio Prot								0.20			c0.27	
v/s Ratio Perm		c0.00			0.00	0.00	0.02			0.09		0.00
v/c Ratio		0.07			0.02	0.00	0.02	0.24		0.10	0.32	0.00
Uniform Delay, d1		52.6			52.4	52.4	1.6	1.9		1.7	2.1	1.5
Progression Factor		1.00			1.00	1.00	0.98	0.98		0.15	0.26	0.03
Incremental Delay, d2		0.4			0.1	0.0	0.1	0.2		0.3	0.3	0.0
Delay (s)		53.0			52.5	52.4	1.6	2.1		0.6	0.8	0.0
Level of Service		D			D	D	A	A		A	A	A
Approach Delay (s)		53.0			52.4			2.1			0.8	
Approach LOS		D			D			A			A	





















### Intersection Summary

HCM Average Control Delay	2.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: Woodruff Industrial Lane & Woodruff Road

2015 AM  
7/6/2011


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	36	5	58	21	5	2	12	512	79	156	854	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.86		1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1561		1719	1742		1719	3369		1719	3418	
Flt Permitted	0.66	1.00		0.71	1.00		0.27	1.00		0.34	1.00	
Satd. Flow (perm)	1197	1561		1287	1742		493	3369		616	3418	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	40	6	64	23	6	2	13	569	88	173	949	39
RTOR Reduction (vph)	0	58	0	0	2	0	0	7	0	0	2	0
Lane Group Flow (vph)	40	12	0	23	6	0	13	650	0	173	986	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	17.2	11.6		14.4	10.2		73.3	70.7		86.2	77.6	
Effective Green, g (s)	17.2	11.6		14.4	10.2		73.3	70.7		86.2	77.6	
Actuated g/C Ratio	0.14	0.10		0.12	0.08		0.61	0.59		0.72	0.65	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	5.5		4.3	5.5	
Lane Grp Cap (vph)	196	151		170	148		328	1985		530	2210	
v/s Ratio Prot	c0.01	0.01		0.00	0.00		0.00	0.19		c0.03	c0.29	
v/s Ratio Perm	c0.02			0.01			0.02			0.21		
v/c Ratio	0.20	0.08		0.14	0.04		0.04	0.33		0.33	0.45	
Uniform Delay, d1	45.1	49.3		47.1	50.4		9.2	12.5		6.0	10.5	
Progression Factor	1.00	1.00		1.00	1.00		0.49	0.79		0.28	0.34	
Incremental Delay, d2	0.8	0.4		0.6	0.2		0.1	0.4		0.5	0.6	
Delay (s)	45.9	49.7		47.7	50.6		4.6	10.3		2.2	4.2	
Level of Service	D	D		D	D		A	B		A	A	
Approach Delay (s)		48.3			48.4			10.2			3.9	
Approach LOS		D			D			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			9.2			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			61.5%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 5: I-85 SB Ramps & Woodruff Road

2015 AM












7/6/2011

											
Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER
Lane Configurations											
Volume (vph)	346	0	232	0	509	82	464	813	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0		6.3	6.3	6.5	6.1			
Lane Util. Factor	0.97		0.88		0.95	1.00	1.00	0.95			
Frt	1.00		0.85		1.00	0.85	1.00	1.00			
Flt Protected	0.95		1.00		1.00	1.00	0.95	1.00			
Satd. Flow (prot)	3335		2707		3438	1538	1719	3438			
Flt Permitted	0.95		1.00		1.00	1.00	0.35	1.00			
Satd. Flow (perm)	3335		2707		3438	1538	636	3438			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	384	0	258	0	566	91	516	903	0	0	0
RTOR Reduction (vph)	0	0	214	0	0	48	0	0	0	0	0
Lane Group Flow (vph)	384	0	44	0	566	43	516	903	0	0	0
Turn Type	custom		custom			Perm	pm+pt				
Protected Phases					2		1	6			
Permitted Phases	4		4			2	6				
Actuated Green, G (s)	20.3		20.3		56.8	56.8	88.6	88.6			
Effective Green, g (s)	20.3		20.3		56.8	56.8	88.6	88.6			
Actuated g/C Ratio	0.17		0.17		0.47	0.47	0.74	0.74			
Clearance Time (s)	5.0		5.0		6.3	6.3	6.5	6.1			
Vehicle Extension (s)	4.3		4.3		4.3	4.3	4.3	4.3			
Lane Grp Cap (vph)	564		458		1627	728	696	2538			
v/s Ratio Prot					0.16		c0.16	0.26			
v/s Ratio Perm	c0.12		0.02			0.03	c0.39				
v/c Ratio	0.68		0.10		0.35	0.06	0.74	0.36			
Uniform Delay, d1	46.8		42.1		19.9	17.1	7.8	5.6			
Progression Factor	1.00		1.00		0.59	0.53	0.75	0.20			
Incremental Delay, d2	3.8		0.1		0.6	0.2	4.0	0.3			
Delay (s)	50.6		42.2		12.3	9.2	9.9	1.4			
Level of Service	D		D		B	A	A	A			
Approach Delay (s)		47.3			11.9			4.5		0.0	
Approach LOS		D			B			A		A	
Intersection Summary											
HCM Average Control Delay			16.4		HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72								
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				11.5		
Intersection Capacity Utilization			74.2%		ICU Level of Service				D		
Analysis Period (min)			15								
c Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 6: I-85 NB Ramps & Woodruff Road

2015 AM  
7/6/2011





















						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	331	583	698	157	0	946
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	6.5	6.5		6.5
Lane Util. Factor	0.97	1.00	0.95	1.00		0.95
Frt	1.00	0.85	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)	3335	1538	3438	1538		3438
Flt Permitted	0.95	1.00	1.00	1.00		1.00
Satd. Flow (perm)	3335	1538	3438	1538		3438
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	368	648	776	174	0	1051
RTOR Reduction (vph)	0	150	0	114	0	0
Lane Group Flow (vph)	368	498	776	60	0	1051
Turn Type	Perm		Perm			
Protected Phases	3		2			2 4
Permitted Phases		3		2		
Actuated Green, G (s)	49.4	49.4	41.5	41.5		58.5
Effective Green, g (s)	49.4	49.4	41.5	41.5		51.5
Actuated g/C Ratio	0.41	0.41	0.35	0.35		0.43
Clearance Time (s)	5.6	5.6	6.5	6.5		
Vehicle Extension (s)	4.3	4.3	4.3	4.3		
Lane Grp Cap (vph)	1373	633	1189	532		1475
v/s Ratio Prot	0.11		0.23			c0.31
v/s Ratio Perm		c0.32		0.04		
v/c Ratio	0.27	0.79	0.65	0.11		0.71
Uniform Delay, d1	23.3	30.7	33.2	26.7		28.2
Progression Factor	1.00	1.00	1.17	4.08		0.35
Incremental Delay, d2	0.2	7.0	2.5	0.4		1.7
Delay (s)	23.5	37.7	41.5	109.4		11.7
Level of Service	C	D	D	F		B
Approach Delay (s)	32.6		53.9			11.7
Approach LOS	C		D			B
<b>Intersection Summary</b>						
HCM Average Control Delay			32.0		HCM Level of Service	C
HCM Volume to Capacity ratio			0.74			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	18.6
Intersection Capacity Utilization			65.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

# HCM Signalized Intersection Capacity Analysis

## 7: Carolina Point Pkwy & Woodruff Road

2015 AM

7/6/2011

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	71	42	86	0	0	0	0	1116	165	123	875	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0					6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00					0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00					1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	1810	1538					3438	1538	1719	3438	1538
Flt Permitted	0.95	1.00	1.00					1.00	1.00	0.21	1.00	1.00
Satd. Flow (perm)	1719	1810	1538					3438	1538	381	3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	79	47	96	0	0	0	0	1240	183	137	972	629
RTOR Reduction (vph)	0	0	88	0	0	0	0	0	34	0	0	100
Lane Group Flow (vph)	79	47	8	0	0	0	0	1240	149	137	972	529
Turn Type	custom		Perm						Perm	Perm		
Protected Phases	4	4						2 3 6			2 3 6	
Permitted Phases	4		4						2 3 6	2 3 6		2 3 6
Actuated Green, G (s)	10.0	10.0	10.0					97.4	97.4	97.4	97.4	97.4
Effective Green, g (s)	10.0	10.0	10.0					97.4	97.4	97.4	97.4	97.4
Actuated g/C Ratio	0.08	0.08	0.08					0.81	0.81	0.81	0.81	0.81
Clearance Time (s)	7.0	7.0	7.0									
Vehicle Extension (s)	4.3	4.3	4.3									
Lane Grp Cap (vph)	143	151	128					2791	1248	309	2791	1248
v/s Ratio Prot	c0.05	0.03						c0.36			0.28	
v/s Ratio Perm			0.01						0.10	0.36		0.34
v/c Ratio	0.55	0.31	0.06					0.44	0.12	0.44	0.35	0.42
Uniform Delay, d1	52.8	51.8	50.7					3.3	2.4	3.3	3.0	3.2
Progression Factor	1.00	1.00	1.00					0.29	0.09	2.13	1.94	5.89
Incremental Delay, d2	6.2	1.9	0.3					0.1	0.0	1.0	0.1	0.2
Delay (s)	59.1	53.6	51.0					1.1	0.3	8.1	5.8	19.3
Level of Service	E	D	D					A	A	A	A	B
Approach Delay (s)		54.4			0.0			1.0			10.9	
Approach LOS		D			A			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			9.6			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				13.5		
Intersection Capacity Utilization			60.0%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 8: Woodruff Road & Market Point Drive

2015 AM

7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	1048	54	24	1468	60	33	1	34	27	1	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	5.8	6.1	6.1	6.1	5.8	5.8	6.1	5.8	5.8	5.8
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	1719	3438	1538	1719	1810	1538	3335	3438	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	1719	3438	1538	1719	1810	1538	3335	3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	111	1164	60	27	1631	67	37	1	38	30	1	70
RTOR Reduction (vph)	0	0	19	0	0	14	0	0	33	0	0	66
Lane Group Flow (vph)	111	1164	41	27	1631	53	37	1	5	30	1	4
Turn Type	Prot	pm+ov		Prot	Perm		Prot	pm+ov		Prot	Perm	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	8.5	75.8	82.7	6.2	73.5	73.5	6.9	10.0	16.2	4.2	7.3	7.3
Effective Green, g (s)	8.5	75.8	82.7	6.2	73.5	73.5	6.9	10.0	16.2	4.2	7.3	7.3
Actuated g/C Ratio	0.07	0.63	0.69	0.05	0.61	0.61	0.06	0.08	0.13	0.04	0.06	0.06
Clearance Time (s)	6.1	6.1	5.8	6.1	6.1	6.1	5.8	5.8	6.1	5.8	5.8	5.8
Vehicle Extension (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
Lane Grp Cap (vph)	236	2172	1060	89	2106	942	99	151	208	117	209	94
v/s Ratio Prot	0.03	c0.34	0.00	0.02	c0.47		c0.02	0.00	c0.00	0.01	0.00	
v/s Ratio Perm			0.02			0.03			0.00			c0.00
v/c Ratio	0.47	0.54	0.04	0.30	0.77	0.06	0.37	0.01	0.02	0.26	0.00	0.05
Uniform Delay, d1	53.6	12.3	6.0	54.8	17.1	9.3	54.5	50.4	45.0	56.4	52.9	53.1
Progression Factor	0.79	1.26	3.03	0.80	0.56	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.9	0.0	0.8	0.8	0.0	3.7	0.0	0.1	1.8	0.0	0.3
Delay (s)	44.4	16.4	18.1	44.6	10.4	6.5	58.2	50.5	45.1	58.2	53.0	53.4
Level of Service	D	B	B	D	B	A	E	D	D	E	D	D
Approach Delay (s)		18.8			10.8			51.6			54.8	
Approach LOS		B			B			D			D	

### Intersection Summary

HCM Average Control Delay	16.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	29.9
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			
























# HCM Signalized Intersection Capacity Analysis

## 9: Woodruff Road & Garlington Road

2015 AM

7/6/2011


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	773	116	103	1018	465	253	243	66	140	112	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	6.1		5.2	6.1		5.2	5.2		5.2	5.2	5.2
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1719	3371		1719	3276		1719	1752		1719	1810	1538
Flt Permitted	0.07	1.00		0.22	1.00		0.48	1.00		0.22	1.00	1.00
Satd. Flow (perm)	121	3371		391	3276		872	1752		402	1810	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	244	859	129	114	1131	517	281	270	73	156	124	312
RTOR Reduction (vph)	0	10	0	0	45	0	0	8	0	0	0	160
Lane Group Flow (vph)	244	978	0	114	1603	0	281	335	0	156	124	152
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	72.7	59.8		64.3	55.6		33.8	22.0		25.8	18.0	18.0
Effective Green, g (s)	72.7	59.8		64.3	55.6		33.8	22.0		25.8	18.0	18.0
Actuated g/C Ratio	0.61	0.50		0.54	0.46		0.28	0.18		0.22	0.15	0.15
Clearance Time (s)	5.2	6.1		5.2	6.1		5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	4.3
Lane Grp Cap (vph)	245	1680		306	1518		329	321		172	272	231
v/s Ratio Prot	c0.11	0.29		0.03	c0.49		c0.08	c0.19		0.06	0.07	
v/s Ratio Perm	0.50			0.17			0.16			0.14		0.10
v/c Ratio	1.00	0.58		0.37	1.06		0.85	1.04		0.91	0.46	0.66
Uniform Delay, d1	39.7	21.3		14.9	32.2		39.3	49.0		43.6	46.5	48.1
Progression Factor	2.07	0.18		0.49	0.61		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	52.2	1.3		0.8	35.7		19.9	61.9		43.6	1.9	7.7
Delay (s)	134.6	5.2		8.1	55.3		59.1	110.9		87.2	48.4	55.8
Level of Service	F	A		A	E		E	F		F	D	E
Approach Delay (s)		30.8			52.2			87.6			62.5	
Approach LOS		C			D			F			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			52.6			HCM Level of Service				D		
HCM Volume to Capacity ratio			1.11									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			26.9			
Intersection Capacity Utilization			97.8%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 10: Woodruff Road & I-385 SB Ramps

2015 AM

7/6/2011





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	830	149	64	1091	0	0	0	0	832	0	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6					5.7		5.7
Lane Util. Factor		0.95		1.00	0.95					0.97		1.00
Frt		0.98		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		3359		1719	3438					3335		1538
Flt Permitted		1.00		0.11	1.00					0.95		1.00
Satd. Flow (perm)		3359		199	3438					3335		1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	922	166	71	1212	0	0	0	0	924	0	550
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	0	23
Lane Group Flow (vph)	0	1076	0	71	1212	0	0	0	0	924	0	527
Turn Type				pm+pt						Prot		custom
Protected Phases		2		1	6					4		
Permitted Phases				6								4
Actuated Green, G (s)		49.8		60.9	60.9					46.8		46.8
Effective Green, g (s)		49.8		60.9	60.9					46.8		46.8
Actuated g/C Ratio		0.41		0.51	0.51					0.39		0.39
Clearance Time (s)		6.6		6.6	6.6					5.7		5.7
Vehicle Extension (s)		4.3		4.3	4.3					4.3		4.3
Lane Grp Cap (vph)		1394		158	1745					1301		600
v/s Ratio Prot		c0.32		0.02	c0.35					0.28		
v/s Ratio Perm				0.21								c0.34
v/c Ratio		0.77		0.45	0.69					0.71		0.88
Uniform Delay, d1		30.2		20.4	22.5					30.9		34.0
Progression Factor		0.56		0.26	0.42					1.01		1.01
Incremental Delay, d2		3.2		1.1	0.8					2.1		14.3
Delay (s)		20.0		6.5	10.2					33.3		48.6
Level of Service		C		A	B					C		D
Approach Delay (s)		20.0			10.0			0.0			39.0	
Approach LOS		C			B			A			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			24.0			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			18.9			
Intersection Capacity Utilization			114.8%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 11: Woodruff Road & I-385 NB Ramps

2015 AM

7/6/2011





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	605	1057	0	0	632	614	523	0	254	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1			6.1	6.1	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1719	3438			3438	1538	1719		1538			
Flt Permitted	0.15	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	263	3438			3438	1538	1719		1538			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	672	1174	0	0	702	682	581	0	282	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	436	0	0	59	0	0	0
Lane Group Flow (vph)	672	1174	0	0	702	246	581	0	223	0	0	0
Turn Type	pm+pt					Perm	Prot		custom			
Protected Phases	5	2			6		8					
Permitted Phases	2					6			8			
Actuated Green, G (s)	72.9	72.9			30.9	30.9	36.0		36.0			
Effective Green, g (s)	72.9	72.9			30.9	30.9	36.0		36.0			
Actuated g/C Ratio	0.61	0.61			0.26	0.26	0.30		0.30			
Clearance Time (s)	6.1	6.1			6.1	6.1	5.0		5.0			
Vehicle Extension (s)	4.3	4.3			4.3	4.3	4.3		4.3			
Lane Grp Cap (vph)	595	2089			885	396	516		461			
v/s Ratio Prot	c0.34	0.34			0.20		c0.34					
v/s Ratio Perm	c0.35					0.16			0.15			
v/c Ratio	1.13	0.56			0.79	0.62	1.13		0.48			
Uniform Delay, d1	32.2	14.0			41.6	39.4	42.0		34.4			
Progression Factor	1.03	0.67			0.82	1.21	1.00		1.00			
Incremental Delay, d2	72.7	0.8			5.8	5.7	79.0		1.3			
Delay (s)	105.8	10.1			39.8	53.4	121.0		35.7			
Level of Service	F	B			D	D	F		D			
Approach Delay (s)		45.0			46.5			93.1			0.0	
Approach LOS		D			D			F			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			55.6			HCM Level of Service			E			
HCM Volume to Capacity ratio			1.10									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			11.1			
Intersection Capacity Utilization			114.8%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 12: Woodruff Road & Commercial Drive

2015 AM

7/6/2011



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	1102	93	21	1099	44	85	5	7	78	20	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.5		5.5	5.5		5.3	5.4		5.4	5.4	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.91		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3398		1719	3418		1719	1654		1719	1604	
Flt Permitted	0.13	1.00		0.20	1.00		0.49	1.00		0.75	1.00	
Satd. Flow (perm)	230	3398		354	3418		891	1654		1354	1604	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	129	1224	103	23	1221	49	94	6	8	87	22	69
RTOR Reduction (vph)	0	5	0	0	2	0	0	6	0	0	61	0
Lane Group Flow (vph)	129	1322	0	23	1268	0	94	8	0	87	30	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	82.5	82.5		67.8	67.8		26.6	26.6		13.6	13.6	
Effective Green, g (s)	82.5	82.5		67.8	67.8		26.6	26.6		13.6	13.6	
Actuated g/C Ratio	0.69	0.69		0.56	0.56		0.22	0.22		0.11	0.11	
Clearance Time (s)	5.3	5.5		5.5	5.5		5.3	5.4		5.4	5.4	
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	
Lane Grp Cap (vph)	275	2336		200	1931		251	367		153	182	
v/s Ratio Prot	0.04	c0.39			c0.37		c0.02	0.00			0.02	
v/s Ratio Perm	0.29			0.06			0.06			c0.06		
v/c Ratio	0.47	0.57		0.12	0.66		0.37	0.02		0.57	0.16	
Uniform Delay, d1	12.1	9.6		12.1	18.0		38.6	36.5		50.4	48.1	
Progression Factor	1.51	0.39		0.13	0.16		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.8		1.0	1.6		1.5	0.0		6.4	0.7	
Delay (s)	20.0	4.5		2.7	4.4		40.1	36.6		56.8	48.7	
Level of Service	B	A		A	A		D	D		E	D	
Approach Delay (s)		5.9			4.4			39.6			52.7	
Approach LOS		A			A			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			9.2			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			21.7			
Intersection Capacity Utilization			71.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 13: Woodruff Road & Smith Hines Road

2015 AM




















7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	1017	164	124	1088	1	74	1	104	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.0	6.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.92			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1719	3367		1719	3438			1633			1667	
Flt Permitted	0.21	1.00		0.18	1.00			0.86			0.96	
Satd. Flow (perm)	376	3367		331	3438			1441			1621	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	1130	182	138	1209	1	82	1	116	1	1	2
RTOR Reduction (vph)	0	10	0	0	0	0	0	44	0	0	2	0
Lane Group Flow (vph)	7	1302	0	138	1210	0	0	155	0	0	2	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	91.1	91.1		91.4	91.4			17.6			17.6	
Effective Green, g (s)	91.1	91.1		91.4	91.4			17.6			17.6	
Actuated g/C Ratio	0.76	0.76		0.76	0.76			0.15			0.15	
Clearance Time (s)	6.3	6.3		6.0	6.0			5.0			5.0	
Vehicle Extension (s)	4.3	4.3		4.3	4.3			4.3			4.3	
Lane Grp Cap (vph)	285	2556		252	2619			211			238	
v/s Ratio Prot	0.39			0.35								
v/s Ratio Perm	0.02			c0.42				c0.11			0.00	
v/c Ratio	0.02	0.51		0.55	0.46			0.74			0.01	
Uniform Delay, d1	3.5	5.7		5.8	5.3			49.0			43.8	
Progression Factor	0.12	0.09		0.87	0.60			1.00			1.00	
Incremental Delay, d2	0.1	0.6		0.8	0.1			13.8			0.0	
Delay (s)	0.6	1.1		5.9	3.2			62.8			43.8	
Level of Service	A	A		A	A			E			D	
Approach Delay (s)	1.1			3.5				62.8			43.8	
Approach LOS	A			A				E			D	
Intersection Summary												
HCM Average Control Delay	6.6			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.58											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)			11.0					
Intersection Capacity Utilization	90.0%			ICU Level of Service			E					
Analysis Period (min)	15											
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 14: Woodruff Road & Walmart Driveway

2015 AM  
7/6/2011























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	1445	17	14	3250	83	49	2	25	84	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.0	5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.86			0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	
Satd. Flow (prot)	1719	3432		1719	3425		1719	1556			1711	
Flt Permitted	0.04	1.00		0.14	1.00		0.77	1.00			0.73	
Satd. Flow (perm)	81	3432		250	3425		1395	1556			1296	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	1606	19	16	3611	92	54	2	28	93	1	9
RTOR Reduction (vph)	0	0	0	0	1	0	0	24	0	0	3	0
Lane Group Flow (vph)	23	1625	0	16	3702	0	54	6	0	0	100	0
Turn Type	pm+pt			Perm			Perm			Perm		
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	93.0	93.0		82.6	82.6		15.7	15.7			15.7	
Effective Green, g (s)	93.0	93.0		82.6	82.6		15.7	15.7			15.7	
Actuated g/C Ratio	0.78	0.78		0.69	0.69		0.13	0.13			0.13	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.0	5.0			5.0	
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	4.3			4.3	
Lane Grp Cap (vph)	119	2660		172	2358		183	204			170	
v/s Ratio Prot	0.01	c0.47			c1.08			0.00				
v/s Ratio Perm	0.14			0.06			0.04				c0.08	
v/c Ratio	0.19	0.61		0.09	1.57		0.30	0.03			0.59	
Uniform Delay, d1	33.5	5.8		6.2	18.7		47.1	45.5			49.1	
Progression Factor	1.52	1.33		0.55	0.53		1.00	1.00			1.00	
Incremental Delay, d2	1.2	1.0		0.5	257.4		1.4	0.1			6.5	
Delay (s)	52.1	8.7		3.9	267.2		48.6	45.6			55.6	
Level of Service	D	A		A	F		D	D			E	
Approach Delay (s)		9.3			266.1			47.5			55.6	
Approach LOS		A			F			D			E	
<b>Intersection Summary</b>												
HCM Average Control Delay		182.7			HCM Level of Service			F				
HCM Volume to Capacity ratio		1.40										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			17.6				
Intersection Capacity Utilization		113.8%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 15: Woodruff Road & Verdin Road

2015 AM




















7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	746	20	94	2081	54	337	247	27	47	200	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.2	5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	3425		1719	3425		1719	1810	1538	1719	1738	
Flt Permitted	0.06	1.00		0.29	1.00		0.19	1.00	1.00	0.59	1.00	
Satd. Flow (perm)	102	3425		516	3425		341	1810	1538	1069	1738	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	829	22	104	2312	60	374	274	30	52	222	79
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	21	0	10	0
Lane Group Flow (vph)	44	849	0	104	2370	0	374	274	10	52	291	0
Turn Type	Perm			Perm			pm+pt			Perm	Perm	
Protected Phases	2			6			3		8		4	
Permitted Phases	2			6			8		8		4	
Actuated Green, G (s)	70.7	70.7		70.7	70.7		38.0	38.0	38.0	15.8	15.8	
Effective Green, g (s)	70.7	70.7		70.7	70.7		38.0	38.0	38.0	15.8	15.8	
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.32	0.32	0.32	0.13	0.13	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.2	5.0	5.0	5.2	5.2	
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	
Lane Grp Cap (vph)	60	2018		304	2018		301	573	487	141	229	
v/s Ratio Prot		0.25			c0.69		c0.17	0.15			0.17	
v/s Ratio Perm	0.43			0.20			c0.22		0.01	0.05		
v/c Ratio	0.73	0.42		0.34	1.17		1.24	0.48	0.02	0.37	1.27	
Uniform Delay, d1	17.8	13.5		12.7	24.6		35.9	33.0	28.2	47.5	52.1	
Progression Factor	0.72	0.81		0.58	0.69		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	47.9	0.5		1.8	82.0		134.1	1.0	0.0	2.6	150.8	
Delay (s)	60.8	11.4		9.2	99.0		170.0	34.0	28.2	50.1	202.9	
Level of Service	E	B		A	F		F	C	C	D	F	
Approach Delay (s)		13.8			95.2			108.8			180.4	
Approach LOS		B			F			F			F	
Intersection Summary												
HCM Average Control Delay			87.6	HCM Level of Service			F					
HCM Volume to Capacity ratio			1.18									
Actuated Cycle Length (s)			120.0	Sum of lost time (s)			11.5					
Intersection Capacity Utilization			125.4%	ICU Level of Service			H					
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 16: Woodruff Road & Butler Road

2015 AM  
7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	708	52	533	1893	1	162	28	390	22	29	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3		6.3	6.3			5.0	6.3	5.0	5.0	
Lane Util. Factor		0.95		1.00	0.95			1.00	1.00	1.00	1.00	
Frt		0.99		1.00	1.00			1.00	0.85	1.00	0.97	
Flt Protected		1.00		0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)		3402		1719	3438			1735	1538	1719	1750	
Flt Permitted		0.93		0.18	1.00			0.73	1.00	0.40	1.00	
Satd. Flow (perm)		3153		328	3438			1318	1538	733	1750	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	787	58	592	2103	1	180	31	433	24	32	9
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	37	0	7	0
Lane Group Flow (vph)	0	847	0	592	2104	0	0	211	396	24	34	0
Turn Type	Perm			pm+pt			Perm		pm+ov		Perm	
Protected Phases		2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)		46.9		86.2	86.2			22.5	55.5	22.5	22.5	
Effective Green, g (s)		46.9		86.2	86.2			22.5	55.5	22.5	22.5	
Actuated g/C Ratio		0.39		0.72	0.72			0.19	0.46	0.19	0.19	
Clearance Time (s)		6.3		6.3	6.3			5.0	6.3	5.0	5.0	
Vehicle Extension (s)		4.3		4.3	4.3			4.3	4.3	4.3	4.3	
Lane Grp Cap (vph)		1232		618	2470			247	711	137	328	
v/s Ratio Prot				c0.26	0.61				0.15		0.02	
v/s Ratio Perm		0.27		c0.43				c0.16	0.10	0.03		
v/c Ratio		0.69		0.96	0.85			0.85	0.56	0.18	0.10	
Uniform Delay, d1		30.4		26.9	12.3			47.2	23.3	41.0	40.4	
Progression Factor		0.87		1.24	0.67			1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.9		4.5	0.4			25.0	1.3	1.0	0.2	
Delay (s)		29.5		37.9	8.6			72.2	24.6	41.9	40.6	
Level of Service		C		D	A			E	C	D	D	
Approach Delay (s)		29.5			15.1			40.2			41.1	
Approach LOS		C			B			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			22.2			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			11.3			
Intersection Capacity Utilization			109.1%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												





















# HCM Signalized Intersection Capacity Analysis

## 17: Woodruff Road & Bell Road

2015 AM
























7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	1105	90	28	2672	17	139	1	34	14	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2		6.2	6.2			5.4			5.4	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.97			0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.99	
Satd. Flow (prot)	1719	3399		1719	3435			1694			1600	
Flt Permitted	0.04	1.00		0.18	1.00			0.69			0.95	
Satd. Flow (perm)	78	3399		329	3435			1218			1532	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1228	100	31	2969	19	154	1	38	16	1	66
RTOR Reduction (vph)	0	5	0	0	0	0	0	7	0	0	4	0
Lane Group Flow (vph)	28	1323	0	31	2988	0	0	186	0	0	79	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	92.8	92.8		92.8	92.8			15.6			15.6	
Effective Green, g (s)	92.8	92.8		92.8	92.8			15.6			15.6	
Actuated g/C Ratio	0.77	0.77		0.77	0.77			0.13			0.13	
Clearance Time (s)	6.2	6.2		6.2	6.2			5.4			5.4	
Vehicle Extension (s)	4.3	4.3		4.3	4.3			4.3			4.3	
Lane Grp Cap (vph)	60	2629		254	2656			158			199	
v/s Ratio Prot	0.39			c0.87								
v/s Ratio Perm	0.36			0.09				c0.15			0.05	
v/c Ratio	0.47	0.50		0.12	1.12			1.18			0.40	
Uniform Delay, d1	4.8	5.0		3.4	13.6			52.2			47.9	
Progression Factor	1.79	1.29		0.73	0.54			1.00			1.00	
Incremental Delay, d2	20.0	0.6		0.4	58.3			127.3			2.0	
Delay (s)	28.6	7.1		2.8	65.7			179.5			49.9	
Level of Service	C	A		A	E			F			D	
Approach Delay (s)	7.5			65.1				179.5			49.9	
Approach LOS	A			E				F			D	
Intersection Summary												
HCM Average Control Delay			52.8	HCM Level of Service			D					
HCM Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			120.0	Sum of lost time (s)			11.6					
Intersection Capacity Utilization			100.6%	ICU Level of Service			G					
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 18: Woodruff Road & SC 14

2015 AM  
7/6/2011
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	598	92	50	1477	199	369	384	132	132	229	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3	5.0	6.3	6.3		5.0	5.0	6.3	5.0	5.0	6.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3438	1538	1719	3377		1719	1810	1538	1719	1810	1538
Flt Permitted	0.07	1.00	1.00	0.35	1.00		0.20	1.00	1.00	0.27	1.00	1.00
Satd. Flow (perm)	127	3438	1538	627	3377		362	1810	1538	483	1810	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	168	664	102	56	1641	221	410	427	147	147	254	354
RTOR Reduction (vph)	0	0	38	0	9	0	0	0	88	0	0	14
Lane Group Flow (vph)	168	664	64	56	1853	0	410	427	59	147	254	340
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	65.9	57.2	75.2	62.9	55.7		38.0	26.0	33.2	22.0	15.0	23.7
Effective Green, g (s)	65.9	57.2	75.2	62.9	55.7		38.0	26.0	33.2	22.0	15.0	23.7
Actuated g/C Ratio	0.55	0.48	0.63	0.52	0.46		0.32	0.22	0.28	0.18	0.12	0.20
Clearance Time (s)	6.3	6.3	5.0	6.3	6.3		5.0	5.0	6.3	5.0	5.0	6.3
Vehicle Extension (s)	4.3	4.3	4.3	4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
Lane Grp Cap (vph)	185	1639	964	394	1567		318	392	426	161	226	304
v/s Ratio Prot	0.07	0.19	0.01	0.01	c0.55		c0.19	0.24	0.01	0.05	0.14	c0.08
v/s Ratio Perm	0.43		0.03	0.07			c0.21		0.03	0.11		0.14
v/c Ratio	0.91	0.41	0.07	0.14	1.18		1.29	1.09	0.14	0.91	1.12	1.12
Uniform Delay, d1	33.6	20.4	8.7	14.3	32.1		36.1	47.0	32.6	46.6	52.5	48.1
Progression Factor	1.47	0.94	0.06	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.8	0.6	0.0	0.3	89.1		151.8	71.6	0.2	47.1	97.2	87.8
Delay (s)	87.2	19.7	0.5	14.5	121.3		187.9	118.6	32.9	93.7	149.7	135.9
Level of Service	F	B	A	B	F		F	F	C	F	F	F
Approach Delay (s)		29.7			118.1			134.7			132.4	
Approach LOS		C			F			F			F	
<b>Intersection Summary</b>												
HCM Average Control Delay			106.0			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.19									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			17.6			
Intersection Capacity Utilization			106.9%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 19: E Parkins Mill Road & US 276

2015 AM

7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	100	49	136	23	103	97	1419	75	84	1240	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3269		3335	1810	1538	1719	4940	1538	3335	4940	1538
Flt Permitted	0.73	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1327	3269		3335	1810	1538	1719	4940	1538	3335	4940	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	117	111	54	151	26	114	108	1577	83	93	1378	99
RTOR Reduction (vph)	0	48	0	0	0	102	0	0	40	0	0	45
Lane Group Flow (vph)	117	117	0	151	26	12	108	1577	43	93	1378	54
Turn Type	pm+pt			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8					4			6			2
Actuated Green, G (s)	20.7	10.4		10.2	10.3	10.3	11.6	51.6	51.6	6.9	46.9	46.9
Effective Green, g (s)	20.7	10.4		10.2	10.3	10.3	11.6	51.6	51.6	6.9	46.9	46.9
Actuated g/C Ratio	0.21	0.10		0.10	0.10	0.10	0.12	0.52	0.52	0.07	0.47	0.47
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	4.3	4.9		4.3	4.9	4.9	4.3	4.9	4.9	4.3	4.9	4.9
Lane Grp Cap (vph)	315	340		340	186	158	199	2546	793	230	2315	721
v/s Ratio Prot	0.04	0.04		c0.05	0.01		c0.06	c0.32		0.03	0.28	
v/s Ratio Perm	c0.04					0.01			0.03			0.04
v/c Ratio	0.37	0.34		0.44	0.14	0.07	0.54	0.62	0.05	0.40	0.60	0.08
Uniform Delay, d1	33.8	41.7		42.3	40.9	40.6	41.7	17.3	12.1	44.6	19.6	14.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	1.2		1.5	0.7	0.4	4.2	0.6	0.1	1.8	0.6	0.1
Delay (s)	35.0	42.9		43.7	41.6	41.0	45.9	17.9	12.1	46.5	20.2	14.7
Level of Service	C	D		D	D	D	D	B	B	D	C	B
Approach Delay (s)		39.6			42.5			19.3			21.4	
Approach LOS		D			D			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.4				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			100.1				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			58.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 20: Duvall Drive & US 276

2015 AM  
7/6/2011



























Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	346	96	1198	227	104	1245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.3		6.3	6.3
Lane Util. Factor	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1719	1538	4822		1719	4940
Flt Permitted	0.95	1.00	1.00		0.12	1.00
Satd. Flow (perm)	1719	1538	4822		221	4940
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	384	107	1331	252	116	1383
RTOR Reduction (vph)	0	38	42	0	0	0
Lane Group Flow (vph)	384	69	1541	0	116	1383
Turn Type	Perm				Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	15.0	15.0	37.7		37.7	37.7
Effective Green, g (s)	15.0	15.0	37.7		37.7	37.7
Actuated g/C Ratio	0.23	0.23	0.58		0.58	0.58
Clearance Time (s)	6.0	6.0	6.3		6.3	6.3
Vehicle Extension (s)	4.9	4.9	4.9		4.9	4.9
Lane Grp Cap (vph)	397	355	2797		128	2865
v/s Ratio Prot	c0.22		0.32			0.28
v/s Ratio Perm		0.04			c0.52	
v/c Ratio	0.97	0.19	0.55		0.91	0.48
Uniform Delay, d1	24.8	20.1	8.4		12.1	8.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	36.7	0.5	0.4		53.6	0.3
Delay (s)	61.5	20.7	8.8		65.7	8.2
Level of Service	E	C	A		E	A
Approach Delay (s)	52.6		8.8			12.7
Approach LOS	D		A			B
<b>Intersection Summary</b>						
HCM Average Control Delay			16.4		HCM Level of Service	B
HCM Volume to Capacity ratio			0.92			
Actuated Cycle Length (s)			65.0		Sum of lost time (s)	12.3
Intersection Capacity Utilization			76.2%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

# HCM Signalized Intersection Capacity Analysis

## 23: US 276 & Millennium Blvd

2015 AM

7/6/2011





















												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	102	1205	210	24	1680	57	71	75	61	4	14	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.5	6.5	6.5	6.0	6.0		6.0	6.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1719	3438	1538	1719	3438	1538	3335	3206		1719	1810	2707
Flt Permitted	0.05	1.00	1.00	0.18	1.00	1.00	0.95	1.00		0.91	1.00	1.00
Satd. Flow (perm)	95	3438	1538	317	3438	1538	3335	3206		1645	1810	2707
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	113	1339	233	27	1867	63	79	83	68	4	16	42
RTOR Reduction (vph)	0	0	68	0	0	21	0	63	0	0	0	37
Lane Group Flow (vph)	113	1339	165	27	1867	42	79	88	0	4	16	5
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot			pm+pt		pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases	2		2	6		6				4		4
Actuated Green, G (s)	102.3	94.3	94.3	91.8	88.3	88.3	8.0	9.4		7.4	4.4	14.4
Effective Green, g (s)	102.3	94.3	94.3	91.8	88.3	88.3	8.0	9.4		7.4	4.4	14.4
Actuated g/C Ratio	0.77	0.71	0.71	0.69	0.66	0.66	0.06	0.07		0.06	0.03	0.11
Clearance Time (s)	4.0	6.5	6.5	4.5	6.5	6.5	6.0	6.0		6.0	6.0	4.0
Vehicle Extension (s)	4.3	4.9	4.9	4.3	4.9	4.9	4.3	6.4		4.3	6.4	4.3
Lane Grp Cap (vph)	195	2434	1089	255	2279	1020	200	226		93	60	293
v/s Ratio Prot	c0.04	0.39		0.00	c0.54		c0.02	c0.03		0.00	0.01	0.00
v/s Ratio Perm	0.40		0.11	0.07		0.03				0.00		0.00
v/c Ratio	0.58	0.55	0.15	0.11	0.82	0.04	0.40	0.39		0.04	0.27	0.02
Uniform Delay, d1	27.5	9.3	6.4	7.2	16.6	7.8	60.3	59.2		59.5	62.8	53.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.4	0.4	0.1	0.3	2.7	0.0	2.0	3.4		0.3	7.3	0.0
Delay (s)	32.9	9.8	6.5	7.5	19.3	7.8	62.3	62.6		59.8	70.1	53.1
Level of Service	C	A	A	A	B	A	E	E		E	E	D
Approach Delay (s)		10.9			18.8			62.5			57.9	
Approach LOS		B			B			E			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			18.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			133.2			Sum of lost time (s)			22.5			
Intersection Capacity Utilization			75.5%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 24: Pelham Road & The Parkway

2015 AM

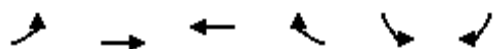
7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	936	955	0	1657	774	0	0	0	276	502	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8		5.8	5.3				5.3	5.3	5.3
Lane Util. Factor	0.97	0.95	1.00		0.95	1.00				1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00				0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538		3438	1538				1719	1810	1538
Flt Permitted	0.95	1.00	1.00		1.00	1.00				0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538		3438	1538				1719	1810	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	260	1040	1061	0	1841	860	0	0	0	307	558	200
RTOR Reduction (vph)	0	0	30	0	0	2	0	0	0	0	0	110
Lane Group Flow (vph)	260	1040	1031	0	1841	858	0	0	0	307	558	90
Turn Type	Prot		Perm	Perm		custom				Perm		Perm
Protected Phases	5	2			6	4					4	
Permitted Phases			2	6		6				4		4
Actuated Green, G (s)	9.8	78.2	78.2		62.6	98.3				35.7	35.7	35.7
Effective Green, g (s)	9.8	78.2	78.2		62.6	98.3				35.7	35.7	35.7
Actuated g/C Ratio	0.08	0.63	0.63		0.50	0.79				0.29	0.29	0.29
Clearance Time (s)	5.8	5.8	5.8		5.8	5.3				5.3	5.3	5.3
Vehicle Extension (s)	4.3	4.3	4.3		4.3	4.3				4.3	4.3	4.3
Lane Grp Cap (vph)	261	2151	962		1722	1209				491	517	439
v/s Ratio Prot	0.08	0.30			0.54	0.20					c0.31	
v/s Ratio Perm			c0.67			0.36				0.18		0.06
v/c Ratio	1.00	0.48	1.07		1.07	0.71				0.63	1.08	0.20
Uniform Delay, d1	57.6	12.6	23.4		31.2	6.4				38.8	44.6	33.9
Progression Factor	1.00	1.00	1.00		0.83	0.86				1.00	1.00	1.00
Incremental Delay, d2	54.4	0.8	50.1		35.2	0.6				3.0	62.7	0.4
Delay (s)	112.0	13.3	73.5		61.2	6.2				41.8	107.3	34.2
Level of Service	F	B	E		E	A				D	F	C
Approach Delay (s)		51.2			43.7			0.0			74.7	
Approach LOS		D			D			A			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			52.0		HCM Level of Service					D		
HCM Volume to Capacity ratio			1.07									
Actuated Cycle Length (s)			125.0		Sum of lost time (s)					11.1		
Intersection Capacity Utilization			145.4%		ICU Level of Service					H		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 25: Pelham Road & I-85 SB off ramp

2015 AM  
7/6/2011









Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑↑
Volume (vph)	0	1212	1222	0	649	1209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6		5.3	5.3
Lane Util. Factor		0.95	0.95		1.00	0.88
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3438	3438		1719	2707
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3438	3438		1719	2707
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1347	1358	0	721	1343
RTOR Reduction (vph)	0	0	0	0	0	11
Lane Group Flow (vph)	0	1347	1358	0	721	1332
Turn Type					Perm	
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		51.8	51.8		62.3	62.3
Effective Green, g (s)		51.8	51.8		62.3	62.3
Actuated g/C Ratio		0.41	0.41		0.50	0.50
Clearance Time (s)		5.6	5.6		5.3	5.3
Vehicle Extension (s)		4.3	4.3		4.3	4.3
Lane Grp Cap (vph)		1425	1425		857	1349
v/s Ratio Prot		0.39	c0.39		0.42	
v/s Ratio Perm						c0.49
v/c Ratio		0.95	0.95		0.84	0.99
Uniform Delay, d1		35.2	35.4		27.1	31.0
Progression Factor		0.95	0.77		1.00	1.00
Incremental Delay, d2		12.5	13.1		8.0	21.4
Delay (s)		46.0	40.4		35.0	52.3
Level of Service		D	D		D	D
Approach Delay (s)		46.0	40.4		46.3	
Approach LOS		D	D		D	
<b>Intersection Summary</b>						
HCM Average Control Delay			44.5		HCM Level of Service	D
HCM Volume to Capacity ratio			0.97			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	10.9
Intersection Capacity Utilization			122.0%		ICU Level of Service	H
Analysis Period (min)			15			
c Critical Lane Group						

# HCM Signalized Intersection Capacity Analysis

## 26: Pelham Road & I-85 NB off ramp

2015 AM  
7/6/2011




















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↔	↔
Volume (vph)	1110	0	0	647	910	948
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8			5.8	5.0	5.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3438			3438	3335	1538
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3438			3438	3335	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1233	0	0	719	1011	1053
RTOR Reduction (vph)	0	0	0	0	0	3
Lane Group Flow (vph)	1233	0	0	719	1011	1050
Turn Type					Perm	
Protected Phases	2			6	8	
Permitted Phases						8
Actuated Green, G (s)	42.2			42.2	72.0	72.0
Effective Green, g (s)	42.2			42.2	72.0	72.0
Actuated g/C Ratio	0.34			0.34	0.58	0.58
Clearance Time (s)	5.8			5.8	5.0	5.0
Vehicle Extension (s)	4.3			4.3	4.3	4.3
Lane Grp Cap (vph)	1161			1161	1921	886
v/s Ratio Prot	c0.36			0.21	0.30	
v/s Ratio Perm						c0.68
v/c Ratio	1.06			0.62	0.53	1.19
Uniform Delay, d1	41.4			34.7	16.1	26.5
Progression Factor	1.26			0.90	1.00	1.00
Incremental Delay, d2	36.1			2.0	0.4	94.7
Delay (s)	88.1			33.2	16.5	121.2
Level of Service	F			C	B	F
Approach Delay (s)	88.1			33.2	69.9	
Approach LOS	F			C	E	
<b>Intersection Summary</b>						
HCM Average Control Delay			68.9		HCM Level of Service	E
HCM Volume to Capacity ratio			1.14			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	10.8
Intersection Capacity Utilization			135.4%		ICU Level of Service	H
Analysis Period (min)			15			
c Critical Lane Group						



# HCM Signalized Intersection Capacity Analysis

## 27: Pelham Road & Boland Court

2015 AM  
7/6/2011






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	1425	600	141	869	8	305	2	148	26	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7		6.7	6.7			6.3	6.3		6.3	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.96		1.00	1.00			1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1719	3285		1719	3433			1724	1538		1682	
Flt Permitted	0.29	1.00		0.05	1.00			0.69	1.00		0.47	
Satd. Flow (perm)	532	3285		97	3433			1258	1538		814	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	37	1583	667	157	966	9	339	2	164	29	2	13
RTOR Reduction (vph)	0	37	0	0	1	0	0	0	106	0	10	0
Lane Group Flow (vph)	37	2213	0	157	974	0	0	341	58	0	34	0
Turn Type	Perm			pm+pt			Perm			Perm	Perm	
Protected Phases	2			1		6	8			8		4
Permitted Phases	2			6			8			8	4	
Actuated Green, G (s)	68.3	68.3		83.3	83.3			28.7	28.7		28.7	
Effective Green, g (s)	68.3	68.3		83.3	83.3			28.7	28.7		28.7	
Actuated g/C Ratio	0.55	0.55		0.67	0.67			0.23	0.23		0.23	
Clearance Time (s)	6.7	6.7		6.7	6.7			6.3	6.3		6.3	
Vehicle Extension (s)	4.9	4.9		4.3	4.9			4.3	4.3		4.3	
Lane Grp Cap (vph)	291	1795		172	2288			289	353		187	
v/s Ratio Prot	c0.67			c0.06		0.28						
v/s Ratio Perm	0.07			0.55			c0.27		0.04			0.04
v/c Ratio	0.13	1.23		0.91	0.43			1.18	0.17		0.18	
Uniform Delay, d1	13.8	28.4		40.4	9.7			48.1	38.6		38.7	
Progression Factor	0.63	0.55		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.1	105.2		45.1	0.6			110.8	0.4		0.7	
Delay (s)	8.7	120.9		85.5	10.3			159.0	38.9		39.5	
Level of Service	A	F		F	B			F	D		D	
Approach Delay (s)	119.1			20.7			120.0			39.5		
Approach LOS	F			C			F			D		
Intersection Summary												
HCM Average Control Delay			90.2		HCM Level of Service				F			
HCM Volume to Capacity ratio			1.20									
Actuated Cycle Length (s)			125.0		Sum of lost time (s)				19.7			
Intersection Capacity Utilization			106.5%		ICU Level of Service				G			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 28: Forsythia Dr & E Butler Road

2015 AM

7/6/2011


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	0	16	16	0	118	2	978	11	41	882	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.88		1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1719	1538		1585		1719	3432		1719	3432	
Flt Permitted		0.66	1.00		0.96		0.26	1.00		0.26	1.00	
Satd. Flow (perm)		1198	1538		1529		470	3432		470	3432	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	21	0	18	18	0	131	2	1087	12	46	980	11
RTOR Reduction (vph)	0	0	13	0	14	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	21	5	0	135	0	2	1097	0	46	989	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		9.7	9.7		9.7		15.4	15.4		15.4	15.4	
Effective Green, g (s)		9.7	9.7		9.7		15.4	15.4		15.4	15.4	
Actuated g/C Ratio		0.26	0.26		0.26		0.42	0.42		0.42	0.42	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.3	4.3		4.3		4.3	4.3		4.3	4.3	
Lane Grp Cap (vph)		313	402		400		195	1425		195	1425	
v/s Ratio Prot								c0.32				0.29
v/s Ratio Perm		0.02	0.00		c0.09		0.00			0.10		
v/c Ratio		0.07	0.01		0.34		0.01	0.77		0.24	0.69	
Uniform Delay, d1		10.3	10.1		11.1		6.4	9.3		7.0	8.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1	0.0		0.8		0.0	2.8		1.0	1.7	
Delay (s)		10.4	10.2		11.9		6.4	12.2		8.0	10.6	
Level of Service		B	B		B		A	B		A	B	
Approach Delay (s)		10.3			11.9			12.1			10.5	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			11.4			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			37.1			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			58.9%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 30: E Butler Road & I-385 SB Ramps

2015 AM

7/6/2011





















												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	1052	65	179	714	0	557	0	245	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0			
Lane Util. Factor		0.95		1.00	0.95			1.00	1.00			
Flt		0.99		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3408		1719	3438			1719	1538			
Flt Permitted		1.00		0.07	1.00			0.95	1.00			
Satd. Flow (perm)		3408		134	3438			1719	1538			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1169	72	199	793	0	619	0	272	0	0	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	99	0	0	0
Lane Group Flow (vph)	0	1238	0	199	793	0	0	619	173	0	0	0
Turn Type				pm+pt			Perm		Perm			
Protected Phases				1	6			4				
Permitted Phases		2		6			4		4			
Actuated Green, G (s)		48.0		68.5	68.5			47.7	47.7			
Effective Green, g (s)		48.0		68.5	68.5			47.7	47.7			
Actuated g/C Ratio		0.37		0.53	0.53			0.37	0.37			
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0			
Vehicle Extension (s)		4.3		4.3	4.3			4.3	4.3			
Lane Grp Cap (vph)		1276		251	1837			640	572			
v/s Ratio Prot				c0.09	0.23							
v/s Ratio Perm		c0.36		0.33				0.36	0.11			
v/c Ratio		0.97		0.79	0.43			0.97	0.30			
Uniform Delay, d1		39.4		35.4	18.1			39.5	28.5			
Progression Factor		1.00		1.00	1.00			1.00	1.00			
Incremental Delay, d2		18.5		17.0	0.3			27.5	0.5			
Delay (s)		57.9		52.3	18.3			67.0	29.0			
Level of Service		E		D	B			E	C			
Approach Delay (s)		57.9			25.1			55.4			0.0	
Approach LOS		E			C			E			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			46.8			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			128.2			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			86.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 31: E Butler Road & I-385 NB Ramps

2015 AM

7/6/2011
























												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		 			 							
Volume (vph)	413	1196	0	0	875	512	0	0	0	18	0	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0				6.0		6.0
Lane Util. Factor	1.00	0.95			0.95	1.00				1.00		1.00
Frt	1.00	1.00			1.00	0.85				1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95		1.00
Satd. Flow (prot)	1719	3438			3438	1538				1719		1538
Flt Permitted	0.11	1.00			1.00	1.00				0.95		1.00
Satd. Flow (perm)	204	3438			3438	1538				1719		1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	459	1329	0	0	972	569	0	0	0	20	0	338
RTOR Reduction (vph)	0	0	0	0	0	335	0	0	0	0	0	63
Lane Group Flow (vph)	459	1329	0	0	972	234	0	0	0	20	0	275
Turn Type	pm+pt				custom				custom			custom
Protected Phases	5	2										8
Permitted Phases	2				6	6				8		
Actuated Green, G (s)	81.8	81.8			43.1	43.1				25.6		25.6
Effective Green, g (s)	81.8	81.8			43.1	43.1				25.6		25.6
Actuated g/C Ratio	0.69	0.69			0.36	0.36				0.21		0.21
Clearance Time (s)	6.0	6.0			6.0	6.0				6.0		6.0
Vehicle Extension (s)	4.3	4.3			4.3	4.3				4.3		4.3
Lane Grp Cap (vph)	555	2355			1241	555				369		330
v/s Ratio Prot	c0.23	0.39										c0.18
v/s Ratio Perm	c0.34				0.28	0.15				0.01		
v/c Ratio	0.83	0.56			0.78	0.42				0.05		0.83
Uniform Delay, d1	29.3	9.7			34.0	28.8				37.3		44.9
Progression Factor	1.00	1.00			1.00	1.00				1.00		1.00
Incremental Delay, d2	10.5	0.4			3.6	0.8				0.1		17.4
Delay (s)	39.8	10.1			37.6	29.6				37.4		62.2
Level of Service	D	B			D	C				D		E
Approach Delay (s)		17.7			34.6			0.0			60.8	
Approach LOS		B			C			A			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			29.0				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			119.4				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			86.9%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 34: Frontage Road & Roper Mountain Road

2015 AM

7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	61	94	69	14	11	526	766	647	61	1087	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	1645		1633	1664	1538	1719	3438	1538	1719	3427	
Flt Permitted	0.95	1.00		0.95	0.97	1.00	0.10	1.00	1.00	0.33	1.00	
Satd. Flow (perm)	1719	1645		1633	1664	1538	172	3438	1538	601	3427	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	68	104	77	16	12	584	851	719	68	1208	26
RTOR Reduction (vph)	0	55	0	0	0	12	0	0	182	0	1	0
Lane Group Flow (vph)	2	117	0	46	47	0	584	851	537	68	1233	0
Turn Type	Split			Split		Perm	pm+pt		Perm	Perm		
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases						8	2		2	6		
Actuated Green, G (s)	8.0	8.0		4.0	4.0	4.0	70.0	70.0	70.0	36.0	36.0	
Effective Green, g (s)	8.0	8.0		4.0	4.0	4.0	70.0	70.0	70.0	36.0	36.0	
Actuated g/C Ratio	0.08	0.08		0.04	0.04	0.04	0.70	0.70	0.70	0.36	0.36	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9	4.9	4.3	4.9	4.9	4.9	4.9	
Lane Grp Cap (vph)	138	132		65	67	62	554	2407	1077	216	1234	
v/s Ratio Prot	0.00	c0.07		0.03	c0.03		c0.30	0.25			0.36	
v/s Ratio Perm						0.00	c0.44		0.35	0.11		
v/c Ratio	0.01	0.88		0.71	0.70	0.01	1.05	0.35	0.50	0.31	1.00	
Uniform Delay, d1	42.4	45.5		47.4	47.4	46.1	29.9	6.0	6.9	23.1	32.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.99	1.05	2.05	1.00	1.00	
Incremental Delay, d2	0.1	47.6		35.3	33.7	0.1	44.6	0.2	1.0	3.8	25.4	
Delay (s)	42.5	93.2		82.7	81.1	46.2	74.2	6.5	15.1	26.9	57.4	
Level of Service	D	F		F	F	D	E	A	B	C	E	
Approach Delay (s)		92.6			77.8			27.7			55.8	
Approach LOS		F			E			C			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			41.9			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			92.2%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 35: I-385 NB Ramps & Roper Mountain Road

2015 AM

7/6/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	659	0	934	164	1005	0	0	963	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Lane Util. Factor				0.95	0.95	0.88	0.97	0.95			0.95	1.00
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1633	1633	2707	3335	3438			3438	1538
Flt Permitted				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1633	1633	2707	3335	3438			3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	732	0	1038	182	1117	0	0	1070	319
RTOR Reduction (vph)	0	0	0	0	0	55	0	0	0	0	0	205
Lane Group Flow (vph)	0	0	0	366	366	983	182	1117	0	0	1070	114
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)				39.3	39.3	39.3	7.1	48.7			35.6	35.6
Effective Green, g (s)				39.3	39.3	39.3	7.1	48.7			35.6	35.6
Actuated g/C Ratio				0.39	0.39	0.39	0.07	0.49			0.36	0.36
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)				4.9	4.9	4.9	4.3	4.9			4.9	4.9
Lane Grp Cap (vph)				642	642	1064	237	1674			1224	548
v/s Ratio Prot							0.05	c0.32			c0.31	
v/s Ratio Perm				0.22	0.22	c0.36						0.07
v/c Ratio				0.57	0.57	0.92	0.77	0.67			0.87	0.21
Uniform Delay, d1				23.7	23.7	28.9	45.6	19.5			30.1	22.4
Progression Factor				1.00	1.00	1.00	1.40	0.62			0.75	1.52
Incremental Delay, d2				1.9	1.9	13.5	12.1	1.7			2.6	0.2
Delay (s)				25.6	25.6	42.5	75.8	13.7			25.2	34.3
Level of Service				C	C	D	E	B			C	C
Approach Delay (s)		0.0			35.5			22.4			27.3	
Approach LOS		A			D			C			C	

### Intersection Summary




















HCM Average Control Delay	29.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 36: Roper Mountain Road & I-385 SB Ramps

2015 AM

7/6/2011





















												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	661	236	608	1014	0	508	0	284	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.4	5.8	6.4		6.1	6.1	6.1			
Lane Util. Factor		0.91	1.00	1.00	0.95		0.95	0.95	0.88			
Frt		1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)		4940	1538	1719	3438		1633	1633	2707			
Flt Permitted		1.00	1.00	0.31	1.00		0.95	0.95	1.00			
Satd. Flow (perm)		4940	1538	569	3438		1633	1633	2707			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	734	262	676	1127	0	564	0	316	0	0	0
RTOR Reduction (vph)	0	0	173	0	0	0	0	0	170	0	0	0
Lane Group Flow (vph)	0	734	89	676	1127	0	282	282	146	0	0	0
Turn Type		Perm		pm+pt			Perm		Perm			
Protected Phases		2		1	6			4				
Permitted Phases			2	6			4		4			
Actuated Green, G (s)		33.8	33.8	68.3	67.7		19.8	19.8	19.8			
Effective Green, g (s)		33.8	33.8	68.3	67.7		19.8	19.8	19.8			
Actuated g/C Ratio		0.34	0.34	0.68	0.68		0.20	0.20	0.20			
Clearance Time (s)		6.4	6.4	5.8	6.4		6.1	6.1	6.1			
Vehicle Extension (s)		4.9	4.9	4.3	4.9		4.9	4.9	4.9			
Lane Grp Cap (vph)		1670	520	712	2328		323	323	536			
v/s Ratio Prot		0.15		c0.27	0.33							
v/s Ratio Perm			0.06	c0.38			c0.17	0.17	0.05			
v/c Ratio		0.44	0.17	0.95	0.48		0.87	0.87	0.27			
Uniform Delay, d1		25.7	23.3	18.1	7.8		38.9	38.9	34.0			
Progression Factor		0.36	0.19	0.67	0.24		1.00	1.00	1.00			
Incremental Delay, d2		0.8	0.7	16.5	0.5		23.4	23.4	0.6			
Delay (s)		10.2	5.2	28.7	2.4		62.3	62.3	34.6			
Level of Service		B	A	C	A		E	E	C			
Approach Delay (s)		8.9			12.2			52.3			0.0	
Approach LOS		A			B			D			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			20.9			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			11.9			
Intersection Capacity Utilization			88.0%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 37: Roper Mountain Road & Congaree Road

2015 AM

7/6/2011











												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	273	700	1	4	913	381	196	2	202	1	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	6.4			6.4	6.4	6.1	6.1			6.1	6.1
Lane Util. Factor	1.00	0.91			0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.85			1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			0.98	1.00
Satd. Flow (prot)	1719	4939			3437	1538	1719	1540			1780	1538
Flt Permitted	0.17	1.00			0.95	1.00	0.76	1.00			0.92	1.00
Satd. Flow (perm)	304	4939			3274	1538	1368	1540			1673	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	303	778	1	4	1014	423	218	2	224	1	2	1
RTOR Reduction (vph)	0	0	0	0	0	221	0	177	0	0	0	1
Lane Group Flow (vph)	303	779	0	0	1018	202	218	49	0	0	3	0
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			4			8	
Permitted Phases	2			6		6	4			8		8
Actuated Green, G (s)	66.6	66.6			47.7	47.7	20.9	20.9			20.9	20.9
Effective Green, g (s)	66.6	66.6			47.7	47.7	20.9	20.9			20.9	20.9
Actuated g/C Ratio	0.67	0.67			0.48	0.48	0.21	0.21			0.21	0.21
Clearance Time (s)	5.8	6.4			6.4	6.4	6.1	6.1			6.1	6.1
Vehicle Extension (s)	4.3	4.9			4.9	4.9	4.9	4.9			4.9	4.9
Lane Grp Cap (vph)	388	3289			1562	734	286	322			350	321
v/s Ratio Prot	c0.10	0.16						0.03				
v/s Ratio Perm	c0.42				0.31	0.13	c0.16			0.00	0.00	
v/c Ratio	0.78	0.24			0.65	0.27	0.76	0.15		0.01	0.00	
Uniform Delay, d1	12.5	6.6			19.8	15.7	37.2	32.3		31.3	31.3	
Progression Factor	1.31	1.62			0.66	1.02	1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.4	0.1			1.9	0.8	13.2	0.4		0.0	0.0	
Delay (s)	25.9	10.9			15.0	16.9	50.4	32.8		31.4	31.3	
Level of Service	C	B			B	B	D	C		C	C	
Approach Delay (s)		15.1			15.6			41.4			31.3	
Approach LOS		B			B			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			19.3		HCM Level of Service				B			
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				11.9			
Intersection Capacity Utilization			83.6%		ICU Level of Service				E			
Analysis Period (min)			15									
c Critical Lane Group												



# HCM Unsignalized Intersection Capacity Analysis

## 21: Frontage Rd & US 276










2015 AM  
7/6/2011

						
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	125	20	74	1555	1906	72
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)	139	22	82	1728	2118	80
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	0.60	0.60	0.60			
vC, conflicting volume	3186	1099	2198			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3311	0	1658			
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	97	63			
cM capacity (veh/h)	2	642	222			
Direction, Lane #	WB 1	SE 1	SE 2	SE 3	NW 1	NW 2
Volume Total	161	82	864	864	1412	786
Volume Left	139	82	0	0	0	0
Volume Right	22	0	0	0	0	80
cSH	3	222	1700	1700	1700	1700
Volume to Capacity	61.21	0.37	0.51	0.51	0.83	0.46
Queue Length 95th (ft)	Err	40	0	0	0	0
Control Delay (s)	Err	30.5	0.0	0.0	0.0	0.0
Lane LOS	F	D				
Approach Delay (s)	Err	1.4			0.0	
Approach LOS	F					
Intersection Summary						
Average Delay		387.0				
Intersection Capacity Utilization		76.3%		ICU Level of Service		D
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis

## 22: US 276 & St Josephs Dr

2015 AM  
7/6/2011

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	1419	261	264	1525	453	98
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)	1577	290	293	1694	503	109
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					0.54	
vC, conflicting volume			1867		3156	933
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1867		3291	933
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			4		0	58
cM capacity (veh/h)			307		0	262
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	
Volume Total	1051	816	858	1130	612	
Volume Left	0	0	293	0	503	
Volume Right	0	290	0	0	109	
cSH	1700	1700	307	1700	0	
Volume to Capacity	0.62	0.48	0.96	0.66	3356.69	
Queue Length 95th (ft)	0	0	242	0	Err	
Control Delay (s)	0.0	0.0	78.3	0.0	Err	
Lane LOS			F		F	
Approach Delay (s)	0.0		33.8		Err	
Approach LOS					F	
Intersection Summary						
Average Delay			1385.6			
Intersection Capacity Utilization			138.4%		ICU Level of Service	H
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 29: Rothwell Dr & E Butler Road

2015 AM  
7/6/2011













Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	6	1	4	1111	932	27
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)	7	1	4	1234	1036	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		5				
Median type				TWLTL	TWLTL	
Median storage (veh)				2	2	
Upstream signal (ft)				1176	378	
pX, platoon unblocked	0.84	0.86	0.86			
vC, conflicting volume	1677	533	1066			
vC1, stage 1 conf vol	1051					
vC2, stage 2 conf vol	626					
vCu, unblocked vol	694	137	755			
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 %	98	100	99			
cM capacity (veh/h)	358	756	717			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	4	617	617	690	375
Volume Left	7	4	0	0	0	0
Volume Right	1	0	0	0	0	30
cSH	417	717	1700	1700	1700	1700
Volume to Capacity	0.02	0.01	0.36	0.36	0.41	0.22
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	14.5	10.1	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	14.5	0.0			0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			40.7%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 32: New Commerce Ct & E Butler Road




















2015 AM  
7/6/2011

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	53	58	1479	21	36	1334
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)	59	64	1643	23	40	1482
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	0.79	0.79			0.79	
vC, conflicting volume	2476	833			1667	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2340	272			1321	
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	89			90	
cM capacity (veh/h)	21	569			400	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	123	1096	571	40	741	741
Volume Left	59	0	0	40	0	0
Volume Right	64	0	23	0	0	0
cSH	42	1700	1700	400	1700	1700
Volume to Capacity	2.93	0.64	0.34	0.10	0.44	0.44
Queue Length 95th (ft)	339	0	0	8	0	0
Control Delay (s)	1072.0	0.0	0.0	15.0	0.0	0.0
Lane LOS	F			C		
Approach Delay (s)	1072.0	0.0		0.4		
Approach LOS	F					
Intersection Summary						
Average Delay		40.1				
Intersection Capacity Utilization		54.7%		ICU Level of Service		A
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis

## 33: E Butler Road & Brookfield Pkwy

2015 AM  
7/6/2011
























												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	96	1420	21	17	1337	18	1	0	13	20	0	10
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)	107	1578	23	19	1486	20	1	0	14	22	0	11
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				0.81			0.81		0.81		0.81	
vC, conflicting volume	1506			1601			2547		3348		753	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1506			1274			2441		3429		753	
tC, single (s)	4.2			4.2			7.6		6.6		7.0	
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5		4.0		3.3	
p0 queue free %	75			96			88		100		96	
cM capacity (veh/h)	426			425			10		4		346	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SE 1	SE 2	NW 1	NW 2			
Volume Total	107	1052	549	762	763	1	14	22	11			
Volume Left	107	0	0	19	0	1	0	22	0			
Volume Right	0	0	23	0	20	0	14	0	11			
cSH	426	1700	1700	425	1700	10	346	8	568			
Volume to Capacity	0.25	0.62	0.32	0.04	0.45	0.12	0.04	2.65	0.02			
Queue Length 95th (ft)	24	0	0	3	0	8	3	97	1			
Control Delay (s)	16.2	0.0	0.0	1.4	0.0	422.9	15.9	1608.5	11.5			
Lane LOS	C			A		F	C	F	B			
Approach Delay (s)	1.0			0.7		44.9		1076.1				
Approach LOS						E		F				
Intersection Summary												
Average Delay	12.0											
Intersection Capacity Utilization	94.2%			ICU Level of Service				F				
Analysis Period (min)	15											

# HCM Signalized Intersection Capacity Analysis

## 1: Woodruff Road & Roper Mountain Road

2015 PM

7/6/2011























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	284	320	47	125	633	393	36	469	110	451	469	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Flt Protected	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3372		1719	3438	1538	1719	3438	1538	3335	3438	1538
Satd. Flow (perm)	259	3372		927	3438	1538	831	3438	1538	3335	3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	316	356	52	139	703	437	40	521	122	501	521	72
RTOR Reduction (vph)	0	12	0	0	0	306	0	0	97	0	0	41
Lane Group Flow (vph)	316	396	0	139	703	131	40	521	25	501	521	31
Turn Type	pm+pt			pm+pt		Perm	Perm		Perm	Prot		Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8		8	2		2			6
Actuated Green, G (s)	45.2	31.2		34.0	24.0	24.0	20.2	20.2	20.2	17.6	42.8	42.8
Effective Green, g (s)	45.2	31.2		34.0	24.0	24.0	20.2	20.2	20.2	17.6	42.8	42.8
Actuated g/C Ratio	0.45	0.31		0.34	0.24	0.24	0.20	0.20	0.20	0.18	0.43	0.43
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0
Vehicle Extension (s)	4.3	5.5		4.3	5.5	5.5	4.9	4.9	4.9	4.3	4.9	4.9
Lane Grp Cap (vph)	368	1052		394	825	369	168	694	311	587	1471	658
v/s Ratio Prot	c0.15	0.12		0.04	0.20			c0.15		c0.15	0.15	
v/s Ratio Perm	c0.24			0.08		0.08	0.05		0.02			0.02
v/c Ratio	0.86	0.38		0.35	0.85	0.35	0.24	0.75	0.08	0.85	0.35	0.05
Uniform Delay, d1	24.6	26.8		23.7	36.3	31.6	33.4	37.5	32.4	39.9	19.3	16.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.56	0.57
Incremental Delay, d2	18.6	0.6		0.9	9.5	1.4	3.3	7.3	0.5	9.9	0.5	0.1
Delay (s)	43.2	27.4		24.6	45.8	33.0	36.8	44.9	32.9	35.3	11.3	9.5
Level of Service	D	C		C	D	C	D	D	C	D	B	A
Approach Delay (s)		34.3			39.1			42.2			22.2	
Approach LOS		C			D			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			33.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			76.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 2: Woodruff Road & Costco Driveway

2015 PM

7/6/2011

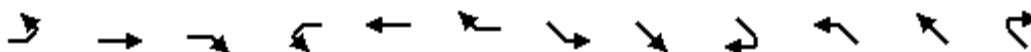
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	13	769	85	189	1125	40	93	4	201	37	2	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1719	3387		1719	3438	1538	1719	1543		1719	1810	1538
Flt Permitted	0.16	1.00		0.30	1.00	1.00	0.76	1.00		0.27	1.00	1.00
Satd. Flow (perm)	298	3387		546	3438	1538	1369	1543		488	1810	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	14	854	94	210	1250	44	103	4	223	41	2	33
RTOR Reduction (vph)	0	6	0	0	0	12	0	195	0	0	0	27
Lane Group Flow (vph)	14	942	0	210	1250	32	103	32	0	41	2	6
Turn Type	pm+pt			Perm		Perm	Perm			Perm		pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Actuated Green, G (s)	91.7	91.7		80.4	80.4	80.4	15.3	15.3		15.3	15.3	20.1
Effective Green, g (s)	91.7	91.7		80.4	80.4	80.4	15.3	15.3		15.3	15.3	20.1
Actuated g/C Ratio	0.76	0.76		0.67	0.67	0.67	0.13	0.13		0.13	0.13	0.17
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5		6.5	6.5	6.5
Vehicle Extension (s)	4.3	5.5		5.5	5.5	5.5	5.5	5.5		5.5	5.5	4.3
Lane Grp Cap (vph)	285	2588		366	2303	1030	175	197		62	231	341
v/s Ratio Prot	0.00	c0.28			0.36			0.02			0.00	0.00
v/s Ratio Perm	0.04			c0.38		0.02	0.08			c0.08		0.00
v/c Ratio	0.05	0.36		0.57	0.54	0.03	0.59	0.16		0.66	0.01	0.02
Uniform Delay, d1	5.6	4.6		10.6	10.3	6.7	49.4	46.7		49.9	45.7	41.7
Progression Factor	1.00	1.00		0.64	0.51	0.18	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.4		6.2	0.9	0.1	8.5	1.0		32.4	0.0	0.0
Delay (s)	5.7	5.0		13.0	6.2	1.3	57.9	47.6		82.2	45.8	41.7
Level of Service	A	A		B	A	A	E	D		F	D	D
Approach Delay (s)		5.0			7.0			50.8			63.7	
Approach LOS		A			A			D			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.9			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.5			
Intersection Capacity Utilization			91.0%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 3: Green Heron Road & Woodruff Road

2015 PM

7/6/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕	↕	↕	↕↕		↕	↕↕	↕
Volume (vph)	21	1	60	12	2	84	70	1347	11	2	971	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	6.3	6.3		6.3	6.3	6.3
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frt		0.90			1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.99			0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1609			1734	1538	1719	3434		1719	3438	1538
Flt Permitted		0.91			0.64	1.00	0.26	1.00		0.15	1.00	1.00
Satd. Flow (perm)		1481			1150	1538	463	3434		279	3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	1	67	13	2	93	78	1497	12	2	1079	2
RTOR Reduction (vph)	0	62	0	0	0	86	0	0	0	0	0	0
Lane Group Flow (vph)	0	29	0	0	15	7	78	1509	0	2	1079	2
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		8			4			2			6	
Permitted Phases	8			4		4	2			6		6
Actuated Green, G (s)		9.5			9.5	9.5	99.2	99.2		99.2	99.2	99.2
Effective Green, g (s)		9.5			9.5	9.5	99.2	99.2		99.2	99.2	99.2
Actuated g/C Ratio		0.08			0.08	0.08	0.83	0.83		0.83	0.83	0.83
Clearance Time (s)		5.0			5.0	5.0	6.3	6.3		6.3	6.3	6.3
Vehicle Extension (s)		4.3			4.3	4.3	5.5	5.5		5.5	5.5	5.5
Lane Grp Cap (vph)		117			91	122	383	2839		231	2842	1271
v/s Ratio Prot								c0.44			0.31	
v/s Ratio Perm		c0.02			0.01	0.00	0.17			0.01		0.00
v/c Ratio		0.25			0.16	0.06	0.20	0.53		0.01	0.38	0.00
Uniform Delay, d1		51.9			51.5	51.1	2.2	3.2		1.8	2.6	1.8
Progression Factor		1.00			1.00	1.00	0.93	0.93		0.50	0.38	0.40
Incremental Delay, d2		1.8			1.4	0.3	1.2	0.7		0.1	0.3	0.0
Delay (s)		53.7			52.9	51.4	3.2	3.7		1.0	1.3	0.7
Level of Service		D			D	D	A	A		A	A	A
Approach Delay (s)		53.7			51.7			3.6			1.3	
Approach LOS		D			D			A			A	

### Intersection Summary

HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			























# HCM Signalized Intersection Capacity Analysis

## 4: Woodruff Industrial Lane & Woodruff Road

2015 PM

7/6/2011


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	146	33	272	199	29	28	53	1291	75	219	800	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.87		1.00	0.93		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1568		1719	1676		1719	3410		1719	3321	
Flt Permitted	0.72	1.00		0.25	1.00		0.19	1.00		0.07	1.00	
Satd. Flow (perm)	1296	1568		452	1676		348	3410		119	3321	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	162	37	302	221	32	31	59	1434	83	243	889	262
RTOR Reduction (vph)	0	134	0	0	27	0	0	3	0	0	21	0
Lane Group Flow (vph)	162	205	0	221	36	0	59	1514	0	243	1130	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	24.0	14.0		28.0	16.0		60.1	55.0		76.0	64.9	
Effective Green, g (s)	24.0	14.0		28.0	16.0		60.1	55.0		76.0	64.9	
Actuated g/C Ratio	0.20	0.12		0.23	0.13		0.50	0.46		0.63	0.54	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	5.5		4.3	5.5	
Lane Grp Cap (vph)	294	183		232	223		233	1563		275	1796	
v/s Ratio Prot	0.05	c0.13		c0.10	0.02		0.01	c0.44		c0.11	0.34	
v/s Ratio Perm	0.06			0.13			0.12			0.45		
v/c Ratio	0.55	1.12		0.95	0.16		0.25	0.97		0.88	0.63	
Uniform Delay, d1	42.4	53.0		42.4	46.1		16.2	31.7		37.8	19.2	
Progression Factor	1.00	1.00		1.00	1.00		0.89	0.87		0.83	0.71	
Incremental Delay, d2	3.0	102.0		46.1	0.5		0.8	14.9		26.0	1.6	
Delay (s)	45.4	155.0		88.5	46.6		15.3	42.6		57.3	15.1	
Level of Service	D	F		F	D		B	D		E	B	
Approach Delay (s)		119.6			79.2			41.6			22.5	
Approach LOS		F			E			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			47.7			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			99.8%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 5: I-85 SB Ramps & Woodruff Road

2015 PM












7/6/2011

											
Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER
Lane Configurations											
Volume (vph)	336	0	205	0	1490	272	653	1051	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0		6.3	6.3	6.5	6.1			
Lane Util. Factor	0.97		0.88		0.95	1.00	1.00	0.95			
Frt	1.00		0.85		1.00	0.85	1.00	1.00			
Flt Protected	0.95		1.00		1.00	1.00	0.95	1.00			
Satd. Flow (prot)	3335		2707		3438	1538	1719	3438			
Flt Permitted	0.95		1.00		1.00	1.00	0.07	1.00			
Satd. Flow (perm)	3335		2707		3438	1538	120	3438			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	373	0	228	0	1656	302	726	1168	0	0	0
RTOR Reduction (vph)	0	0	207	0	0	114	0	0	0	0	0
Lane Group Flow (vph)	373	0	21	0	1656	188	726	1168	0	0	0
Turn Type	custom		custom		Perm		pm+pt				
Protected Phases					2		1		6		
Permitted Phases	4		4		2		6				
Actuated Green, G (s)	11.0		11.0		53.7		53.7		97.9		97.9
Effective Green, g (s)	11.0		11.0		53.7		53.7		97.9		97.9
Actuated g/C Ratio	0.09		0.09		0.45		0.45		0.82		0.82
Clearance Time (s)	5.0		5.0		6.3		6.3		6.5		6.1
Vehicle Extension (s)	4.3		4.3		4.3		4.3		4.3		4.3
Lane Grp Cap (vph)	306		248		1539		688		598		2805
v/s Ratio Prot					0.48		c0.38		0.34		
v/s Ratio Perm	c0.11		0.01				0.12		c0.61		
v/c Ratio	1.22		0.08		1.08		0.27		1.21		0.42
Uniform Delay, d1	54.5		49.9		33.1		20.9		36.9		3.1
Progression Factor	1.00		1.00		0.53		0.15		0.91		1.59
Incremental Delay, d2	124.5		0.2		38.5		0.3		108.1		0.4
Delay (s)	179.0		50.1		56.2		3.5		141.7		5.2
Level of Service	F		D		E		A		F		A
Approach Delay (s)	130.1				48.1				57.5		0.0
Approach LOS	F				D				E		A
Intersection Summary											
HCM Average Control Delay			63.2		HCM Level of Service			E			
HCM Volume to Capacity ratio			1.18								
Actuated Cycle Length (s)			120.0		Sum of lost time (s)			11.5			
Intersection Capacity Utilization			100.6%		ICU Level of Service			G			
Analysis Period (min)			15								
c Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 6: I-85 NB Ramps & Woodruff Road

2015 PM  
7/6/2011





















						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	500	582	839	987	0	1204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	6.5	6.5		6.5
Lane Util. Factor	0.97	1.00	0.95	1.00		0.95
Frt	1.00	0.85	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)	3335	1538	3438	1538		3438
Flt Permitted	0.95	1.00	1.00	1.00		1.00
Satd. Flow (perm)	3335	1538	3438	1538		3438
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	556	647	932	1097	0	1338
RTOR Reduction (vph)	0	141	0	623	0	0
Lane Group Flow (vph)	556	506	932	474	0	1338
Turn Type	Perm		Perm			
Protected Phases	3		2			2 4
Permitted Phases		3		2		
Actuated Green, G (s)	40.4	40.4	51.5	51.5		67.5
Effective Green, g (s)	40.4	40.4	51.5	51.5		60.5
Actuated g/C Ratio	0.34	0.34	0.43	0.43		0.50
Clearance Time (s)	5.6	5.6	6.5	6.5		
Vehicle Extension (s)	4.3	4.3	4.3	4.3		
Lane Grp Cap (vph)	1123	518	1475	660		1733
v/s Ratio Prot	0.17		0.27			c0.39
v/s Ratio Perm		c0.33		0.31		
v/c Ratio	0.50	0.98	0.63	0.72		0.77
Uniform Delay, d1	31.7	39.3	26.8	28.3		24.2
Progression Factor	1.00	1.00	1.34	12.78		0.82
Incremental Delay, d2	0.5	33.3	0.2	0.6		2.2
Delay (s)	32.2	72.7	36.2	361.9		22.0
Level of Service	C	E	D	F		C
Approach Delay (s)	54.0		212.3			22.0
Approach LOS	D		F			C
Intersection Summary						
HCM Average Control Delay	114.9		HCM Level of Service		F	
HCM Volume to Capacity ratio	0.85					
Actuated Cycle Length (s)	120.0		Sum of lost time (s)		18.6	
Intersection Capacity Utilization	69.3%		ICU Level of Service		C	
Analysis Period (min)	15					
c Critical Lane Group						

# HCM Signalized Intersection Capacity Analysis

## 7: Carolina Point Pkwy & Woodruff Road

2015 PM

7/6/2011

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	87	120	73	0	0	0	0	1328	93	18	1117	935
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0					6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00					0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00					1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	1810	1538					3438	1538	1719	3438	1538
Flt Permitted	0.95	1.00	1.00					1.00	1.00	0.16	1.00	1.00
Satd. Flow (perm)	1719	1810	1538					3438	1538	289	3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	97	133	81	0	0	0	0	1476	103	20	1241	1039
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	19	0	0	19
Lane Group Flow (vph)	97	133	6	0	0	0	0	1476	84	20	1241	1020
Turn Type	custom		Perm					Perm		Perm		Perm
Protected Phases	4	4						2 3 6			2 3 6	
Permitted Phases	4		4						2 3 6	2 3 6		2 3 6
Actuated Green, G (s)	9.0	9.0	9.0					98.4	98.4	98.4	98.4	98.4
Effective Green, g (s)	9.0	9.0	9.0					98.4	98.4	98.4	98.4	98.4
Actuated g/C Ratio	0.08	0.08	0.08					0.82	0.82	0.82	0.82	0.82
Clearance Time (s)	7.0	7.0	7.0									
Vehicle Extension (s)	4.3	4.3	4.3									
Lane Grp Cap (vph)	129	136	115					2819	1261	237	2819	1261
v/s Ratio Prot	0.06	c0.07						0.43			0.36	
v/s Ratio Perm			0.00						0.05	0.07		c0.66
v/c Ratio	0.75	0.98	0.05					0.52	0.07	0.08	0.44	0.81
Uniform Delay, d1	54.4	55.4	51.5					3.4	2.1	2.1	3.0	5.8
Progression Factor	1.00	1.00	1.00					0.36	0.21	0.09	0.07	0.84
Incremental Delay, d2	23.5	70.0	0.3					0.2	0.0	0.0	0.0	0.4
Delay (s)	77.9	125.4	51.8					1.4	0.5	0.2	0.2	5.3
Level of Service	E	F	D					A	A	A	A	A
Approach Delay (s)		91.5			0.0			1.3			2.5	
Approach LOS		F			A			A			A	
Intersection Summary												
HCM Average Control Delay			8.7		HCM Level of Service				A			
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				13.5			
Intersection Capacity Utilization			75.5%		ICU Level of Service				D			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 8: Woodruff Road & Market Point Drive

2015 PM

7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	420	925	56	76	1648	163	130	29	75	236	29	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	5.8	6.1	6.1	5.8	5.8	5.8	6.1	5.8	5.8	5.8
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	1719	3438	1538	1719	1810	1538	3335	3438	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	1719	3438	1538	1719	1810	1538	3335	3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	467	1028	62	84	1831	181	144	32	83	262	32	324
RTOR Reduction (vph)	0	0	24	0	0	40	0	0	63	0	0	218
Lane Group Flow (vph)	467	1028	38	84	1831	141	144	32	20	262	32	106
Turn Type	Prot	pm+ov		Prot	pm+ov		Prot	pm+ov		Prot	Perm	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	16.1	63.6	73.6	12.6	60.1	72.4	10.0	7.7	20.3	12.3	10.0	10.0
Effective Green, g (s)	16.1	63.6	73.6	12.6	60.1	72.4	10.0	7.7	20.3	12.3	10.0	10.0
Actuated g/C Ratio	0.13	0.53	0.61	0.10	0.50	0.60	0.08	0.06	0.17	0.10	0.08	0.08
Clearance Time (s)	6.1	6.1	5.8	6.1	6.1	5.8	5.8	5.8	6.1	5.8	5.8	5.8
Vehicle Extension (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
Lane Grp Cap (vph)	447	1822	943	180	1722	928	143	116	260	342	287	128
v/s Ratio Prot	c0.14	0.30	0.00	0.05	c0.53	0.02	c0.08	0.02	0.01	0.08	0.01	
v/s Ratio Perm			0.02			0.08			0.00			c0.07
v/c Ratio	1.04	0.56	0.04	0.47	1.06	0.15	1.01	0.28	0.08	0.77	0.11	0.83
Uniform Delay, d1	51.9	18.9	9.2	50.5	29.9	10.4	55.0	53.5	42.0	52.4	50.9	54.1
Progression Factor	0.98	1.43	2.85	0.66	0.40	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	51.7	1.1	0.0	0.3	30.0	0.0	77.1	2.0	0.2	10.8	0.3	35.5
Delay (s)	102.4	28.1	26.3	33.4	41.8	0.6	132.1	55.5	42.2	63.2	51.2	89.6
Level of Service	F	C	C	C	D	A	F	E	D	E	D	F
Approach Delay (s)		50.3			37.9			93.8			76.4	
Approach LOS		D			D			F			E	

### Intersection Summary






















HCM Average Control Delay	50.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 9: Woodruff Road & Garlington Road

2015 PM

7/6/2011


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	182	872	182	168	1439	164	266	150	119	336	277	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	6.1		5.2	6.1		5.2	5.2		5.2	5.2	5.2
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1719	3349		1719	3385		1719	1690		1719	1810	1538
Flt Permitted	0.08	1.00		0.10	1.00		0.24	1.00		0.19	1.00	1.00
Satd. Flow (perm)	139	3349		182	3385		431	1690		348	1810	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	202	969	202	187	1599	182	296	167	132	373	308	202
RTOR Reduction (vph)	0	15	0	0	7	0	0	24	0	0	0	125
Lane Group Flow (vph)	202	1156	0	187	1774	0	296	275	0	373	308	77
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	60.9	52.1		66.5	54.9		30.6	16.8		38.6	20.8	20.8
Effective Green, g (s)	60.9	52.1		66.5	54.9		30.6	16.8		38.6	20.8	20.8
Actuated g/C Ratio	0.51	0.43		0.55	0.46		0.26	0.14		0.32	0.17	0.17
Clearance Time (s)	5.2	6.1		5.2	6.1		5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	4.3
Lane Grp Cap (vph)	186	1454		249	1549		258	237		315	314	267
v/s Ratio Prot	c0.08	0.35		0.07	c0.52		0.13	0.16		c0.18	0.17	
v/s Ratio Perm	0.47			0.34			0.16			c0.21		0.05
v/c Ratio	1.09	0.80		0.75	1.15		1.15	1.16		1.18	0.98	0.29
Uniform Delay, d1	34.4	29.3		21.6	32.5		41.2	51.6		35.6	49.4	43.2
Progression Factor	1.46	0.89		1.31	0.88		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	84.5	3.8		8.1	70.4		101.7	108.5		110.4	45.5	1.0
Delay (s)	134.7	29.8		36.5	99.1		142.9	160.1		146.0	94.9	44.1
Level of Service	F	C		D	F		F	F		F	F	D
Approach Delay (s)		45.3			93.2			151.6			104.9	
Approach LOS		D			F			F			F	
<b>Intersection Summary</b>												
HCM Average Control Delay			88.9			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.19									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			21.7			
Intersection Capacity Utilization			106.9%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 10: Woodruff Road & I-385 SB Ramps

2015 PM

7/6/2011





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	889	438	183	1348	0	0	0	0	696	0	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6					5.7		5.7
Lane Util. Factor		0.95		1.00	0.95					0.97		1.00
Frt		0.95		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		3268		1719	3438					3335		1538
Flt Permitted		1.00		0.07	1.00					0.95		1.00
Satd. Flow (perm)		3268		121	3438					3335		1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	988	487	203	1498	0	0	0	0	773	0	470
RTOR Reduction (vph)	0	51	0	0	0	0	0	0	0	0	0	26
Lane Group Flow (vph)	0	1424	0	203	1498	0	0	0	0	773	0	444
Turn Type				pm+pt						Prot		custom
Protected Phases		2		1	6					4		
Permitted Phases				6								4
Actuated Green, G (s)		53.3		71.6	71.6					36.1		36.1
Effective Green, g (s)		53.3		71.6	71.6					36.1		36.1
Actuated g/C Ratio		0.44		0.60	0.60					0.30		0.30
Clearance Time (s)		6.6		6.6	6.6					5.7		5.7
Vehicle Extension (s)		4.3		4.3	4.3					4.3		4.3
Lane Grp Cap (vph)		1452		228	2051					1003		463
v/s Ratio Prot		c0.44		0.09	c0.44					0.23		
v/s Ratio Perm				0.45								c0.29
v/c Ratio		0.98		0.89	0.73					0.77		0.96
Uniform Delay, d1		32.9		36.0	17.3					38.2		41.2
Progression Factor		0.81		1.12	0.30					1.00		1.00
Incremental Delay, d2		10.6		4.5	0.2					4.1		31.5
Delay (s)		37.2		44.8	5.4					42.2		72.6
Level of Service		D		D	A					D		E
Approach Delay (s)		37.2			10.1			0.0			53.7	
Approach LOS		D			B			A			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			31.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				18.9		
Intersection Capacity Utilization			110.9%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 11: Woodruff Road & I-385 NB Ramps

2015 PM

7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	482	1103	0	0	995	649	536	0	253	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1			6.1	6.1	5.0		5.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1719	3438			3438	1538	1719		1538			
Flt Permitted	0.09	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	167	3438			3438	1538	1719		1538			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	536	1226	0	0	1106	721	596	0	281	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	409	0	0	49	0	0	0
Lane Group Flow (vph)	536	1226	0	0	1106	312	596	0	232	0	0	0
Turn Type	pm+pt					Perm	Prot		custom			
Protected Phases	5	2			6		8					
Permitted Phases	2					6			8			
Actuated Green, G (s)	71.9	71.9			37.3	37.3	37.0		37.0			
Effective Green, g (s)	71.9	71.9			37.3	37.3	37.0		37.0			
Actuated g/C Ratio	0.60	0.60			0.31	0.31	0.31		0.31			
Clearance Time (s)	6.1	6.1			6.1	6.1	5.0		5.0			
Vehicle Extension (s)	4.3	4.3			4.3	4.3	4.3		4.3			
Lane Grp Cap (vph)	469	2060			1069	478	530		474			
v/s Ratio Prot	c0.27	0.36			0.32		c0.35					
v/s Ratio Perm	c0.41					0.20			0.15			
v/c Ratio	1.14	0.60			1.03	0.65	1.12		0.49			
Uniform Delay, d1	37.5	15.0			41.4	35.8	41.5		33.8			
Progression Factor	0.96	0.96			0.71	0.65	1.00		1.00			
Incremental Delay, d2	75.6	0.6			29.1	3.5	78.1		1.3			
Delay (s)	111.7	14.9			58.4	26.8	119.6		35.1			
Level of Service	F	B			E	C	F		D			
Approach Delay (s)		44.4			45.9			92.5			0.0	
Approach LOS		D			D			F			A	
<b>Intersection Summary</b>												
HCM Average Control Delay		54.4			HCM Level of Service				D			
HCM Volume to Capacity ratio		1.10										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)				11.1			
Intersection Capacity Utilization		110.9%			ICU Level of Service				H			
Analysis Period (min)		15										
c Critical Lane Group												























# HCM Signalized Intersection Capacity Analysis

## 12: Woodruff Road & Commercial Drive

2015 PM

7/6/2011


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	1142	45	10	1323	55	209	19	10	94	12	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.5		5.5	5.5		5.3	5.4		5.4	5.4	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.95		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3419		1719	3418		1719	1716		1719	1564	
Flt Permitted	0.06	1.00		0.20	1.00		0.33	1.00		0.74	1.00	
Satd. Flow (perm)	110	3419		354	3418		604	1716		1332	1564	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	188	1269	50	11	1470	61	232	21	11	104	13	124
RTOR Reduction (vph)	0	2	0	0	2	0	0	8	0	0	111	0
Lane Group Flow (vph)	188	1317	0	11	1529	0	232	24	0	104	26	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	77.9	77.9		60.7	60.7		31.2	31.2		12.2	12.2	
Effective Green, g (s)	77.9	77.9		60.7	60.7		31.2	31.2		12.2	12.2	
Actuated g/C Ratio	0.65	0.65		0.51	0.51		0.26	0.26		0.10	0.10	
Clearance Time (s)	5.3	5.5		5.5	5.5		5.3	5.4		5.4	5.4	
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	
Lane Grp Cap (vph)	231	2220		179	1729		284	446		135	159	
v/s Ratio Prot	c0.08	0.39			c0.45		c0.09	0.01			0.02	
v/s Ratio Perm	0.45			0.03			c0.12			0.08		
v/c Ratio	0.81	0.59		0.06	0.88		0.82	0.05		0.77	0.16	
Uniform Delay, d1	34.8	12.0		15.1	26.5		38.5	33.3		52.5	49.2	
Progression Factor	1.78	0.20		0.91	0.79		1.00	1.00		1.00	1.00	
Incremental Delay, d2	17.4	1.0		0.5	5.6		17.6	0.1		25.2	0.8	
Delay (s)	79.4	3.3		14.3	26.7		56.1	33.4		77.8	50.0	
Level of Service	E	A		B	C		E	C		E	D	
Approach Delay (s)		12.8			26.6			53.3			62.0	
Approach LOS		B			C			D			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			25.1			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.1			
Intersection Capacity Utilization			84.7%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 13: Woodruff Road & Smith Hines Road

2015 PM

7/6/2011




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	1173	63	60	1209	1	169	1	133	5	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.0	6.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.94			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.98	
Satd. Flow (prot)	1719	3412		1719	3438			1656			1633	
Flt Permitted	0.15	1.00		0.14	1.00			0.82			0.90	
Satd. Flow (perm)	263	3412		251	3438			1390			1490	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	1303	70	67	1343	1	188	1	148	6	1	11
RTOR Reduction (vph)	0	3	0	0	0	0	0	26	0	0	8	0
Lane Group Flow (vph)	11	1370	0	67	1344	0	0	311	0	0	10	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	76.7	76.7		77.0	77.0			32.0			32.0	
Effective Green, g (s)	76.7	76.7		77.0	77.0			32.0			32.0	
Actuated g/C Ratio	0.64	0.64		0.64	0.64			0.27			0.27	
Clearance Time (s)	6.3	6.3		6.0	6.0			5.0			5.0	
Vehicle Extension (s)	4.3	4.3		4.3	4.3			4.3			4.3	
Lane Grp Cap (vph)	168	2181		161	2206			371			397	
v/s Ratio Prot	c0.40			0.39								
v/s Ratio Perm	0.04			0.27				c0.22			0.01	
v/c Ratio	0.07	0.63		0.42	0.61			0.84			0.03	
Uniform Delay, d1	8.2	13.1		10.5	12.6			41.6			32.5	
Progression Factor	0.18	0.16		0.50	0.50			1.00			1.00	
Incremental Delay, d2	0.6	1.1		0.7	0.1			16.2			0.0	
Delay (s)	2.1	3.2		6.0	6.4			57.8			32.5	
Level of Service	A	A		A	A			E			C	
Approach Delay (s)	3.2			6.4				57.8			32.5	
Approach LOS	A			A				E			C	
Intersection Summary												
HCM Average Control Delay			10.6	HCM Level of Service			B					
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0	Sum of lost time (s)			11.3					
Intersection Capacity Utilization			83.3%	ICU Level of Service			E					
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 14: Woodruff Road & Walmart Driveway

2015 PM

7/6/2011

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	1558	137	22	2324	43	372	7	6	39	1	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.0	5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.93			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1719	3396		1719	3429		1719	1683			1650	
Flt Permitted	0.05	1.00		0.06	1.00		0.71	1.00			0.86	
Satd. Flow (perm)	94	3396		110	3429		1280	1683			1456	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	1731	152	24	2582	48	413	8	7	43	1	41
RTOR Reduction (vph)	0	5	0	0	1	0	0	5	0	0	28	0
Lane Group Flow (vph)	24	1878	0	24	2629	0	413	10	0	0	57	0
Turn Type	pm+pt			Perm			Perm			Perm		
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	79.7	79.7		70.4	70.4		29.0	29.0			29.0	
Effective Green, g (s)	79.7	79.7		70.4	70.4		29.0	29.0			29.0	
Actuated g/C Ratio	0.66	0.66		0.59	0.59		0.24	0.24			0.24	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.0	5.0			5.0	
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	4.3			4.3	
Lane Grp Cap (vph)	103	2256		65	2012		309	407			352	
v/s Ratio Prot	0.01	c0.55			c0.77			0.01				
v/s Ratio Perm	0.15			0.22			c0.32				0.04	
v/c Ratio	0.23	0.83		0.37	1.31		1.34	0.02			0.16	
Uniform Delay, d1	29.2	15.1		13.1	24.8		45.5	34.7			35.9	
Progression Factor	1.16	0.76		0.87	0.77		1.00	1.00			1.00	
Incremental Delay, d2	1.6	3.4		12.5	140.9		171.8	0.0			0.3	
Delay (s)	35.4	14.8		23.8	160.1		217.3	34.7			36.3	
Level of Service	D	B		C	F		F	C			D	
Approach Delay (s)		15.1			158.9			210.9			36.3	
Approach LOS		B			F			F			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			107.2			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.33									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			17.6			
Intersection Capacity Utilization			102.3%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 15: Woodruff Road & Verdin Road

2015 PM




















7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Volume (vph)	101	1900	43	63	1229	74	255	205	125	54	218	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.2	5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	3427		1719	3409		1719	1810	1538	1719	1691	
Flt Permitted	0.10	1.00		0.06	1.00		0.15	1.00	1.00	0.62	1.00	
Satd. Flow (perm)	180	3427		105	3409		266	1810	1538	1115	1691	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	112	2111	48	70	1366	82	283	228	139	60	242	187
RTOR Reduction (vph)	0	1	0	0	3	0	0	0	5	0	23	0
Lane Group Flow (vph)	112	2158	0	70	1445	0	283	228	134	60	406	0
Turn Type	Perm			Perm			pm+pt			Perm	Perm	
Protected Phases	2			6			3		8		4	
Permitted Phases	2			6			8			8	4	
Actuated Green, G (s)	68.7	68.7		68.7	68.7		40.0	40.0	40.0	21.8	21.8	
Effective Green, g (s)	68.7	68.7		68.7	68.7		40.0	40.0	40.0	21.8	21.8	
Actuated g/C Ratio	0.57	0.57		0.57	0.57		0.33	0.33	0.33	0.18	0.18	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.2	5.0	5.0	5.2	5.2	
Vehicle Extension (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	
Lane Grp Cap (vph)	103	1962		60	1952		244	603	513	203	307	
v/s Ratio Prot		0.63			0.42		c0.12	0.13			c0.24	
v/s Ratio Perm	0.62			c0.66			0.26		0.09	0.05		
v/c Ratio	1.09	1.10		1.17	0.74		1.16	0.38	0.26	0.30	1.32	
Uniform Delay, d1	25.6	25.6		25.6	19.0		34.3	30.5	29.2	42.5	49.1	
Progression Factor	0.62	0.61		1.22	1.21		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	103.0	51.6		122.8	1.0		107.7	0.6	0.4	1.3	166.2	
Delay (s)	118.9	67.4		154.0	24.0		141.9	31.1	29.6	43.7	215.3	
Level of Service	F	E		F	C		F	C	C	D	F	
Approach Delay (s)		69.9			30.0			79.1			194.3	
Approach LOS		E			C			E			F	
Intersection Summary												
HCM Average Control Delay	71.2			HCM Level of Service			E					
HCM Volume to Capacity ratio	1.20											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)			16.7					
Intersection Capacity Utilization	133.5%			ICU Level of Service			H					
Analysis Period (min)	15											
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 16: Woodruff Road & Butler Road

2015 PM  
7/6/2011



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	1683	117	371	1179	18	186	19	458	311	388	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3		6.3	6.3			5.0	6.3	5.0	5.0	
Lane Util. Factor		0.95		1.00	0.95			1.00	1.00	1.00	1.00	
Frt		0.99		1.00	1.00			1.00	0.85	1.00	0.97	
Flt Protected		1.00		0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)		3403		1719	3430			1731	1538	1719	1754	
Flt Permitted		0.92		0.07	1.00			0.15	1.00	0.53	1.00	
Satd. Flow (perm)		3124		132	3430			273	1538	955	1754	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	1870	130	412	1310	20	207	21	509	346	431	112
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	1	0	8	0
Lane Group Flow (vph)	0	2018	0	412	1329	0	0	228	508	346	535	0
Turn Type	Perm			pm+pt			Perm		pm+ov		Perm	
Protected Phases		2		1	6			8	1		4	
Permitted Phases	2			6			8		8		4	
Actuated Green, G (s)		48.7		65.7	65.7			43.0	53.7	43.0	43.0	
Effective Green, g (s)		48.7		65.7	65.7			43.0	53.7	43.0	43.0	
Actuated g/C Ratio		0.41		0.55	0.55			0.36	0.45	0.36	0.36	
Clearance Time (s)		6.3		6.3	6.3			5.0	6.3	5.0	5.0	
Vehicle Extension (s)		4.3		4.3	4.3			4.3	4.3	4.3	4.3	
Lane Grp Cap (vph)		1268		214	1878			98	688	342	629	
v/s Ratio Prot				c0.17	0.39				0.07		0.31	
v/s Ratio Perm		0.65		c0.89				c0.83	0.26	0.36		
v/c Ratio		1.59		1.93	0.71			2.33	0.74	1.01	0.85	
Uniform Delay, d1		35.6		37.3	20.1			38.5	27.4	38.5	35.5	
Progression Factor		0.69		1.16	1.32			1.00	1.00	1.00	1.00	
Incremental Delay, d2		266.5		427.0	1.4			627.6	4.6	51.7	11.3	
Delay (s)		291.1		470.3	28.0			666.1	31.9	90.2	46.8	
Level of Service		F		F	C			F	C	F	D	
Approach Delay (s)		291.1			132.6			228.1			63.7	
Approach LOS		F			F			F			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			193.8			HCM Level of Service				F		
HCM Volume to Capacity ratio			2.02									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			11.3			
Intersection Capacity Utilization			140.7%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 17: Woodruff Road & Bell Road

2015 PM

7/6/2011
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	2403	110	37	1732	11	147	1	40	15	1	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2		6.2	6.2			5.4			5.4	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.97			0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.99	
Satd. Flow (prot)	1719	3416		1719	3435			1692			1600	
Flt Permitted	0.07	1.00		0.04	1.00			0.70			0.94	
Satd. Flow (perm)	126	3416		81	3435			1224			1517	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	74	2670	122	41	1924	12	163	1	44	17	1	69
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	29	0
Lane Group Flow (vph)	74	2789	0	41	1936	0	0	201	0	0	58	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	89.6	89.6		89.6	89.6			18.8			18.8	
Effective Green, g (s)	89.6	89.6		89.6	89.6			18.8			18.8	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.16			0.16	
Clearance Time (s)	6.2	6.2		6.2	6.2			5.4			5.4	
Vehicle Extension (s)	4.3	4.3		4.3	4.3			4.3			4.3	
Lane Grp Cap (vph)	94	2551		60	2565			192			238	
v/s Ratio Prot	c0.82			0.56								
v/s Ratio Perm	0.59			0.51				c0.16			0.04	
v/c Ratio	0.79	1.09		0.68	0.75			1.05			0.25	
Uniform Delay, d1	9.3	15.2		7.9	8.8			50.6			44.4	
Progression Factor	0.60	0.61		0.96	0.92			1.00			1.00	
Incremental Delay, d2	6.0	42.8		43.8	1.9			78.2			0.9	
Delay (s)	11.6	52.0		51.4	10.0			128.8			45.2	
Level of Service	B	D		D	A			F			D	
Approach Delay (s)	50.9			10.8				128.8			45.2	
Approach LOS	D			B				F			D	
Intersection Summary												
HCM Average Control Delay			38.6	HCM Level of Service			D					
HCM Volume to Capacity ratio			1.09									
Actuated Cycle Length (s)			120.0	Sum of lost time (s)			11.6					
Intersection Capacity Utilization			96.9%	ICU Level of Service			F					
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 18: Woodruff Road & SC 14

2015 PM

7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	1291	363	100	853	74	186	276	54	202	412	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3	5.0	6.3	6.3		5.0	5.0	6.3	5.0	5.0	6.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3438	1538	1719	3397		1719	1810	1538	1719	1810	1538
Flt Permitted	0.11	1.00	1.00	0.09	1.00		0.14	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	203	3438	1538	157	3397		250	1810	1538	547	1810	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	174	1434	403	111	948	82	207	307	60	224	458	130
RTOR Reduction (vph)	0	0	51	0	6	0	0	0	33	0	0	37
Lane Group Flow (vph)	174	1434	352	111	1024	0	207	307	27	224	458	93
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	62.6	51.4	62.4	52.2	46.2		40.0	29.0	35.0	40.0	29.0	40.2
Effective Green, g (s)	62.6	51.4	62.4	52.2	46.2		40.0	29.0	35.0	40.0	29.0	40.2
Actuated g/C Ratio	0.52	0.43	0.52	0.44	0.39		0.33	0.24	0.29	0.33	0.24	0.34
Clearance Time (s)	6.3	6.3	5.0	6.3	6.3		5.0	5.0	6.3	5.0	5.0	6.3
Vehicle Extension (s)	4.3	4.3	4.3	4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
Lane Grp Cap (vph)	247	1473	800	146	1308		218	437	449	290	437	515
v/s Ratio Prot	c0.07	c0.42	0.04	0.04	0.30		c0.09	0.17	0.00	0.07	c0.25	0.02
v/s Ratio Perm	0.30		0.19	0.29			0.23		0.01	0.19		0.04
v/c Ratio	0.70	0.97	0.44	0.76	0.78		0.95	0.70	0.06	0.77	1.05	0.18
Uniform Delay, d1	21.3	33.6	17.9	27.4	32.5		33.3	41.6	30.7	32.6	45.5	28.3
Progression Factor	0.89	0.58	0.91	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	3.2	0.1	22.3	4.7		46.8	5.6	0.1	13.1	56.2	0.3
Delay (s)	19.8	22.6	16.4	49.7	37.2		80.1	47.2	30.7	45.8	101.7	28.5
Level of Service	B	C	B	D	D		F	D	C	D	F	C
Approach Delay (s)		21.1			38.4			57.3			74.5	
Approach LOS		C			D			E			E	

### Intersection Summary
























HCM Average Control Delay	39.6	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 19: E Parkins Mill Road & US 276

2015 PM

7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	120	67	102	72	83	156	1167	198	85	1455	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3254		3335	1810	1538	1719	4940	1538	3335	4940	1538
Flt Permitted	0.59	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1065	3254		3335	1810	1538	1719	4940	1538	3335	4940	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	133	74	113	80	92	173	1297	220	94	1617	260
RTOR Reduction (vph)	0	66	0	0	0	83	0	0	98	0	0	101
Lane Group Flow (vph)	120	141	0	113	80	9	173	1297	122	94	1617	159
Turn Type	pm+pt			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8					4			6			2
Actuated Green, G (s)	20.4	11.5		7.0	9.6	9.6	15.2	56.4	56.4	6.0	47.2	47.2
Effective Green, g (s)	20.4	11.5		7.0	9.6	9.6	15.2	56.4	56.4	6.0	47.2	47.2
Actuated g/C Ratio	0.20	0.11		0.07	0.09	0.09	0.15	0.55	0.55	0.06	0.46	0.46
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	4.3	4.9		4.3	4.9	4.9	4.3	4.9	4.9	4.3	4.9	4.9
Lane Grp Cap (vph)	270	367		229	171	145	256	2734	851	196	2288	712
v/s Ratio Prot	c0.04	0.04		0.03	0.04		c0.10	0.26		0.03	c0.33	
v/s Ratio Perm	c0.05					0.01			0.08			0.10
v/c Ratio	0.44	0.39		0.49	0.47	0.06	0.68	0.47	0.14	0.48	0.71	0.22
Uniform Delay, d1	35.1	41.9		45.7	43.7	42.0	41.0	13.8	11.0	46.4	21.8	16.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	1.4		2.6	4.0	0.4	7.9	0.3	0.2	2.9	1.3	0.3
Delay (s)	36.9	43.3		48.4	47.8	42.4	48.9	14.0	11.2	49.3	23.1	16.7
Level of Service	D	D		D	D	D	D	B	B	D	C	B
Approach Delay (s)		40.9			46.3			17.2			23.5	
Approach LOS		D			D			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.9				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			101.9				Sum of lost time (s)			19.0		
Intersection Capacity Utilization			64.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												



# HCM Signalized Intersection Capacity Analysis

## 20: Duvall Drive & US 276

2015 PM  
7/6/2011


























Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	393	152	1254	370	142	1128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.3		6.3	6.3
Lane Util. Factor	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1719	1538	4771		1719	4940
Flt Permitted	0.95	1.00	1.00		0.10	1.00
Satd. Flow (perm)	1719	1538	4771		175	4940
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	437	169	1393	411	158	1253
RTOR Reduction (vph)	0	50	82	0	0	0
Lane Group Flow (vph)	437	119	1722	0	158	1253
Turn Type	Perm			Perm		
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	11.0	11.0	41.7		41.7	41.7
Effective Green, g (s)	11.0	11.0	41.7		41.7	41.7
Actuated g/C Ratio	0.17	0.17	0.64		0.64	0.64
Clearance Time (s)	6.0	6.0	6.3		6.3	6.3
Vehicle Extension (s)	4.9	4.9	4.9		4.9	4.9
Lane Grp Cap (vph)	291	260	3061		112	3169
v/s Ratio Prot	c0.25		0.36			0.25
v/s Ratio Perm		0.08			c0.90	
v/c Ratio	1.50	0.46	0.56		1.41	0.40
Uniform Delay, d1	27.0	24.3	6.5		11.6	5.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	243.0	2.6	0.4		229.3	0.2
Delay (s)	270.0	26.9	6.9		241.0	5.8
Level of Service	F	C	A		F	A
Approach Delay (s)	202.2		6.9			32.1
Approach LOS	F		A			C
<b>Intersection Summary</b>						
HCM Average Control Delay			47.2		HCM Level of Service	D
HCM Volume to Capacity ratio			1.43			
Actuated Cycle Length (s)			65.0		Sum of lost time (s)	12.3
Intersection Capacity Utilization			83.1%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

# HCM Signalized Intersection Capacity Analysis

## 23: US 276 & Millennium Blvd

2015 PM  
7/6/2011





















												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	93	1766	117	31	1289	10	88	53	68	62	21	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.5	6.5	6.5	6.0	6.0		6.0	6.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1719	3438	1538	1719	3438	1538	3335	3148		1719	1810	2707
Flt Permitted	0.13	1.00	1.00	0.06	1.00	1.00	0.95	1.00		0.74	1.00	1.00
Satd. Flow (perm)	229	3438	1538	100	3438	1538	3335	3148		1340	1810	2707
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	103	1962	130	34	1432	11	98	59	76	69	23	56
RTOR Reduction (vph)	0	0	37	0	0	4	0	71	0	0	0	50
Lane Group Flow (vph)	103	1962	93	34	1432	7	98	64	0	69	23	6
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot			pm+pt		pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases	2		2	6		6				4		4
Actuated Green, G (s)	99.9	92.0	92.0	91.1	87.7	87.7	8.0	8.7		10.1	5.4	13.6
Effective Green, g (s)	99.9	92.0	92.0	91.1	87.7	87.7	8.0	8.7		10.1	5.4	13.6
Actuated g/C Ratio	0.76	0.70	0.70	0.69	0.67	0.67	0.06	0.07		0.08	0.04	0.10
Clearance Time (s)	4.0	6.5	6.5	4.5	6.5	6.5	6.0	6.0		6.0	6.0	4.0
Vehicle Extension (s)	4.3	4.9	4.9	4.3	4.9	4.9	4.3	6.4		4.3	6.4	4.3
Lane Grp Cap (vph)	266	2400	1074	111	2288	1023	202	208		116	74	279
v/s Ratio Prot	c0.02	c0.57		0.01	0.42		c0.03	c0.02		0.02	0.01	0.00
v/s Ratio Perm	0.27		0.06	0.20		0.00				c0.02		0.00
v/c Ratio	0.39	0.82	0.09	0.31	0.63	0.01	0.49	0.31		0.59	0.31	0.02
Uniform Delay, d1	8.8	14.0	6.4	14.8	12.6	7.4	59.9	58.7		58.5	61.4	53.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.5	2.6	0.1	2.5	0.7	0.0	2.9	2.6		10.0	7.3	0.0
Delay (s)	10.3	16.6	6.5	17.3	13.4	7.4	62.8	61.3		68.5	68.7	53.2
Level of Service	B	B	A	B	B	A	E	E		E	E	D
Approach Delay (s)		15.7			13.4			61.9			62.8	
Approach LOS		B			B			E			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			19.2			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			131.8			Sum of lost time (s)				28.5		
Intersection Capacity Utilization			80.1%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 24: Pelham Road & The Parkway

2015 PM

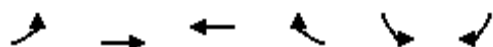
7/6/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	204	803	675	0	928	733	0	0	0	287	474	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8		5.8	5.3				5.3	5.3	5.3
Lane Util. Factor	0.97	0.95	1.00		0.95	1.00				1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00				0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538		3438	1538				1719	1810	1538
Flt Permitted	0.95	1.00	1.00		1.00	1.00				0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538		3438	1538				1719	1810	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	227	892	750	0	1031	814	0	0	0	319	527	318
RTOR Reduction (vph)	0	0	68	0	0	11	0	0	0	0	0	157
Lane Group Flow (vph)	227	892	682	0	1031	803	0	0	0	319	527	161
Turn Type	Prot		Perm	Perm		custom				Perm		Perm
Protected Phases	5	2			6	4					4	
Permitted Phases			2	6		6				4		4
Actuated Green, G (s)	11.9	70.6	70.6		52.9	96.2				43.3	43.3	43.3
Effective Green, g (s)	11.9	70.6	70.6		52.9	96.2				43.3	43.3	43.3
Actuated g/C Ratio	0.10	0.56	0.56		0.42	0.77				0.35	0.35	0.35
Clearance Time (s)	5.8	5.8	5.8		5.8	5.3				5.3	5.3	5.3
Vehicle Extension (s)	4.3	4.3	4.3		4.3	4.3				4.3	4.3	4.3
Lane Grp Cap (vph)	317	1942	869		1455	1184				595	627	533
v/s Ratio Prot	0.07	0.26			0.30	0.23					c0.29	
v/s Ratio Perm			c0.44			0.29				0.19		0.10
v/c Ratio	0.72	0.46	0.78		0.71	0.68				0.54	0.84	0.30
Uniform Delay, d1	54.9	16.0	21.3		29.7	6.9				32.8	37.7	29.8
Progression Factor	1.00	1.00	1.00		0.57	1.29				1.00	1.00	1.00
Incremental Delay, d2	8.3	0.8	7.0		2.1	1.3				1.3	10.5	0.5
Delay (s)	63.2	16.8	28.3		19.1	10.3				34.1	48.2	30.3
Level of Service	E	B	C		B	B				C	D	C
Approach Delay (s)		27.0			15.2			0.0			39.4	
Approach LOS		C			B			A			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			25.5				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			125.0				Sum of lost time (s)			11.1		
Intersection Capacity Utilization			106.5%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 25: Pelham Road & I-85 SB off ramp

2015 PM  
7/6/2011









Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑↑
Volume (vph)	0	1090	1350	0	446	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6		5.3	5.3
Lane Util. Factor		0.95	0.95		1.00	0.88
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3438	3438		1719	2707
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3438	3438		1719	2707
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1211	1500	0	496	346
RTOR Reduction (vph)	0	0	0	0	0	28
Lane Group Flow (vph)	0	1211	1500	0	496	318
Turn Type					Perm	
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		71.7	71.7		42.4	42.4
Effective Green, g (s)		71.7	71.7		42.4	42.4
Actuated g/C Ratio		0.57	0.57		0.34	0.34
Clearance Time (s)		5.6	5.6		5.3	5.3
Vehicle Extension (s)		4.3	4.3		4.3	4.3
Lane Grp Cap (vph)		1972	1972		583	918
v/s Ratio Prot		0.35	c0.44		c0.29	
v/s Ratio Perm						0.12
v/c Ratio		0.61	0.76		0.85	0.35
Uniform Delay, d1		17.5	20.2		38.4	30.9
Progression Factor		0.86	1.07		1.00	1.00
Incremental Delay, d2		1.3	2.0		12.1	0.4
Delay (s)		16.3	23.5		50.4	31.3
Level of Service		B	C		D	C
Approach Delay (s)		16.3	23.5		42.6	
Approach LOS		B	C		D	
<b>Intersection Summary</b>						
HCM Average Control Delay			25.6		HCM Level of Service	C
HCM Volume to Capacity ratio			0.79			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	10.9
Intersection Capacity Utilization			104.6%		ICU Level of Service	G
Analysis Period (min)			15			
c Critical Lane Group						

# HCM Signalized Intersection Capacity Analysis

## 26: Pelham Road & I-85 NB off ramp

2015 PM  
7/6/2011




















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	↑
Volume (vph)	557	0	0	621	1329	732
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8			5.8	5.0	5.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Flt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3438			3438	3335	1538
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3438			3438	3335	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	619	0	0	690	1477	813
RTOR Reduction (vph)	0	0	0	0	0	20
Lane Group Flow (vph)	619	0	0	690	1477	793
Turn Type					Perm	
Protected Phases	2			6	8	
Permitted Phases						8
Actuated Green, G (s)	36.6			36.6	77.6	77.6
Effective Green, g (s)	36.6			36.6	77.6	77.6
Actuated g/C Ratio	0.29			0.29	0.62	0.62
Clearance Time (s)	5.8			5.8	5.0	5.0
Vehicle Extension (s)	4.3			4.3	4.3	4.3
Lane Grp Cap (vph)	1007			1007	2070	955
v/s Ratio Prot	0.18			c0.20	0.44	
v/s Ratio Perm						c0.52
v/c Ratio	0.61			0.69	0.71	0.83
Uniform Delay, d1	38.1			39.1	16.1	18.5
Progression Factor	0.72			0.88	1.00	1.00
Incremental Delay, d2	2.1			3.0	1.3	6.6
Delay (s)	29.7			37.6	17.5	25.2
Level of Service	C			D	B	C
Approach Delay (s)	29.7			37.6	20.2	
Approach LOS	C			D	C	
<b>Intersection Summary</b>						
HCM Average Control Delay			25.2		HCM Level of Service	C
HCM Volume to Capacity ratio			0.78			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	10.8
Intersection Capacity Utilization			135.4%		ICU Level of Service	H
Analysis Period (min)			15			
c Critical Lane Group						

# HCM Signalized Intersection Capacity Analysis

## 27: Pelham Road & Boland Court

2015 PM

7/6/2011






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	855	378	310	1157	20	220	17	294	27	13	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7		6.7	6.7			6.3	6.3		6.3	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Flt	1.00	0.95		1.00	1.00			1.00	0.85		0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1719	3280		1719	3429			1729	1538		1672	
Flt Permitted	0.21	1.00		0.06	1.00			0.71	1.00		0.65	
Satd. Flow (perm)	381	3280		115	3429			1290	1538		1109	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	62	950	420	344	1286	22	244	19	327	30	14	33
RTOR Reduction (vph)	0	40	0	0	1	0	0	0	256	0	22	0
Lane Group Flow (vph)	62	1330	0	344	1307	0	0	263	71	0	55	0
Turn Type	Perm			pm+pt			Perm			Perm		Perm
Protected Phases		2		1	6			8				4
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	56.1	56.1		84.8	84.8			27.2	27.2		27.2	
Effective Green, g (s)	56.1	56.1		84.8	84.8			27.2	27.2		27.2	
Actuated g/C Ratio	0.45	0.45		0.68	0.68			0.22	0.22		0.22	
Clearance Time (s)	6.7	6.7		6.7	6.7			6.3	6.3		6.3	
Vehicle Extension (s)	4.9	4.9		4.3	4.9			4.3	4.3		4.3	
Lane Grp Cap (vph)	171	1472		360	2326			281	335		241	
v/s Ratio Prot		0.41		c0.17	0.38							
v/s Ratio Perm	0.16			c0.48				c0.20	0.05		0.05	
v/c Ratio	0.36	0.90		0.96	0.56			0.94	0.21		0.23	
Uniform Delay, d1	22.7	31.9		41.0	10.4			48.0	40.1		40.3	
Progression Factor	0.70	0.67		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	4.0	6.7		36.0	1.0			37.2	0.5		0.8	
Delay (s)	19.9	28.2		76.9	11.4			85.2	40.6		41.0	
Level of Service	B	C		E	B			F	D		D	
Approach Delay (s)		27.8			25.1			60.5			41.0	
Approach LOS		C			C			E			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			32.0			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			125.0			Sum of lost time (s)			13.0			
Intersection Capacity Utilization			89.1%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 28: Forsythia Dr & E Butler Road

2015 PM

7/6/2011


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	0	4	34	0	99	7	674	17	79	991	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.90		1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1719	1538		1607		1719	3425		1719	3429	
Flt Permitted		0.66	1.00		0.91		0.25	1.00		0.36	1.00	
Satd. Flow (perm)		1199	1538		1478		461	3425		651	3429	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	0	4	38	0	110	8	749	19	88	1101	19
RTOR Reduction (vph)	0	0	3	0	53	0	0	3	0	0	2	0
Lane Group Flow (vph)	0	13	1	0	95	0	8	765	0	88	1118	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		8.8	8.8		8.8		15.7	15.7		15.7	15.7	
Effective Green, g (s)		8.8	8.8		8.8		15.7	15.7		15.7	15.7	
Actuated g/C Ratio		0.24	0.24		0.24		0.43	0.43		0.43	0.43	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.3	4.3		4.3		4.3	4.3		4.3	4.3	
Lane Grp Cap (vph)		289	371		356		198	1473		280	1475	
v/s Ratio Prot								0.22			c0.33	
v/s Ratio Perm		0.01	0.00		c0.06		0.02			0.14		
v/c Ratio		0.04	0.00		0.27		0.04	0.52		0.31	0.76	
Uniform Delay, d1		10.6	10.5		11.2		6.0	7.6		6.9	8.8	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1	0.0		0.6		0.1	0.5		1.0	2.5	
Delay (s)		10.7	10.5		11.9		6.2	8.1		7.9	11.3	
Level of Service		B	B		B		A	A		A	B	
Approach Delay (s)		10.7			11.9			8.1			11.1	
Approach LOS		B			B			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			10.0			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			36.5			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			60.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 30: E Butler Road & I-385 SB Ramps

2015 PM

7/6/2011

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	730	75	388	663	0	412	0	419	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0			
Lane Util. Factor		0.95		1.00	0.95			1.00	1.00			
Flt		0.99		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3390		1719	3438			1719	1538			
Flt Permitted		1.00		0.11	1.00			0.95	1.00			
Satd. Flow (perm)		3390		191	3438			1719	1538			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	811	83	431	737	0	458	0	466	0	0	0
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	150	0	0	0
Lane Group Flow (vph)	0	887	0	431	737	0	0	458	316	0	0	0
Turn Type				pm+pt			Perm		Perm			
Protected Phases				1	6			4				
Permitted Phases		2		6			4		4			
Actuated Green, G (s)		31.8		62.0	62.0			31.4	31.4			
Effective Green, g (s)		31.8		62.0	62.0			31.4	31.4			
Actuated g/C Ratio		0.30		0.59	0.59			0.30	0.30			
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0			
Vehicle Extension (s)		4.3		4.3	4.3			4.3	4.3			
Lane Grp Cap (vph)		1023		463	2022			512	458			
v/s Ratio Prot				c0.21	0.21							
v/s Ratio Perm		0.26		c0.33				0.27	0.21			
v/c Ratio		0.87		0.93	0.36			0.89	0.69			
Uniform Delay, d1		34.8		30.0	11.4			35.4	32.7			
Progression Factor		1.00		1.00	1.00			1.00	1.00			
Incremental Delay, d2		8.3		26.0	0.2			18.4	4.9			
Delay (s)		43.1		56.0	11.6			53.9	37.6			
Level of Service		D		E	B			D	D			
Approach Delay (s)		43.1			27.9			45.6			0.0	
Approach LOS		D			C			D			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			38.0			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			105.4			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			81.9%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												










# HCM Signalized Intersection Capacity Analysis

## 31: I-385 NB Ramps & E Butler Road

2015 PM

7/6/2011
























											
Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Volume (vph)	0	0	268	874	0	0	1009	756	42	0	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0			6.0	6.0	6.0		6.0
Lane Util. Factor			1.00	0.95			0.95	1.00	1.00		1.00
Frt			1.00	1.00			1.00	0.85	1.00		0.85
Flt Protected			0.95	1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)			1719	3438			3438	1538	1719		1538
Flt Permitted			0.15	1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)			276	3438			3438	1538	1719		1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	298	971	0	0	1121	840	47	0	244
RTOR Reduction (vph)	0	0	0	0	0	0	0	314	0	0	168
Lane Group Flow (vph)	0	0	298	971	0	0	1121	526	47	0	76
Turn Type			pm+pt				custom		custom		custom
Protected Phases			5	2							8
Permitted Phases			2				6	6	8		
Actuated Green, G (s)			74.7	74.7			51.2	51.2	11.3		11.3
Effective Green, g (s)			74.7	74.7			51.2	51.2	11.3		11.3
Actuated g/C Ratio			0.76	0.76			0.52	0.52	0.12		0.12
Clearance Time (s)			6.0	6.0			6.0	6.0	6.0		6.0
Vehicle Extension (s)			4.3	4.3			4.3	4.3	4.3		4.3
Lane Grp Cap (vph)			468	2621			1796	804	198		177
v/s Ratio Prot			c0.11	0.28							c0.05
v/s Ratio Perm			c0.37				0.33	0.34	0.03		
v/c Ratio			0.64	0.37			0.62	0.65	0.24		0.43
Uniform Delay, d1			12.0	3.9			16.6	17.0	39.4		40.3
Progression Factor			1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2			3.4	0.1			0.8	2.3	1.0		2.6
Delay (s)			15.4	4.0			17.4	19.2	40.4		43.0
Level of Service			B	A			B	B	D		D
Approach Delay (s)	0.0			6.7			18.2			42.6	
Approach LOS	A			A			B			D	
<b>Intersection Summary</b>											
HCM Average Control Delay			16.1		HCM Level of Service				B		
HCM Volume to Capacity ratio			0.59								
Actuated Cycle Length (s)			98.0		Sum of lost time (s)				12.0		
Intersection Capacity Utilization			81.9%		ICU Level of Service				D		
Analysis Period (min)			15								
c Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 34: Frontage Road & Roper Mountain Road

2015 PM

7/6/2011




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	12	366	592	50	54	174	1224	189	13	950	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	1546		1633	1649	1538	1719	3438	1538	1719	3425	
Flt Permitted	0.95	1.00		0.95	0.96	1.00	0.11	1.00	1.00	0.13	1.00	
Satd. Flow (perm)	1719	1546		1633	1649	1538	196	3438	1538	233	3425	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	13	407	658	56	60	193	1360	210	14	1056	28
RTOR Reduction (vph)	0	131	0	0	0	21	0	0	116	0	2	0
Lane Group Flow (vph)	28	289	0	355	359	39	193	1360	95	14	1082	0
Turn Type	Split			Split		Perm	pm+pt		Perm	Perm		
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases						8	2		2	6		
Actuated Green, G (s)	16.0	16.0		21.0	21.0	21.0	45.0	45.0	45.0	31.0	31.0	
Effective Green, g (s)	16.0	16.0		21.0	21.0	21.0	45.0	45.0	45.0	31.0	31.0	
Actuated g/C Ratio	0.16	0.16		0.21	0.21	0.21	0.45	0.45	0.45	0.31	0.31	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	4.9	4.9		4.9	4.9	4.9	4.3	4.9	4.9	4.9	4.9	
Lane Grp Cap (vph)	275	247		343	346	323	210	1547	692	72	1062	
v/s Ratio Prot	0.02	c0.19		0.22	c0.22		0.07	c0.40			c0.32	
v/s Ratio Perm						0.03	0.34		0.06	0.06		
v/c Ratio	0.10	1.17		1.03	1.04	0.12	0.92	0.88	0.14	0.19	1.02	
Uniform Delay, d1	35.9	42.0		39.5	39.5	32.0	22.9	25.0	16.1	25.3	34.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.77	0.90	1.13	1.00	1.00	
Incremental Delay, d2	0.3	111.0		57.9	58.5	0.3	35.1	6.1	0.3	5.9	32.4	
Delay (s)	36.2	153.0		97.4	98.0	32.3	52.7	28.5	18.5	31.3	66.9	
Level of Service	D	F		F	F	C	D	C	B	C	E	
Approach Delay (s)		145.7			92.6			30.0			66.5	
Approach LOS		F			F			C			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			64.4			HCM Level of Service			E			
HCM Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			115.7%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 35: I-385 NB Ramps & Roper Mountain Road

2015 PM

7/6/2011













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	426	0	470	333	1117	0	0	1416	492
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Lane Util. Factor				0.95	0.95	0.88	0.97	0.95			0.95	1.00
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1633	1633	2707	3335	3438			3438	1538
Flt Permitted				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1633	1633	2707	3335	3438			3438	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	473	0	522	370	1241	0	0	1573	547
RTOR Reduction (vph)	0	0	0	0	0	151	0	0	0	0	0	258
Lane Group Flow (vph)	0	0	0	236	237	371	370	1241	0	0	1573	289
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)				17.7	17.7	17.7	13.7	70.3			50.6	50.6
Effective Green, g (s)				17.7	17.7	17.7	13.7	70.3			50.6	50.6
Actuated g/C Ratio				0.18	0.18	0.18	0.14	0.70			0.51	0.51
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)				4.9	4.9	4.9	4.3	4.9			4.9	4.9
Lane Grp Cap (vph)				289	289	479	457	2417			1740	778
v/s Ratio Prot							c0.11	0.36			c0.46	
v/s Ratio Perm				0.14	0.15	0.14						0.19
v/c Ratio				0.82	0.82	0.78	0.81	0.51			0.90	0.37
Uniform Delay, d1				39.6	39.6	39.3	41.9	6.9			22.5	15.0
Progression Factor				1.00	1.00	1.00	1.28	0.25			0.63	1.15
Incremental Delay, d2				18.0	18.5	8.9	4.8	0.3			0.9	0.1
Delay (s)				57.5	58.1	48.1	58.4	2.1			15.0	17.3
Level of Service				E	E	D	E	A			B	B
Approach Delay (s)		0.0			52.7			15.0			15.6	
Approach LOS		A			D			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.2				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			112.1%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 36: Roper Mountain Road & I-385 SB Ramps

2015 PM





















7/6/2011

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑↑	↑	↑	↑↑		↑	↑	↑↑			
Volume (vph)	0	1010	663	1133	709	0	440	0	331	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.4	5.8	6.4		6.1	6.1	6.1			
Lane Util. Factor		0.91	1.00	1.00	0.95		0.95	0.95	0.88			
Frt		1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)		4940	1538	1719	3438		1633	1633	2707			
Flt Permitted		1.00	1.00	0.16	1.00		0.95	0.95	1.00			
Satd. Flow (perm)		4940	1538	285	3438		1633	1633	2707			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1122	737	1259	788	0	489	0	368	0	0	0
RTOR Reduction (vph)	0	0	178	0	0	0	0	0	328	0	0	0
Lane Group Flow (vph)	0	1122	559	1259	788	0	244	245	40	0	0	0
Turn Type			Perm	pm+pt			Perm		Perm			
Protected Phases		2		1	6			4				
Permitted Phases			2	6			4		4			
Actuated Green, G (s)		32.6	32.6	77.2	76.6		10.9	10.9	10.9			
Effective Green, g (s)		32.6	32.6	77.2	76.6		10.9	10.9	10.9			
Actuated g/C Ratio		0.33	0.33	0.77	0.77		0.11	0.11	0.11			
Clearance Time (s)		6.4	6.4	5.8	6.4		6.1	6.1	6.1			
Vehicle Extension (s)		4.9	4.9	4.3	4.9		4.9	4.9	4.9			
Lane Grp Cap (vph)		1610	501	768	2634		178	178	295			
v/s Ratio Prot		0.23		c0.63	0.23							
v/s Ratio Perm			0.36	c0.64			0.15	0.15	0.01			
v/c Ratio		0.70	1.12	1.64	0.30		1.37	1.38	0.14			
Uniform Delay, d1		29.4	33.7	20.4	3.6		44.5	44.5	40.3			
Progression Factor		0.50	0.32	0.64	0.85		1.00	1.00	1.00			
Incremental Delay, d2		1.6	68.5	290.4	0.1		198.3	200.6	0.4			
Delay (s)		16.4	79.4	303.4	3.2		242.9	245.2	40.7			
Level of Service		B	E	F	A		F	F	D			
Approach Delay (s)		41.4			187.8			156.7			0.0	
Approach LOS		D			F			F			A	
Intersection Summary												
HCM Average Control Delay		125.1		HCM Level of Service				F				
HCM Volume to Capacity ratio		1.57										
Actuated Cycle Length (s)		100.0		Sum of lost time (s)				11.9				
Intersection Capacity Utilization		112.1%		ICU Level of Service				H				
Analysis Period (min)		15										
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 37: Roper Mountain Road & Congaree Road











2015 PM  
7/6/2011

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	104	1041	1	6	659	375	625	1	322	4	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	6.4			6.4	6.4	6.1	6.1			6.1	6.1
Lane Util. Factor	1.00	0.91			0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.85			1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1719	4939			3436	1538	1719	1539			1740	1538
Flt Permitted	0.20	1.00			0.94	1.00	0.75	1.00			0.85	1.00
Satd. Flow (perm)	356	4939			3226	1538	1365	1539			1545	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	116	1157	1	7	732	417	694	1	358	4	1	8
RTOR Reduction (vph)	0	0	0	0	0	281	0	95	0	0	0	4
Lane Group Flow (vph)	116	1158	0	0	739	136	694	264	0	0	5	4
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			4			8	
Permitted Phases	2			6		6	4			8		8
Actuated Green, G (s)	42.5	42.5			32.5	32.5	45.0	45.0			45.0	45.0
Effective Green, g (s)	42.5	42.5			32.5	32.5	45.0	45.0			45.0	45.0
Actuated g/C Ratio	0.42	0.42			0.32	0.32	0.45	0.45			0.45	0.45
Clearance Time (s)	5.8	6.4			6.4	6.4	6.1	6.1			6.1	6.1
Vehicle Extension (s)	4.3	4.9			4.9	4.9	4.9	4.9			4.9	4.9
Lane Grp Cap (vph)	209	2099			1048	500	614	693			695	692
v/s Ratio Prot	0.02	c0.23						0.17				
v/s Ratio Perm	0.21				c0.23	0.09	c0.51				0.00	0.00
v/c Ratio	0.56	0.55			0.71	0.27	1.13	0.38			0.01	0.01
Uniform Delay, d1	19.7	21.6			29.6	25.0	27.5	18.3			15.2	15.2
Progression Factor	0.85	0.93			1.16	2.51	1.00	1.00			1.00	1.00
Incremental Delay, d2	2.9	0.7			3.7	1.2	77.8	0.7			0.0	0.0
Delay (s)	19.6	20.8			38.1	63.9	105.3	19.0			15.2	15.2
Level of Service	B	C			D	E	F	B			B	B
Approach Delay (s)		20.7			47.4			75.9			15.2	
Approach LOS		C			D			E			B	
Intersection Summary												
HCM Average Control Delay			46.1	HCM Level of Service			D					
HCM Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			100.0	Sum of lost time (s)			18.9					
Intersection Capacity Utilization			107.0%	ICU Level of Service			G					
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 21: Frontage Rd & US 276










2015 PM  
7/6/2011

						
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	53	119	37	2967	1654	53
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)	59	132	41	3297	1838	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					1010	
pX, platoon unblocked	0.76	0.76	0.76			
vC, conflicting volume	3598	948	1897			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3789	291	1543			
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	75	87			
cM capacity (veh/h)	2	527	312			
Direction, Lane #	WB 1	SE 1	SE 2	SE 3	NW 1	NW 2
Volume Total	191	41	1648	1648	1225	671
Volume Left	59	41	0	0	0	0
Volume Right	132	0	0	0	0	59
cSH	6	312	1700	1700	1700	1700
Volume to Capacity	33.14	0.13	0.97	0.97	0.72	0.39
Queue Length 95th (ft)	Err	11	0	0	0	0
Control Delay (s)	Err	18.3	0.0	0.0	0.0	0.0
Lane LOS	F	C				
Approach Delay (s)	Err	0.2			0.0	
Approach LOS	F					
<b>Intersection Summary</b>						
Average Delay			352.3			
Intersection Capacity Utilization			98.9%		ICU Level of Service	F
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 22: US 276 & St Josephs Dr

2015 PM  
7/6/2011

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	1710	410	87	1340	367	266
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)	1900	456	97	1489	408	296
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				862		
pX, platoon unblocked					0.75	
vC, conflicting volume			2356		3066	1178
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2356		3088	1178
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			51		0	0
cM capacity (veh/h)			196		3	179
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	
Volume Total	1267	1089	593	993	703	
Volume Left	0	0	97	0	408	
Volume Right	0	456	0	0	296	
cSH	1700	1700	196	1700	6	
Volume to Capacity	0.75	0.64	0.49	0.58	125.59	
Queue Length 95th (ft)	0	0	61	0	Err	
Control Delay (s)	0.0	0.0	29.9	0.0	Err	
Lane LOS			D		F	
Approach Delay (s)	0.0		11.2		Err	
Approach LOS					F	
Intersection Summary						
Average Delay			1518.0			
Intersection Capacity Utilization			145.8%		ICU Level of Service	H
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 29: Rothwell Dr & E Butler Road

2015 PM  
7/6/2011













Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	21	6	1	784	1081	1
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)	23	7	1	871	1201	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		5				
Median type				TWLTL	TWLTL	
Median storage (veh)				2	2	
Upstream signal (ft)				1175	377	
pX, platoon unblocked	0.90	0.89	0.89			
vC, conflicting volume	1639	601	1202			
vC1, stage 1 conf vol	1202					
vC2, stage 2 conf vol	438					
vCu, unblocked vol	1381	304	980			
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 %	91	99	100			
cM capacity (veh/h)	265	608	607			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	30	1	436	436	801	401
Volume Left	23	1	0	0	0	0
Volume Right	7	0	0	0	0	1
cSH	340	607	1700	1700	1700	1700
Volume to Capacity	0.09	0.00	0.26	0.26	0.47	0.24
Queue Length 95th (ft)	7	0	0	0	0	0
Control Delay (s)	17.9	10.9	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	17.9	0.0			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			39.9%		ICU Level of Service	A
Analysis Period (min)			15			



# HCM Unsignalized Intersection Capacity Analysis

## 32: New Commerce Ct & E Butler Road

2015 PM  
7/6/2011




















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	57	65	1090	4	57	1708
Sign Control	Stop		Free		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)	63	72	1211	4	63	1898
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			369			
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	2289	608			1216	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2218	369			1038	
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	87			89	
cM capacity (veh/h)	29	563			589	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	136	807	408	63	949	949
Volume Left	63	0	0	63	0	0
Volume Right	72	0	4	0	0	0
cSH	58	1700	1700	589	1700	1700
Volume to Capacity	2.32	0.47	0.24	0.11	0.56	0.56
Queue Length 95th (ft)	336	0	0	9	0	0
Control Delay (s)	754.3	0.0	0.0	11.8	0.0	0.0
Lane LOS	F			B		
Approach Delay (s)	754.3	0.0		0.4		
Approach LOS	F					
Intersection Summary						
Average Delay		31.1				
Intersection Capacity Utilization		61.0%		ICU Level of Service		B
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis

## 33: E Butler Road & Brookfield Pkwy

2015 PM

7/6/2011

													
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations													
Volume (veh/h)	17	1134	4	1	1557	10	2	0	190	18	0	4	
Sign Control	Free				Free				Stop				
Grade	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)	19	1260	4	1	1730	11	2	0	211	20	0	4	
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				0.95			0.95			0.95			
vC, conflicting volume	1741			1264			2410			3040			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1741			1179			2381			3042			
tC, single (s)	4.2			4.2			7.6			6.6			
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5			4.0			
p0 queue free %	95			100			86			100			
cM capacity (veh/h)	344			545			16			11			
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SE 1	SE 2	NW 1	NW 2				
Volume Total	19	840	424	866	876	2	211	20	4				
Volume Left	19	0	0	1	0	2	0	20	0				
Volume Right	0	0	4	0	11	0	211	0	4				
cSH	344	1700	1700	545	1700	16	289	4	473				
Volume to Capacity	0.05	0.49	0.25	0.00	0.52	0.14	0.73	4.46	0.01				
Queue Length 95th (ft)	4	0	0	0	0	10	132	Err	1				
Control Delay (s)	16.1	0.0	0.0	0.1	0.0	270.9	45.2	Err	12.7				
Lane LOS	C			A		F	E	F	B				
Approach Delay (s)	0.2			0.0			47.5			8183.3			
Approach LOS							E			F			
Intersection Summary													
Average Delay	64.5												
Intersection Capacity Utilization	68.5%			ICU Level of Service						C			
Analysis Period (min)	15												