

**COBLE LANDFILL EXPANSION
TRAFFIC IMPACT STUDY
ALAMANCE COUNTY, NC**

Prepared for:

Meridian Waste
424 WAREHOUSE DRIVE
RALEIGH, NC 27610

Prepared by:



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SUBMITTED: MARCH 2023

CTS #: 23006

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INTRODUCTION

The purpose of this report is to analyze the existing and projected traffic volumes associated with the expansion of service at the Coble Sandrock facility located on Foster Store Road. The facility is proposing to eliminate all sale of sandrock from the site, which will reduce the truck traffic. The proposed expansion includes an increase in service area thereby increasing the tonnage being received at the site. However, the majority of the additional tonnage will be transported in transfer trailers rather than roll off containers, reducing the number of trucks estimated for the landfill facility expansion of services.

LOCATION

The Coble Sandrock site is located on Foster Store Road about halfway between Kimesville Road to the north, and W. Greensboro-Chapel Hill Road to the south. The site is approximately ½ mile east of Kimesville in Alamance County, North Carolina. See Figure 1 for the Vicinity Map and Figure 2 for the Project Site Map. This report is submitted to the Alamance County Manager's office for review on behalf of the operators of the landfill, Meridan Waste. Meridan will also share this information with the Alamance County Commissioners in order to ensure transparency with the planned changes and potential impacts to the surrounding traffic patterns.

Existing traffic conditions were analyzed for the surrounding intersections to determine the need for potential improvements to accommodate the future truck traffic volumes and allow efficient ingress and egress to the site. This study analyzes the capacity and delay associated with the additional traffic entering and exiting from Foster Store Road to the site, as well as the intersections at either end of Foster Store Road. The methodology to assess operations and the study findings are summarized in the sections that follow.



Figure 1: Vicinity Map

CAPACITY ANALYSIS METHODOLOGY

The methodology used for evaluating intersection traffic operations is based on criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th Edition (HCM). The capacity of an intersection is described in terms of Level of Service (LOS), which ranges from A to F and corresponds to average control delay per vehicle.

In general, the LOS may be defined as a measure of operating conditions within a traffic stream and the perception of the conditions by the general motoring public. The six levels of service are briefly described, as follows:

- LOS A – Little or no traffic delays;
- LOS B – Minimal to short traffic delays;
- LOS C – Average traffic delays;
- LOS D – Relatively long traffic delays;
- LOS E – Intersections are at or near the maximum capacity and traffic experiences long delays; and
- LOS F – Intersections are operating above their maximum capacity and traffic delays are long and unstable.

For signalized intersections, one overall intersection LOS is reported. At unsignalized intersections, the LOS for each controlled approach or movement (side-streets and main-street left-turns) is reported. Table 1 presents LOS criteria for signalized and unsignalized intersections.

Table 1 Level of Service Criteria		
LOS	Average Control Delay (sec / veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

A volume-to-capacity ratio (v/c) is also computed for each lane group and at signalized intersections an overall v/c ratio is reported. The capacity of the intersection is calculated based on the geometry and traffic control. Intersection capacity is then compared to the volumes entering the intersection. A v/c ratio of less than 1.0 indicates that there is sufficient capacity for the traffic demand. A v/c ratio of more than 1.0 generally indicates the need for intersection improvements.

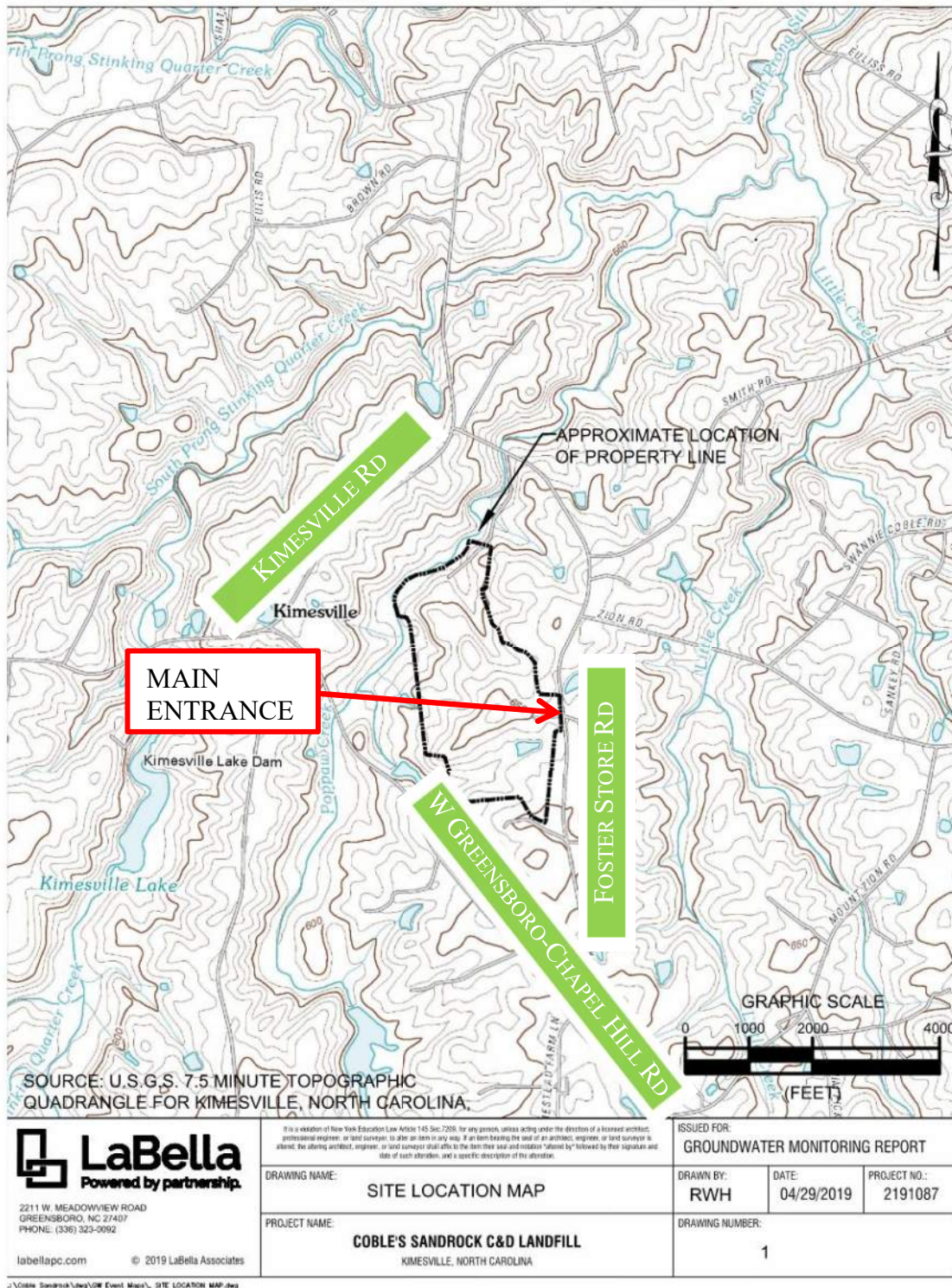
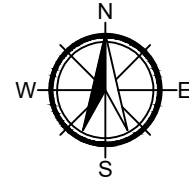


Figure 2: Project Location Map

EXISTING CONDITIONS SURVEY

An evaluation of existing conditions was performed to document existing operations and provide a basis for relative comparison of future conditions. The following paragraphs describe the existing roadway facilities, traffic volumes, and intersection operations.

The study area for this project includes Foster Store Road and the intersections with Kimesville Road to the north, and W. Greensboro-Chapel Hill Road to the south. All three roads are rural sections with approximate 12-foot lanes and 0-1 foot paved shoulders. Kimesville Rd has a posted 45 mph speed limit, W. Greensboro-Chapel Hill Rd is posted 55 mph, and Foster Store Rd was not observed to have a posted speed limit and is therefore assumed to be 55 mph. Foster Store Rd is the minor approach at each of these intersections and has a stop condition. The radii at both intersections are large and well suited for the truck traffic. The Coble Sandrock facility entrance is the minor approach for the final intersection in the study and has a stop condition as well. There are no auxiliary lanes present for the existing conditions of the study area. Figure 3 shows the existing lane geometry for the intersections in the study area.



KIMESVILLE RD
45 MPH

COBLE SANDROCK
FACILITY DRIVEWAY
25 MPH

FOSTER STORE RD
55 MPH

HOMESTEAD FARM LN
(UNPAVED)
35 MPH

W GREENSBORO-CHAPEL HILL RD
55 MPH

LEGEND

- = EX. SIGNALIZED INTERSECTION
- = UNSIGNALIZED INTERSECTION
- = LANE DESIGNATIONS
- = STORAGE LENGTH



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Figure 3: EXISTING LANE GEOMETRY

Existing Conditions

The current operations at the Coble Sandrock facility include sandrock sales and landfill operation. We first analyze the traffic volumes with the current traffic volume for both the Open Year scenario and the Design Year scenario. Since the tonnage from the landfill expansion is proposed to ramp up over the next 3 years, we use that as our timeframe for the Design Year for the maximum increase in truck traffic due to the facility's service expansion. Traffic volumes for the Design Year are estimated based on the growth rate, as shown below.

EXISTING TRAFFIC VOLUMES

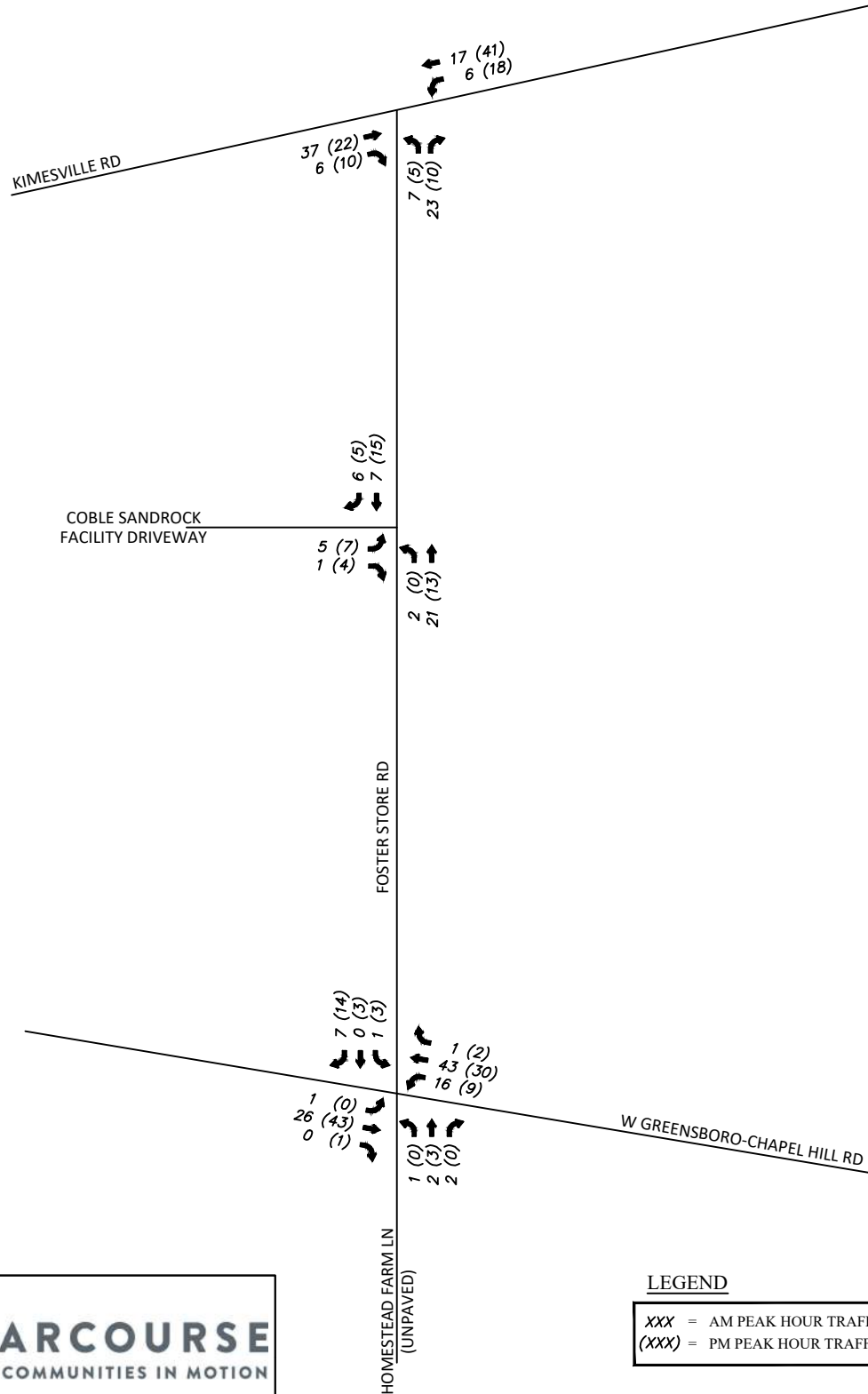
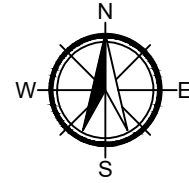
Turning movement counts were performed for the 2-hour peak times on January 31, 2023 from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm. The four consecutive 15-minute interval volumes that summed to the highest volume during the morning and evening peak periods were determined at each intersection. Traffic count data was pulled from the North Carolina Department of Transportation (NCDOT) website to establish the average daily traffic (ADT) volume, as shown in Table 2.

Table 2 Traffic in the Study Area					
Route	2010 ADT	2012 ADT	2016 ADT	2018 ADT	% annual growth
Foster Store Rd	500	-	520	690	3%
Kimesville Rd	770	730	860	850	1%
W Greensboro-Chapel Hill Rd	990	1,000	1,100	1,200	2%
Average traffic volume growth			2.0%		

Growth Rate

Historical traffic data from NCDOT line counts show a 2.0% growth rate in the study area. The recent county census data shows a population growth rates from 2019 to 2023 of 1.18%. Therefore, the traffic growth rate was used for this report as it was the more conservative estimate. The growth rate was applied to the existing volumes over three years to give the 2023 (Open Year) and 2026 (Design Year with peak truck traffic) traffic volume projections.

Table 3 Alamance County Census Data					
Year	2023	2022	2021	2020	2019
Population	177,499	175,471	173,443	171,415	169,383
Average County population growth =					1.18%



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LEGEND

XXX = AM PEAK HOUR TRAFFIC VOLUMES
(XXX) = PM PEAK HOUR TRAFFIC VOLUMES

Figure 4: EXISTING TRAFFIC VOLUMES (2023)

Growth Factor

A growth factor was calculated by applying the growth rates to the below equation and shown in Table 4.

$$\text{Growth Factor} = (1 + r)^n$$

Where:

r = growth rate

n = number of years

Table 4 Growth Factors	
Build Year (2023)	Design Year (2026)
1.02	1.06

Existing intersection operations were analyzed to establish current traffic conditions and identify areas of existing deficiencies that are excluded from improvements recommended for this development. The existing peak hour counts and current intersection geometries were used in the analysis. Due to the changes in operation occurring this year, the existing counts will be used for the Open Year No-Build volumes as well. The peak hour delay and LOS summary can be found below in Table 5.

Table 5 Existing Intersection Operations – No-Build Phase 1 Open Year (2023)						
Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Delay (sec)	LOS	v/c	Delay (sec)	LOS	v/c
Kimesville Rd @ Foster Store Rd						
- northbound approach	8.7	A	0.03	8.7	A	0.02
- westbound approach	7.3	A	0.04	7.3	A	0.01
- eastbound approach	0.0	A	0.00	0.0	A	0.00
Coble Main Drive @ Foster Store Rd						
- northbound approach	7.2	A	0.01	0.0	A	0.0
- southbound approach	0.0	A	0.00	0.0	A	0.0
- eastbound approach	8.7	A	0.01	8.6	A	0.01
W Greensboro-Chapel Hill Rd @ Foster Store Rd						
- northbound approach	9.6	A	0.01	9.0	A	0.01
- southbound approach	9.0	A	0.02	9.0	A	0.01
- westbound approach	7.3	A	0.00	7.3	A	0.0
- eastbound approach	0.0	A	0.00	7.3	A	0.0

The Coble Sandrock facility main entrance approach experiences minimal delays and the Foster Store southbound approach to the W Greensboro Chapel Hill intersection and the eastbound approach to Foster Store Rd on Kimesville Rd remain at LOS A in the Design Year No-Build. All approaches are below capacity for the total traffic volume carried and do not warrant additional capacity. Under the existing conditions, there are no improvements warranted for the no-build scenarios.

Table 6 Existing Intersection Operations – No-Build Design Year (2026)						
Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Delay (sec)	LOS	v/c	Delay (sec)	LOS	v/c
Kimesville Rd @ Foster Store Rd						
- northbound approach	8.8	A	0.04	8.8	A	0.02
- westbound approach	7.3	A	0.01	7.3	A	0.01
- eastbound approach	0.0	A	0.00	0.0	A	0.00
Coble Main Drive @ Foster Store Rd						
- northbound approach	7.3	A	0.01	0.0	A	0.0
- southbound approach	0.0	A	0.00	0.0	A	0.0
- eastbound approach	8.7	A	0.01	8.6	A	0.01
W Greensboro-Chapel Hill Rd @ Foster Store Rd						
- northbound approach	9.1	A	0.01	9.6	A	0.01
- southbound approach	9.1	A	0.01	9.1	A	0.02
- westbound approach	7.3	A	0.01	7.3	A	0.0
- eastbound approach	7.4	A	0.01	0.0	A	0.0

Proposed Build Traffic Conditions

The proposed development includes the gradual increase of transfer trash trucks over a 3-year period. The existing traffic volumes were given a 2.0% growth rate projection for the proposed traffic analysis scenario. Trip generations were calculated using the total number of trucks based on information provided by Meridian Waste and HHNT. Proposed traffic volumes used in this analysis are made up of the projected 2023 and 2026 traffic volumes plus the addition of projected site-generated traffic. Projections for trip generation and traffic assignment are detailed in the following sections.

Trip Generation

Traffic that will be generated by the landfill is typically projected based on trip generation characteristics for similar land uses nationwide. These trip generation rates are typically taken from the 11th edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual report. However, due to the specialization of landfills and their truck trips being dependent on the tonnage they transport on a day-to-day basis, these trips are estimated based on numbers provided by Meridian Waste.

The estimated tonnage under the existing conditions is 50-90 tons per day. Over the next three years this will gradually increase to 750 tons per day. We estimate that the peak tonnage, or the additional 660-700 tons per day, will require 65 trucks per day (a mix of transfer trailers and smaller capacity trucks). We anticipate that these 65 trucks will arrive throughout the day but that the larger peak will occur at the end of the day during the PM peak hours. Therefore, for the purposes of this study, we have estimated that 10% of the total trucks arriving and departing will occur in the AM peak hour and that roughly 25% will arrive and depart during the PM peak hour.

We also have taken into account the reduction in trucks due to the termination of sandrock sales. We have conservatively estimated that this reduction in trucks is 1 entering and exiting in the AM peak and 2 trucks entering and exiting in the PM peak.

Gross trip generations for the proposed development are presented in Table 7.

Table 7 Trip Generation									
Land Use	A.M. Peak Hour			P.M. Peak Hour			Average Daily Trips		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Landfill – 2023 (200 Tons)	1	1	2	3	3	6	6	7	13
Landfill – 2026 (750 Tons)	6	6	12	16	16	32	65	65	130

Traffic Assignment and Trip Distribution

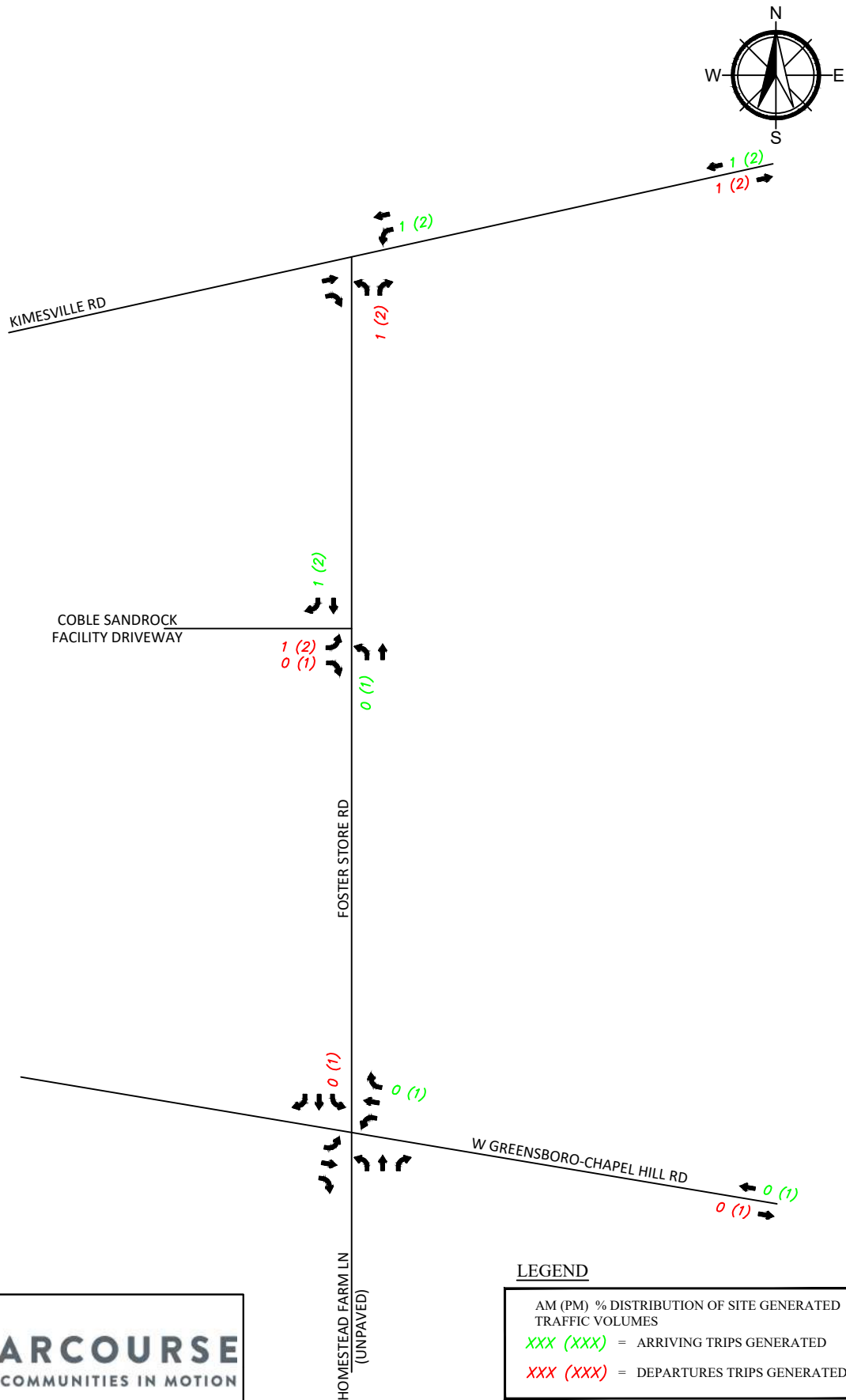
The arriving/departing percentages for Traffic Assignment were determined by the historical operation of the facility. All trucks that arrive will depart within the same day. The breakdown of the assigned trips generated by the site is shown in Table 8.

Both the arriving and departing trip percentages were calculated based on the projections of the trucks coming from the additional service and transfer areas. The trip distribution volumes of the arrivals and departures from the open year and design year are shown in Figures 5 and 6.

Table 8				
Trip Generation Percentages				
Building Use	A.M. Peak Hour		P.M. Peak Hour	
	Arrivals	Departures	Arrivals	Departures
530 – Landfill	50%	50%	50%	50%

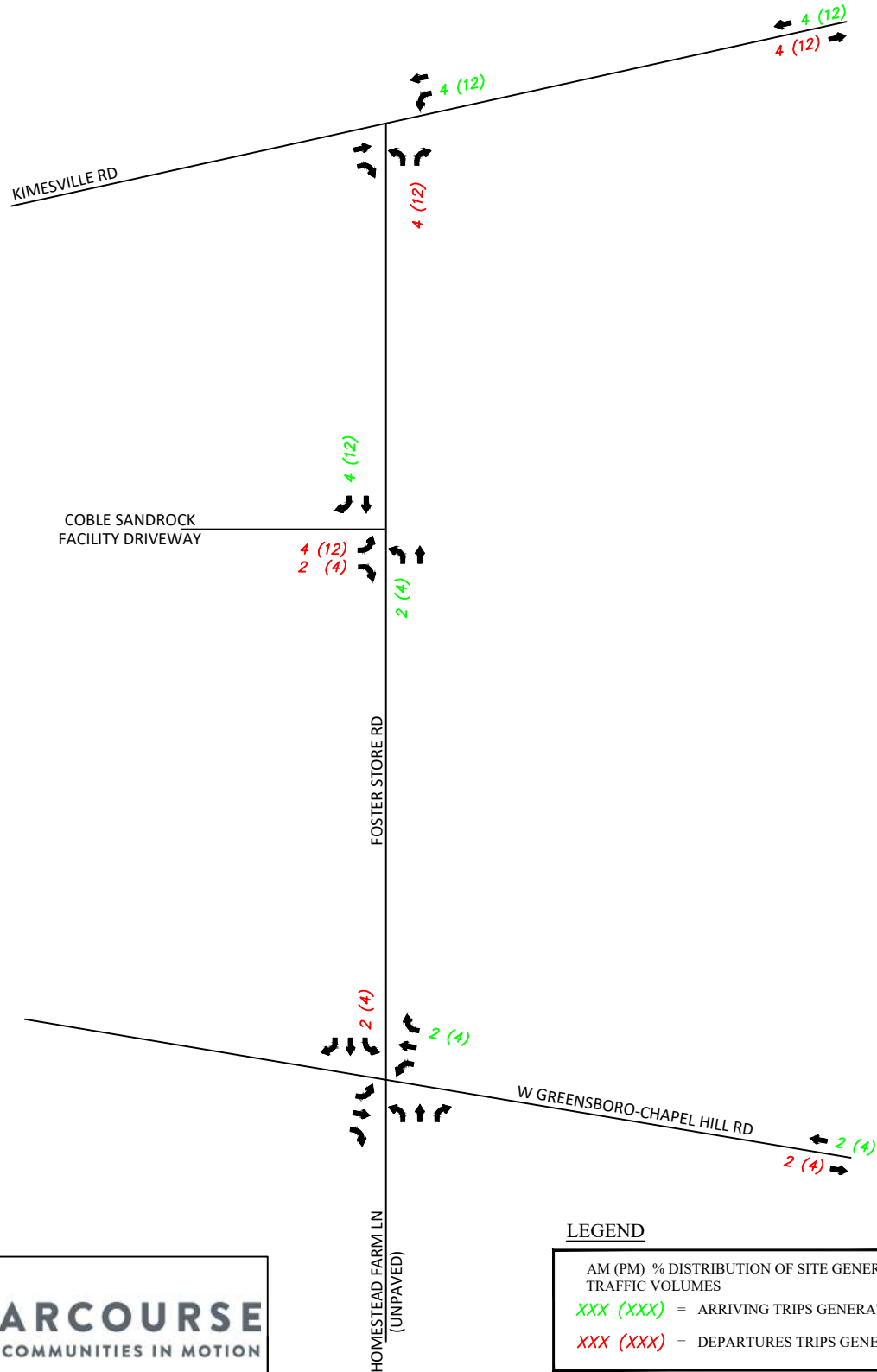
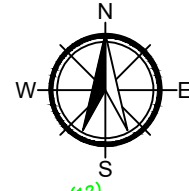
Site Access

The site has one driveway connected to Foster Store Road. The existing roadway geometry will be used in the initial analysis of the intersections to determine if auxiliary storage lengths are adequate and if further improvements are needed for acceptable traffic operations.



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Figure 5: TRAFFIC ASSIGNMENT & TRIP DISTRIBUTION (OPEN YEAR)



LEGEND

AM (PM) % DISTRIBUTION OF SITE GENERATED TRAFFIC VOLUMES

XXX (XXX) = ARRIVING TRIPS GENERATED

XXX (XXX) = DEPARTURES TRIPS GENERATED



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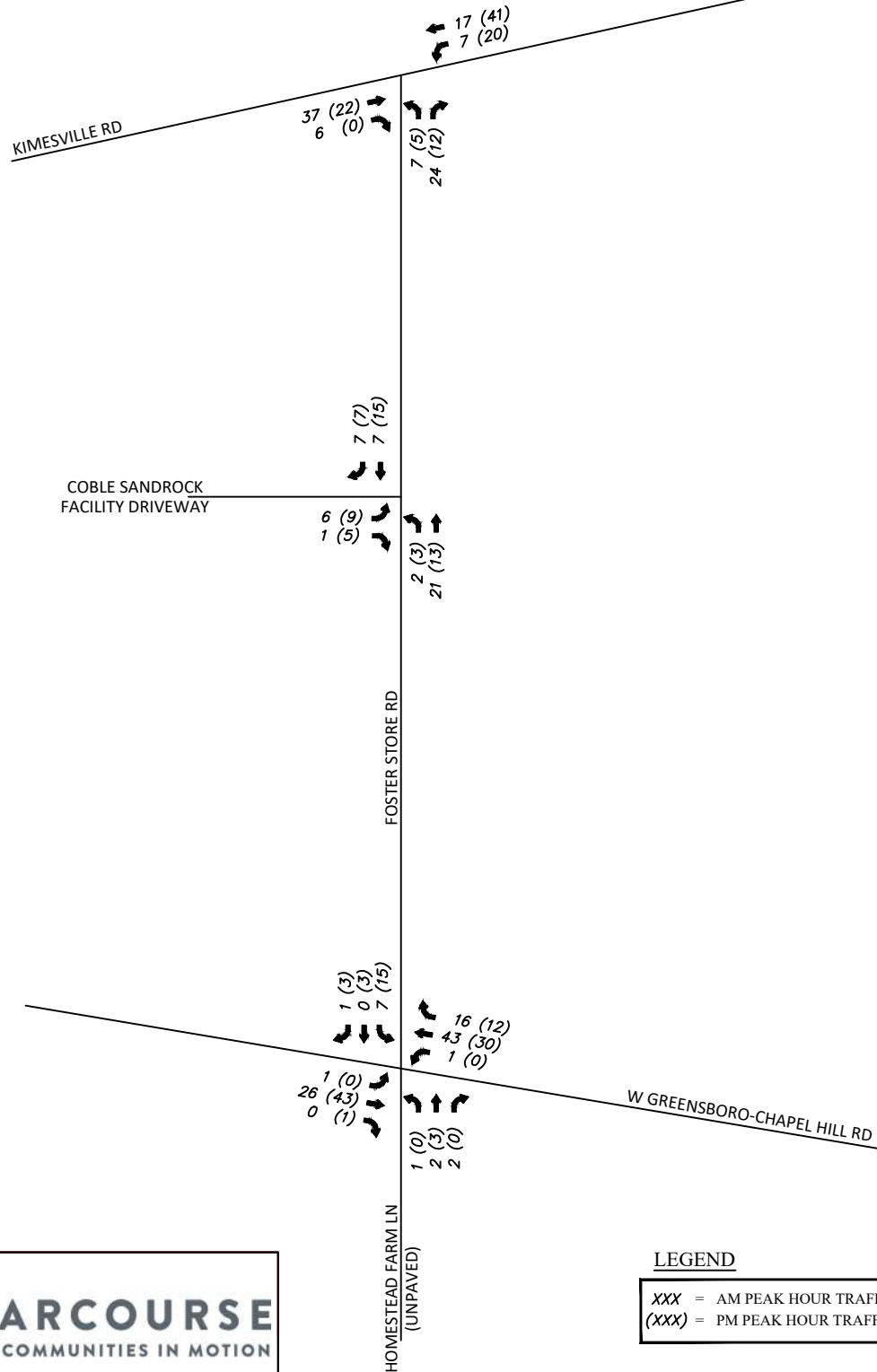
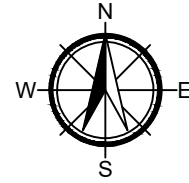
Figure 6: TRAFFIC ASSIGNMENT & TRIP DISTRIBUTION (DESIGN YR)

Proposed Intersection Operations

Using the proposed traffic volumes, a capacity analysis was performed for the peak hours at the study area intersections. Results of the analysis for the Open Year and Design year scenarios are presented below in Table 9.

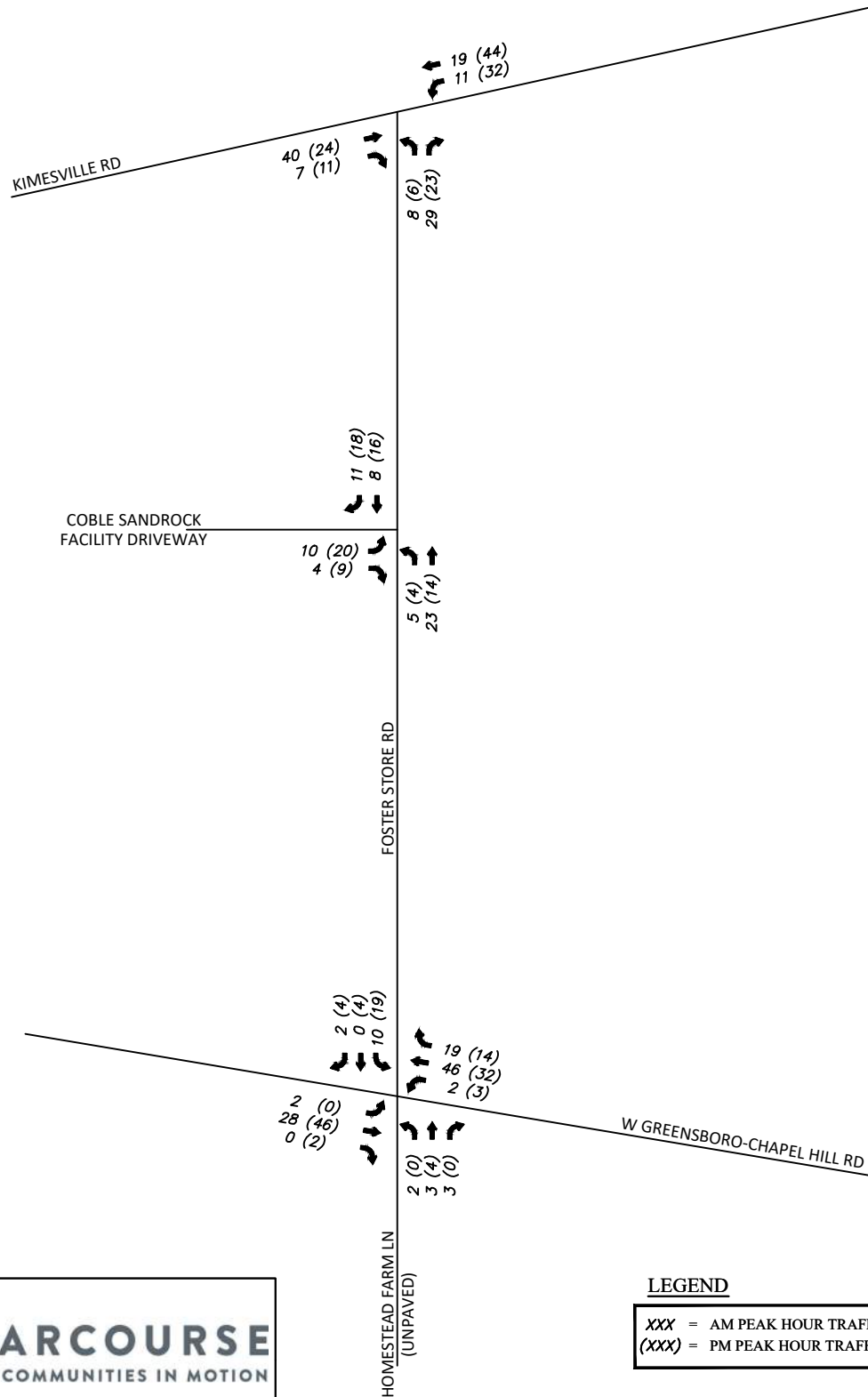
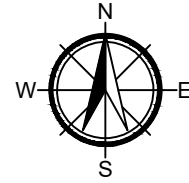
With the additional trucks added to the current volumes, the LOS does not decline from the original LOS A for any of the intersection movements within the study area. The traffic volumes for each movement are shown in Figures 7 and 8.

Table 9 Build Intersection Operations Summary – Open Year						
Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Delay (sec)	LOS	v/c	Delay (sec)	LOS	v/c
Kimesville Rd @ Foster Store Rd						
- northbound approach	8.7	A	0.03	8.7	A	0.02
- westbound approach	7.3	A	0.04	7.3	A	0.01
- eastbound approach	0.0	A	0.00	0.0	A	0.00
Coble Main Drive @ Foster Store Rd						
- northbound approach	7.2	A	0.01	7.3	A	0.0
- southbound approach	0.0	A	0.00	0.0	A	0.0
- eastbound approach	8.7	A	0.01	8.6	A	0.02
W Greensboro-Chapel Hill Rd @ Foster Store Rd						
- northbound approach	9.0	A	0.01	9.6	A	0.01
- southbound approach	9.0	A	0.01	9.0	A	0.02
- westbound approach	7.3	A	0.00	7.3	A	0.0
- eastbound approach	7.3	A	0.00	0.0	A	0.0
Build Intersection Operations Summary – Design Year						
Kimesville Rd @ Foster Store Rd						
northbound approach	8.8	A	0.04	8.8	A	0.03
westbound approach	7.3	A	0.01	7.3	A	0.02
eastbound approach	0.0	A	0.00	0.0	A	0.00
Coble Main Drive @ Foster Store Rd						
northbound approach	7.3	A	0.01	7.3	A	0.0
southbound approach	0.0	A	0.00	0.0	A	0.0
eastbound approach	8.7	A	0.02	8.8	A	0.03
W Greensboro-Chapel Hill Rd @ Foster Store Rd						
northbound approach	9.1	A	0.01	9.6	A	0.01
southbound approach	9.1	A	0.02	9.1	A	0.03
westbound approach	7.3	A	0.00	7.3	A	0.0
eastbound approach	7.4	A	0.00	0.0	A	0.0



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Figure 7: 2023 OPEN YR - BUILD TRAFFIC VOLUMES



LEGEND

XXX = AM PEAK HOUR TRAFFIC VOLUMES
 (XXX) = PM PEAK HOUR TRAFFIC VOLUMES



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Figure 8: 2026 DESIGN YR - BUILD TRAFFIC VOLUMES

STUDY FINDINGS

Existing Conditions

The following points summarize analysis of the existing conditions within the study area:

- Existing operations along Foster Store Rd at the Coble Sandrock facility main driveway are within acceptable ranges of delay.
- The Kimesville Rd and W Greensboro Chapel Hill Rd intersections are all operating at LOS A for AM and PM peak hours.

Proposed Development

The anticipated traffic impact of the Coble Sandrock landfill expansion is summarized below:

- The proposed Open Year (2023) for the landfill is projected to introduce 13 new trucks trips per day.
- The sandrock sales trucks were assumed to be 2 trips in the AM peak and 4 trips in the PM peak. These eliminated trips offset the proposed new trips from the transfer trucks and expanded landfill service.
- Trip distribution was based on travel patterns associated with the existing operations of the landfill. This data indicates that 66% of traffic arriving from/departing to the north of the site. The remaining 33% comes/goes from the south of the site both in the morning and in the afternoon.

Future Traffic Operations

The anticipated traffic impact of the Coble Sandrock landfill expansion is summarized below:

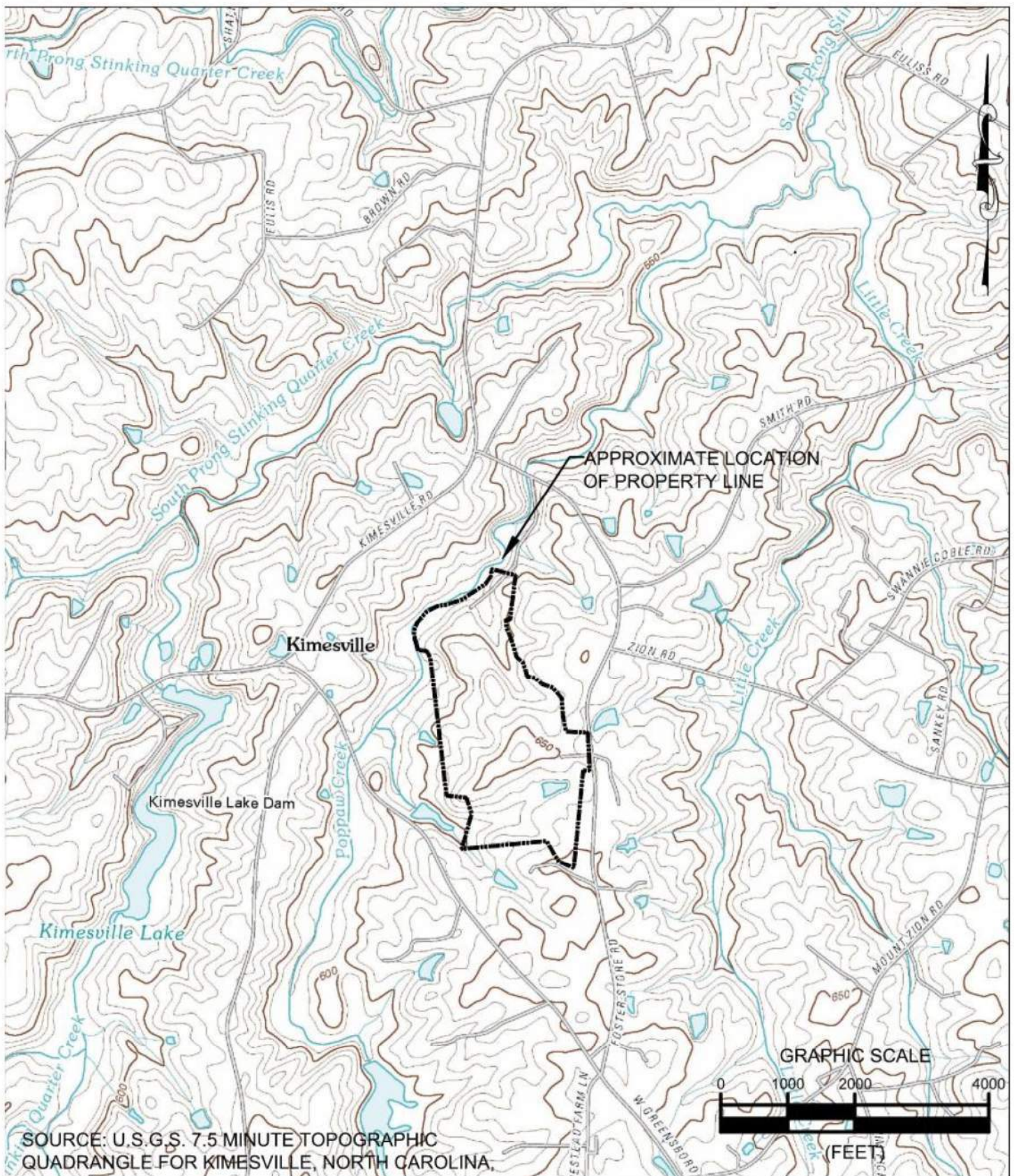
- The proposed Design Year (2026) for the landfill is projected to introduce 130 new truck trips per day.
- The proposed Design Year (2026) for the landfill is projected to introduce approximately 12 of these new trips during the morning peak hour (10%) and 32 new trips during the evening peak hour (25%).
- No intersection approach has a LOS lower than A throughout the analysis.

RECOMMENDATIONS

Future build analyses show that all intersections are operating at acceptable levels with the current geometry and lane configurations. No additional improvements are necessary at the entrance or at either of the intersections to the north and south of the landfill entrance due to the expanded landfill operations.

APPENDICES

APPENDIX A
Coble Site Layout



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GREENSBORO, NC 27407
PHONE: (336) 323-0092

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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.

DRAWING NAME:
SITE LOCATION MAP

PROJECT NAME:
COBLE'S SANDROCK C&D LANDFILL
KIMESVILLE, NORTH CAROLINA

ISSUED FOR:
GROUNDWATER MONITORING REPORT

DRAWN BY: **RWH** DATE: **04/29/2019** PROJECT NO.: **2191087**

DRAWING NUMBER:

1

APPENDIX B
Traffic Volume Worksheets



Project:	Coble Landfill Expansion TIS		
Project No:	CTS23006	Date:	3/2/2023
Engineer:	DCM		

Coble Sandrock Lanfill
Traffic Calculations

Assumptions:

- 1) Truck reductions from sandrock sales are 2 trips (1 enter/1 exit) in the AM peak. PM peak is reduced by 4 trips (2 enter/2 exit).
- 2) 28 Transfer trucks will carry 640 tons per day (56 trips per day).
- 3)
Remaining 110 tons per day from smaller capacity roll off containers (3 tons per truck = 37 trucks per day)
- 4) Total trucks per day = 65 trucks = 130 trips (50/50 enter/exit)
- 5) Traffic assignment is 67% to / from the north and 33% to / from the south.

In 2023 - 13 trips over a 10 hour operational day:

10% = AM peak = 2 trips (1 enter/1 exit)
25% = PM peak = 5 trips (3 enter/2 exit)

In 2026 - 130 trips over a 10 operational day:

10% = AM peak = 13 trips (7 enter/6 exit)
25% = PM peak = 32 trips (16 enter/16 exit)

APPENDIX C
Existing / No-Build Traffic Operations

HCM 6th TWSC
1: Foster Store Rd & Kimesville Rd

03/06/2023

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	6	6	17	7	23
Future Vol, veh/h	37	6	6	17	7	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	7	7	18	8	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	47
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1560
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1560
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1000	-	-	1560	-
HCM Lane V/C Ratio	0.033	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC

2: Foster Store Rd & Coble Landfill Driveway

03/06/2023

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	2	21	7	6
Future Vol, veh/h	5	1	2	21	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	2	23	8	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	39	12	15	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	973	1069	1603	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	972	1069	1603	-	-	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1603	-	987	-	-	
HCM Lane V/C Ratio	0.001	-	0.007	-	-	
HCM Control Delay (s)	7.2	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	1	26	0	1	43	16	1	2	2	7	0	1
Future Vol, veh/h	1	26	0	1	43	16	1	2	2	7	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	28	0	1	47	17	1	2	2	8	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	-	28	0	0	88	96	28	90	-	56
Stage 1	-	-	-	-	-	-	30	30	-	58	-	-
Stage 2	-	-	-	-	-	-	58	66	-	32	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1538	-	0	1585	-	-	897	794	1047	895	0	1011
Stage 1	-	-	0	-	-	-	987	870	-	954	0	-
Stage 2	-	-	0	-	-	-	954	840	-	984	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1538	-	-	1585	-	-	894	792	1047	890	-	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	792	-	890	-	-
Stage 1	-	-	-	-	-	-	986	869	-	953	-	-
Stage 2	-	-	-	-	-	-	952	839	-	979	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			9			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	900	1538	-	1585	-	-	904					
HCM Lane V/C Ratio	0.006	0.001	-	0.001	-	-	0.01					
HCM Control Delay (s)	9	7.3	0	7.3	-	-	9					
HCM Lane LOS	A	A	A	A	-	-	A					
HCM 95th %tile Q(veh)	0	0	-	0	-	-	0					

HCM 6th TWSC
1: Foster Store Rd & Kimesville Rd

03/06/2023

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	10	18	41	5	10
Future Vol, veh/h	22	10	18	41	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	11	20	45	5	11
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	35	0	115	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	881	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	870	1044
Mov Cap-2 Maneuver	-	-	-	-	870	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	926	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.2		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	979	-	-	1576	-	
HCM Lane V/C Ratio	0.017	-	-	0.012	-	
HCM Control Delay (s)	8.7	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC

2: Foster Store Rd & Coble Landfill Driveway

03/06/2023

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	0	13	15	5
Future Vol, veh/h	7	4	0	13	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	0	14	16	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	33	19	21	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1059	1595	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1059	1595	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1595	-	1007	-	-	
HCM Lane V/C Ratio	-	-	0.012	-	-	
HCM Control Delay (s)	0	-	8.6	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
3: W Greensboro Chapel Hill Rd & Foster Store Rd

03/06/2023

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	0	43	1	2	30	9	0	3	0	14	3	3
Future Vol, veh/h	0	43	1	2	30	9	0	3	0	14	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	47	1	2	33	10	0	3	0	15	3	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	48	0	0	93	95	48	91	90	38
Stage 1	-	-	-	-	-	-	48	48	-	42	42	-
Stage 2	-	-	-	-	-	-	45	47	-	49	48	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1566	-	-	1559	-	-	891	795	1021	893	800	1034
Stage 1	-	-	-	-	-	-	965	855	-	972	860	-
Stage 2	-	-	-	-	-	-	969	856	-	964	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1559	-	-	885	794	1021	889	799	1034
Mov Cap-2 Maneuver	-	-	-	-	-	-	885	794	-	889	799	-
Stage 1	-	-	-	-	-	-	965	855	-	972	859	-
Stage 2	-	-	-	-	-	-	961	855	-	960	855	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			9.6			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	794	1566	-	-	1559	-	-	912				
HCM Lane V/C Ratio	0.004	-	-	-	0.001	-	-	0.02				
HCM Control Delay (s)	9.6	0	-	-	7.3	-	-	9				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th TWSC
1: Foster Store Rd & Kimesville Rd

03/06/2023

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	7	7	19	8	25
Future Vol, veh/h	40	7	7	19	8	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	8	8	21	9	27

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	51
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1555
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1555
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	993	-	-	1555	-
HCM Lane V/C Ratio	0.036	-	-	0.005	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC

2: Foster Store Rd & Coble Landfill Driveway

03/06/2023

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	3	23	8	7
Future Vol, veh/h	6	2	3	23	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	3	25	9	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	44	13	17	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	967	1067	1600	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	965	1067	1600	-	-	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	0.8		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1600	-	989	-	-	
HCM Lane V/C Ratio	0.002	-	0.009	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
3: W Greensboro Chapel Hill Rd & Foster Store Rd

03/06/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	2	28	0	2	46	17	2	3	3	8	0	2
Future Vol, veh/h	2	28	0	2	46	17	2	3	3	8	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	30	0	2	50	18	2	3	3	9	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	-	30	0	0	98	106	30	100	-	59
Stage 1	-	-	-	-	-	-	34	34	-	63	-	-
Stage 2	-	-	-	-	-	-	64	72	-	37	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1533	-	0	1583	-	-	884	784	1044	881	0	1007
Stage 1	-	-	0	-	-	-	982	867	-	948	0	-
Stage 2	-	-	0	-	-	-	947	835	-	978	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1533	-	-	1583	-	-	880	782	1044	874	-	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	880	782	-	874	-	-
Stage 1	-	-	-	-	-	-	981	866	-	947	-	-
Stage 2	-	-	-	-	-	-	944	834	-	970	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			9.1			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	891	1533	-	1583	-	-	898					
HCM Lane V/C Ratio	0.01	0.001	-	0.001	-	-	0.012					
HCM Control Delay (s)	9.1	7.4	0	7.3	-	-	9.1					
HCM Lane LOS	A	A	A	A	-	-	A					
HCM 95th %tile Q(veh)	0	0	-	0	-	-	0					

HCM 6th TWSC
1: Foster Store Rd & Kimesville Rd

03/06/2023

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	11	20	44	6	11
Future Vol, veh/h	24	11	20	44	6	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	12	22	48	7	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	38	0	124
Stage 1	-	-	-	-	32
Stage 2	-	-	-	-	92
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1572	-	871
Stage 1	-	-	-	-	991
Stage 2	-	-	-	-	932
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1572	-	859
Mov Cap-2 Maneuver	-	-	-	-	859
Stage 1	-	-	-	-	991
Stage 2	-	-	-	-	919

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	969	-	-	1572	-
HCM Lane V/C Ratio	0.019	-	-	0.014	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC

2: Foster Store Rd & Coble Landfill Driveway

03/06/2023

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	0	14	16	6
Future Vol, veh/h	8	5	0	14	16	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	5	0	15	17	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	36	21	24	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	977	1056	1591	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	977	1056	1591	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1591	-	1006	-	-	
HCM Lane V/C Ratio	-	-	0.014	-	-	
HCM Control Delay (s)	0	-	8.6	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
3: W Greensboro Chapel Hill Rd & Foster Store Rd

03/06/2023

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	46	2	3	32	10	0	4	0	15	4	4
Future Vol, veh/h	0	46	2	3	32	10	0	4	0	15	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	50	2	3	35	11	0	4	0	16	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	52	0	0	102	103	51	100	99	41
Stage 1	-	-	-	-	-	-	51	51	-	47	47	-
Stage 2	-	-	-	-	-	-	51	52	-	53	52	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1562	-	-	1554	-	-	879	787	1017	881	791	1030
Stage 1	-	-	-	-	-	-	962	852	-	967	856	-
Stage 2	-	-	-	-	-	-	962	852	-	960	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1562	-	-	1554	-	-	870	785	1017	876	789	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	870	785	-	876	789	-
Stage 1	-	-	-	-	-	-	962	852	-	967	854	-
Stage 2	-	-	-	-	-	-	951	850	-	955	852	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			9.6			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	785	1562	-	-	1554	-	-	904				
HCM Lane V/C Ratio	0.006	-	-	-	0.002	-	-	0.023				
HCM Control Delay (s)	9.6	0	-	-	7.3	-	-	9.1				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

APPENDIX D
Proposed Build Traffic Operations

HCM 6th TWSC
1: Foster Store Rd & Kimesville Rd

03/06/2023

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	6	7	17	7	24
Future Vol, veh/h	37	6	7	17	7	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	7	8	18	8	26

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	47
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1560
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1560
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1000	-	-	1560	-
HCM Lane V/C Ratio	0.034	-	-	0.005	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC

2: Foster Store Rd & Coble Landfill Driveway

03/06/2023

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	2	21	7	7
Future Vol, veh/h	6	1	2	21	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1	2	23	8	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	39	12	16	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	973	1069	1602	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	972	1069	1602	-	-	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1602	-	985	-	-	
HCM Lane V/C Ratio	0.001	-	0.008	-	-	
HCM Control Delay (s)	7.2	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
3: W Greensboro Chapel Hill Rd & Foster Store Rd

03/06/2023

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	26	0	1	43	16	1	2	2	7	0	1
Future Vol, veh/h	1	26	0	1	43	16	1	2	2	7	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	28	0	1	47	17	1	2	2	8	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	-	28	0	0	88	96	28	90	-	56
Stage 1	-	-	-	-	-	-	30	30	-	58	-	-
Stage 2	-	-	-	-	-	-	58	66	-	32	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1538	-	0	1585	-	-	897	794	1047	895	0	1011
Stage 1	-	-	0	-	-	-	987	870	-	954	0	-
Stage 2	-	-	0	-	-	-	954	840	-	984	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1538	-	-	1585	-	-	894	792	1047	890	-	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	792	-	890	-	-
Stage 1	-	-	-	-	-	-	986	869	-	953	-	-
Stage 2	-	-	-	-	-	-	952	839	-	979	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			9			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	900	1538	-	1585	-	-	904					
HCM Lane V/C Ratio	0.006	0.001	-	0.001	-	-	0.01					
HCM Control Delay (s)	9	7.3	0	7.3	-	-	9					
HCM Lane LOS	A	A	A	A	-	-	A					
HCM 95th %tile Q(veh)	0	0	-	0	-	-	0					

HCM 6th TWSC
1: Foster Store Rd & Kimesville Rd

03/06/2023

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	10	20	41	5	12
Future Vol, veh/h	22	10	20	41	5	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	11	22	45	5	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	35
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1576
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1576
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	984	-	-	1576	-
HCM Lane V/C Ratio	0.019	-	-	0.014	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
2: Foster Store Rd & Coble Landfill Driveway

03/06/2023

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	5	1	13	15	7
Future Vol, veh/h	9	5	1	13	15	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	5	1	14	16	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	36	20	24	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	977	1058	1591	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	976	1058	1591	-	-	-
Mov Cap-2 Maneuver	976	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1591	-	1004	-	-	
HCM Lane V/C Ratio	0.001	-	0.015	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
3: W Greensboro Chapel Hill Rd & Foster Store Rd

03/06/2023

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	0	43	1	2	30	10	0	3	0	15	3	3
Future Vol, veh/h	0	43	1	2	30	10	0	3	0	15	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	47	1	2	33	11	0	3	0	16	3	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	48	0	0	94	96	48	92	91	39
Stage 1	-	-	-	-	-	-	48	48	-	43	43	-
Stage 2	-	-	-	-	-	-	46	48	-	49	48	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1564	-	-	1559	-	-	889	794	1021	892	799	1033
Stage 1	-	-	-	-	-	-	965	855	-	971	859	-
Stage 2	-	-	-	-	-	-	968	855	-	964	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1559	-	-	883	793	1021	888	798	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	883	793	-	888	798	-
Stage 1	-	-	-	-	-	-	965	855	-	971	858	-
Stage 2	-	-	-	-	-	-	960	854	-	960	855	-
Approach	EB		WB				NB		SB			
HCM Control Delay, s	0		0.3				9.6		9			
HCM LOS							A		A			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	793	1564	-	-	1559	-	-	909				
HCM Lane V/C Ratio	0.004	-	-	-	0.001	-	-	0.022				
HCM Control Delay (s)	9.6	0	-	-	7.3	-	-	9				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th TWSC
1: Foster Store Rd & Kimesville Rd

03/06/2023

Intersection

Int Delay, s/veh 3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	7	11	19	8	29
Future Vol, veh/h	40	7	11	19	8	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	8	12	21	9	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	51
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1555
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1555
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	993	-	-	1555	-
HCM Lane V/C Ratio	0.041	-	-	0.008	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC

2: Foster Store Rd & Coble Landfill Driveway

03/06/2023

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	4	5	23	8	11
Future Vol, veh/h	10	4	5	23	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	5	25	9	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	50	15	21	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	959	1065	1595	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1065	1595	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	1.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1595	-	985	-	-	
HCM Lane V/C Ratio	0.003	-	0.015	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
3: W Greensboro Chapel Hill Rd & Foster Store Rd

03/06/2023

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	28	0	2	46	19	2	3	3	10	0	2
Future Vol, veh/h	2	28	0	2	46	19	2	3	3	10	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	30	0	2	50	21	2	3	3	11	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	-	30	0	0	100	109	30	102	-	61
Stage 1	-	-	-	-	-	-	34	34	-	65	-	-
Stage 2	-	-	-	-	-	-	66	75	-	37	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1529	-	0	1583	-	-	881	781	1044	879	0	1004
Stage 1	-	-	0	-	-	-	982	867	-	946	0	-
Stage 2	-	-	0	-	-	-	945	833	-	978	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1529	-	-	1583	-	-	877	779	1044	872	-	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	877	779	-	872	-	-
Stage 1	-	-	-	-	-	-	981	866	-	945	-	-
Stage 2	-	-	-	-	-	-	942	832	-	970	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			9.1			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	888	1529	-	1583	-	-	892					
HCM Lane V/C Ratio	0.01	0.001	-	0.001	-	-	0.015					
HCM Control Delay (s)	9.1	7.4	0	7.3	-	-	9.1					
HCM Lane LOS	A	A	A	A	-	-	A					
HCM 95th %tile Q(veh)	0	0	-	0	-	-	0					

HCM 6th TWSC
1: Foster Store Rd & Kimesville Rd

03/06/2023

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	11	32	44	6	23
Future Vol, veh/h	24	11	32	44	6	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	12	35	48	7	25
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	38	0	150	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1572	-	842	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1572	-	823	1042
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	886	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.1		8.8	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	988	-	-	1572	-	
HCM Lane V/C Ratio	0.032	-	-	0.022	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

HCM 6th TWSC

2: Foster Store Rd & Coble Landfill Driveway

03/06/2023

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	9	4	14	16	18
Future Vol, veh/h	20	9	4	14	16	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	10	4	15	17	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	50	27	37	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	959	1048	1574	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1048	1574	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	1.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1574	-	983	-	-	
HCM Lane V/C Ratio	0.003	-	0.032	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: W Greensboro Chapel Hill Rd & Foster Store Rd

03/06/2023

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	46	2	3	32	14	0	4	0	19	4	4
Future Vol, veh/h	0	46	2	3	32	14	0	4	0	19	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	50	2	3	35	15	0	4	0	21	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	52	0	0	104	107	51	102	101	43
Stage 1	-	-	-	-	-	-	51	51	-	49	49	-
Stage 2	-	-	-	-	-	-	53	56	-	53	52	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1557	-	-	1554	-	-	876	783	1017	879	789	1027
Stage 1	-	-	-	-	-	-	962	852	-	964	854	-
Stage 2	-	-	-	-	-	-	960	848	-	960	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1557	-	-	1554	-	-	867	781	1017	874	787	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	867	781	-	874	787	-
Stage 1	-	-	-	-	-	-	962	852	-	964	852	-
Stage 2	-	-	-	-	-	-	949	846	-	955	852	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			9.6			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	781	1557	-	-	1554	-	-	897				
HCM Lane V/C Ratio	0.006	-	-	-	0.002	-	-	0.028				
HCM Control Delay (s)	9.6	0	-	-	7.3	-	-	9.1				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

APPENDIX E
Traffic Count Data



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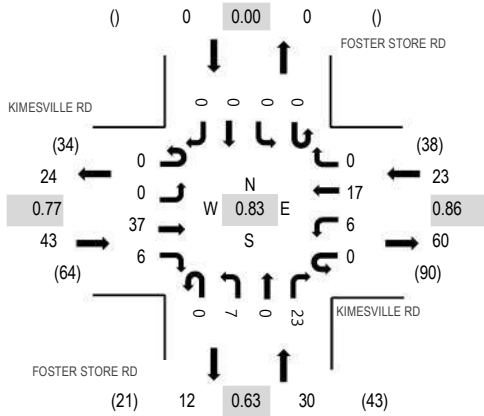
Location: 1 FOSTER STORE RD & KIMESVILLE RD AM

Date: Tuesday, January 31, 2023

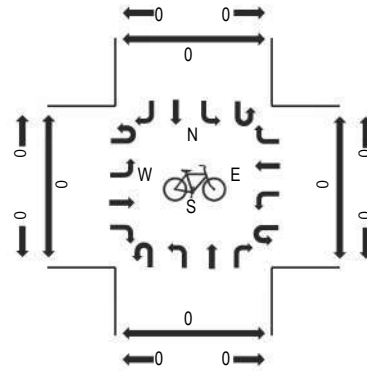
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

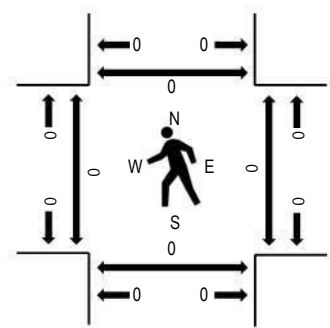
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	KIMESVILLE RD Eastbound				KIMESVILLE RD Westbound				FOSTER STORE RD Northbound				FOSTER STORE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	5	1	0	1	0	0	0	1	0	1	0	0	0	0	9	85	0	0	0	0
7:15 AM	0	0	12	2	0	2	2	0	0	1	0	5	0	0	0	0	24	96	0	0	0	0
7:30 AM	0	0	10	2	0	1	4	0	0	1	0	11	0	0	0	0	29	84	0	0	0	0
7:45 AM	0	0	8	2	0	3	4	0	0	3	0	3	0	0	0	0	23	71	0	0	0	0
8:00 AM	0	0	7	0	0	0	7	0	0	2	0	4	0	0	0	0	20	60	0	0	0	0
8:15 AM	0	0	6	0	0	2	3	0	0	0	0	1	0	0	0	0	12		0	0	0	0
8:30 AM	0	0	5	1	0	2	2	0	0	1	0	5	0	0	0	0	16		0	0	0	0
8:45 AM	0	0	3	0	0	2	3	0	0	0	0	4	0	0	0	0	12		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Lights	0	0	35	6	0	6	17	0	0	6	0	23	0	0	0	0	93
Mediums	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	37	6	0	6	17	0	0	7	0	23	0	0	0	0	96

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.7%				0.0%				3.3%				0.0%			3.1%
Heavy Vehicle %	0.0%	0.0%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%
Peak Hour Factor		0.77				0.86				0.63				0.00			0.83
Peak Hour Factor	0.00	0.00	0.77	0.88	0.00	0.58	0.64	0.00	0.00	0.58	0.00	0.52	0.00	0.00	0.00	0.00	0.83



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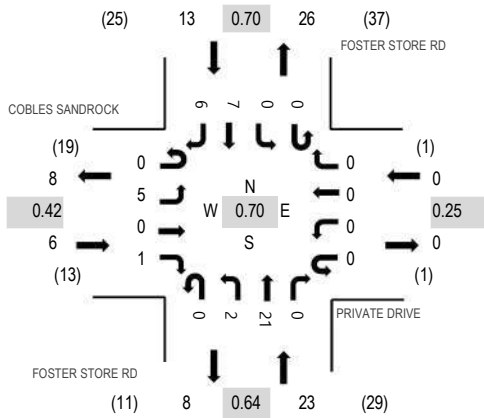
Location: 2 FOSTER STORE RD & PRIVATE DRIVE AM

Date: Tuesday, January 31, 2023

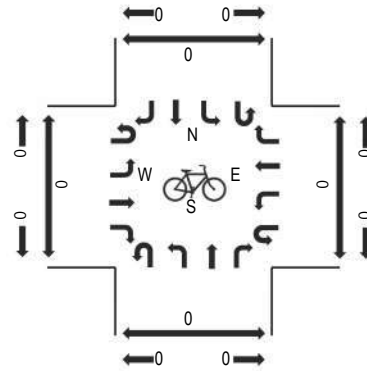
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

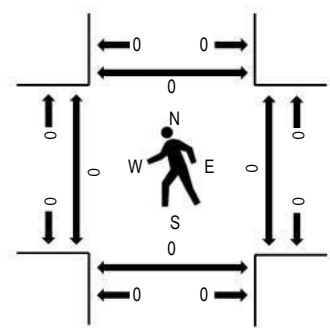
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COBLES SANDROCK Eastbound				PRIVATE DRIVE Westbound				FOSTER STORE RD Northbound				FOSTER STORE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	1	5	38	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	1	7	0	0	0	2	1	13	42	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	1	8	0	0	0	3	2	15	32	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	5	25	0	0	0	0
8:00 AM	0	3	0	0	0	0	0	0	0	0	5	0	0	0	0	1	9	30	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	4	8		0	0	0	0
8:45 AM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	3	10		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	0	0	0	0	0	0	1	21	0	0	0	7	5	35
Mediums	0	4	0	1	0	0	0	0	0	1	0	0	0	0	0	1	7
Total	0	5	0	1	0	0	0	0	0	2	21	0	0	0	7	6	42

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		83.3%				0.0%				4.3%				7.7%			16.7%
Heavy Vehicle %	0.0%	80.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	16.7%
Peak Hour Factor		0.42				0.25				0.64				0.70			0.70
Peak Hour Factor	0.00	0.42	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.75	0.66	0.00	0.00	0.25	0.58	0.56	0.70



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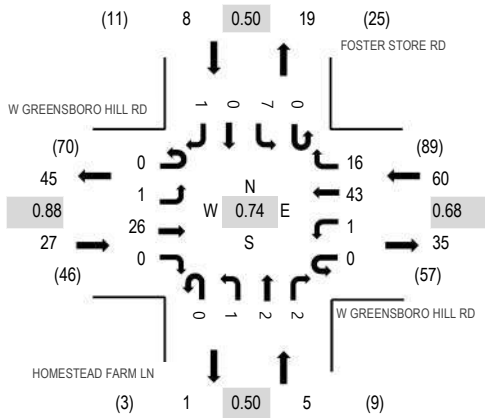
Location: 3 HOMESTEAD FARM LN & W GREENSBORO HILL RD AM

Date: Tuesday, January 31, 2023

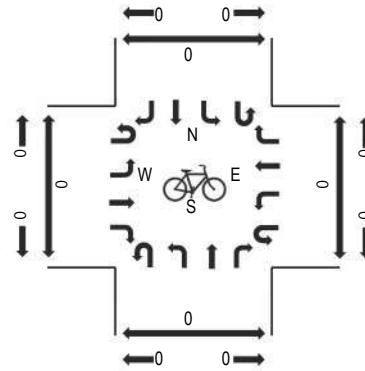
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

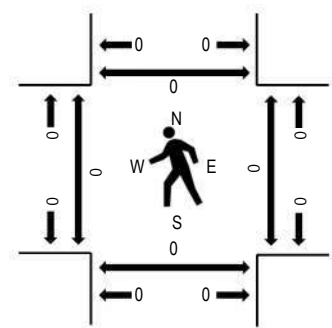
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W GREENSBORO HILL RD Eastbound				W GREENSBORO HILL RD Westbound				HOMESTEAD FARM LN Northbound				FOSTER STORE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	4	0	0	0	4	2	0	2	0	1	0	0	0	0	13	91	0	0	0	0
7:15 AM	0	0	6	0	0	1	10	4	0	0	0	0	0	2	0	0	23	100	0	0	0	0
7:30 AM	0	1	5	0	0	0	15	7	0	1	1	0	0	3	0	1	34	91	0	0	0	0
7:45 AM	0	0	8	0	0	0	9	1	0	0	0	1	0	2	0	0	21	77	0	0	0	0
8:00 AM	0	0	7	0	0	0	9	4	0	0	1	1	0	0	0	0	22	64	0	0	0	0
8:15 AM	0	0	6	1	0	0	5	0	0	0	1	0	0	1	0	0	14		0	0	0	0
8:30 AM	0	0	6	0	0	0	10	2	0	0	0	0	0	2	0	0	20		0	0	0	0
8:45 AM	0	0	2	0	0	1	4	1	0	0	0	0	0	0	0	0	8		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	25	0	0	1	43	16	0	1	2	2	0	6	0	1	98
Mediums	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	1	26	0	0	1	43	16	0	1	2	2	0	7	0	1	100

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.7%				0.0%				0.0%				12.5%			2.0%
Heavy Vehicle %	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	2.0%
Peak Hour Factor		0.88				0.68				0.50				0.50			0.74
Peak Hour Factor	0.00	0.25	0.84	0.25	0.00	0.25	0.72	0.57	0.00	0.38	0.75	0.50	0.00	0.58	0.00	0.25	0.74



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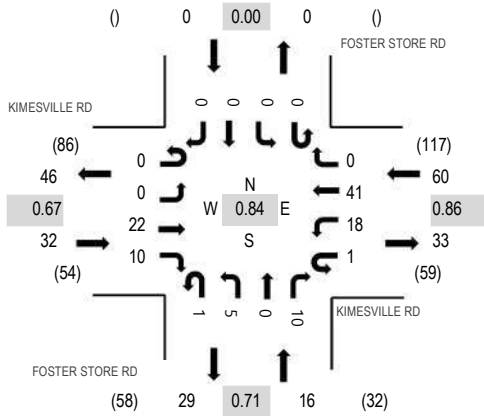
Location: 1 FOSTER STORE RD & KIMESVILLE RD PM

Date: Tuesday, January 31, 2023

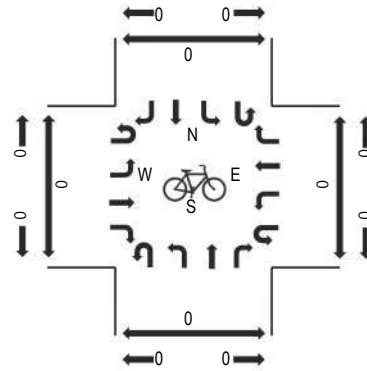
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

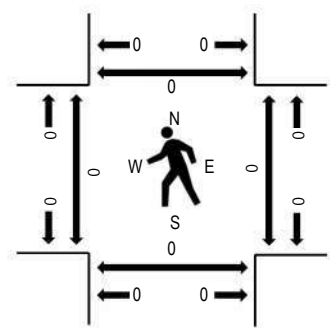
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	KIMESVILLE RD Eastbound				KIMESVILLE RD Westbound				FOSTER STORE RD Northbound				FOSTER STORE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	4	5	0	9	9	0	0	1	0	3	0	0	0	0	31	100	0	0	0	0
4:15 PM	0	0	1	1	0	5	12	0	0	0	0	3	0	0	0	0	22	94	0	0	0	0
4:30 PM	0	0	6	2	0	4	10	0	0	2	0	4	0	0	0	0	28	104	0	0	0	0
4:45 PM	0	0	3	0	0	4	9	0	0	1	0	2	0	0	0	0	19	108	0	0	0	0
5:00 PM	0	0	7	2	0	6	7	0	0	2	0	1	0	0	0	0	25	103	0	0	0	0
5:15 PM	0	0	4	4	1	4	14	0	0	2	0	3	0	0	0	0	32		0	0	0	0
5:30 PM	0	0	8	4	0	4	11	0	1	0	0	4	0	0	0	0	32		0	0	0	0
5:45 PM	0	0	3	0	0	3	5	0	0	1	0	2	0	0	0	0	14		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	20	10	1	18	41	0	1	5	0	10	0	0	0	0	106
Mediums	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	22	10	1	18	41	0	1	5	0	10	0	0	0	0	108

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.3%				0.0%				0.0%				0.0%			1.9%
Heavy Vehicle %	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%
Peak Hour Factor		0.67				0.86				0.71				0.00			0.84
Peak Hour Factor	0.00	0.00	0.69	0.63	0.25	0.61	0.73	0.00	0.25	0.88	0.00	0.75	0.00	0.00	0.00	0.00	0.84



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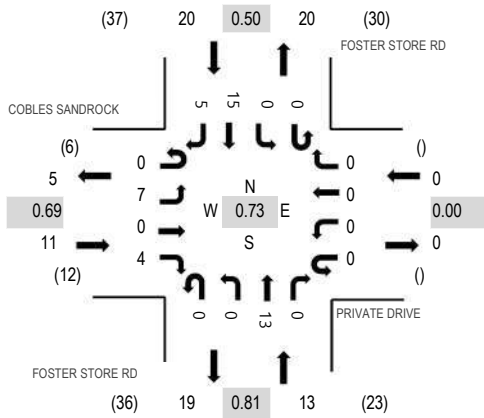
Location: 2 FOSTER STORE RD & PRIVATE DRIVE PM

Date: Tuesday, January 31, 2023

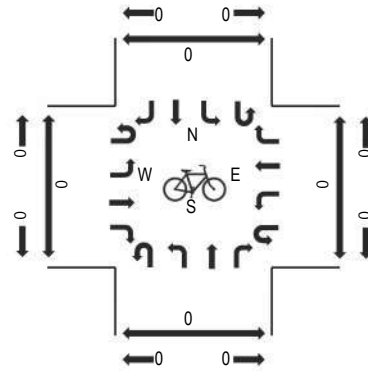
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

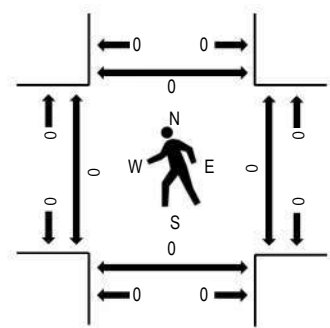
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COBLES SANDROCK Eastbound				PRIVATE DRIVE Westbound				FOSTER STORE RD Northbound				FOSTER STORE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	7	3	15	44	0	0	0	0
4:15 PM	0	3	0	1	0	0	0	0	0	0	4	0	0	0	1	0	9	38	0	0	0	0
4:30 PM	0	3	0	1	0	0	0	0	0	0	1	0	0	0	5	1	11	32	0	0	0	0
4:45 PM	0	0	0	2	0	0	0	0	0	0	4	0	0	0	2	1	9	29	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	0	9	28	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8		0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	2	1	8		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	0	2	0	0	0	0	0	0	12	0	0	0	15	3	38
Mediums	0	1	0	2	0	0	0	0	0	0	1	0	0	0	0	2	6
Total	0	7	0	4	0	0	0	0	0	0	13	0	0	0	15	5	44

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		27.3%				0.0%				7.7%				10.0%			13.6%
Heavy Vehicle %	0.0%	14.3%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	40.0%		13.6%
Peak Hour Factor		0.69				0.00				0.81				0.50			0.73
Peak Hour Factor	0.00	0.58	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.53	0.42	0.73



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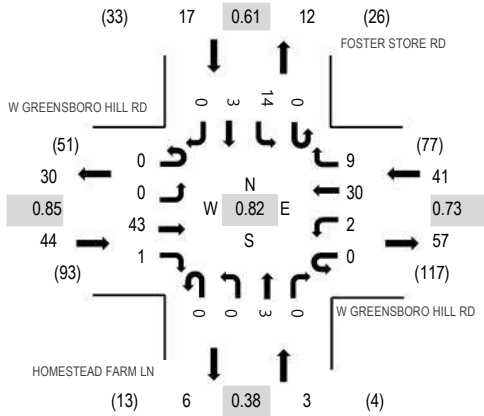
Location: 3 HOMESTEAD FARM LN & W GREENSBORO HILL RD PM

Date: Tuesday, January 31, 2023

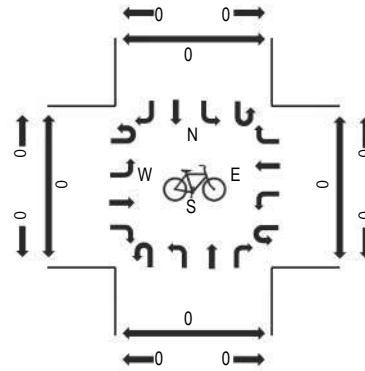
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

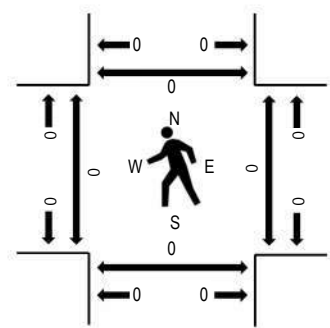
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W GREENSBORO HILL RD				W GREENSBORO HILL RD				HOMESTEAD FARM LN				FOSTER STORE RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	0	4	0	0	0	6	4	0	0	0	0	0	6	0	0	20	102	0	0	0	0
4:15 PM	0	0	12	0	0	0	7	4	0	0	1	0	0	3	0	0	27	105	0	0	0	0
4:30 PM	0	0	13	0	0	1	11	2	0	0	0	0	0	4	1	0	32	101	0	0	0	0
4:45 PM	0	0	12	1	0	1	4	1	0	0	2	0	0	2	0	0	23	98	0	0	0	0
5:00 PM	0	0	6	0	0	0	8	2	0	0	0	0	0	5	2	0	23	105	0	0	0	0
5:15 PM	0	0	15	0	0	1	4	1	0	0	0	0	0	2	0	0	23		0	0	0	0
5:30 PM	0	1	14	0	0	0	6	4	0	0	0	0	0	3	1	0	29		0	0	0	0
5:45 PM	0	0	13	2	0	2	5	3	0	0	1	0	0	3	1	0	30		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	0	42	1	0	2	25	8	0	0	3	0	0	12	3	0	96
Mediums	0	0	1	0	0	0	4	1	0	0	0	0	0	2	0	0	8
Total	0	0	43	1	0	2	30	9	0	0	3	0	0	14	3	0	105

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.3%				14.6%				0.0%				11.8%				8.6%
Heavy Vehicle %	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	16.7%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	8.6%
Peak Hour Factor	0.85				0.73				0.38				0.61				0.82
Peak Hour Factor	0.00	0.25	0.80	0.25	0.00	0.38	0.68	0.69	0.00	0.00	0.38	0.00	0.00	0.63	0.50	0.00	0.82