



Traffic Impact Study

South Windsor High School
South Windsor, Connecticut

Prepared for:
South Windsor Public Schools

Prepared by:

KWH Enterprise, LLC

February 2024



Traffic Impact Study South Windsor High School South Windsor, Connecticut

This study examines the traffic impact of connecting two driveways on Ayers Road to the South Windsor High School in South Windsor, Connecticut. Levels of Service (LOS) for traffic flows under 2020 existing and 2025 no-build and build traffic conditions were analyzed to identify any deficiencies in the existing and future traffic operations at area intersections. For the purpose of this traffic study, 2025 was assumed to be the year during which the construction is completed.

I. Summary

- The two new high school driveways on Ayers Road will improve access to the school during the peak school hours.
- Delays and queuing will remain for the eastbound approach of Ayers Road at the Nevers Road intersection during the weekday morning and afternoon peak hours and for traffic exiting the existing high school driveway on Ayers Road during the weekday morning peak hour.
- One potential option to address the delays and queuing for the exiting traffic at the existing school driveway on Ayers Road is restricting the exiting traffic to making right-turn exits only at this existing school driveway during the morning peak hour.

II. Project Description

The proposed improvements will include connecting two driveways on Ayers Road to the existing South Windsor High School to improve access and traffic circulation.

III. Existing Traffic Conditions

For the evaluation of the quality of traffic operation in the vicinity of the development, the following unsignalized intersections were analyzed for the study:

- Nevers Road and Collins Crossing;
- Nevers Road and Ayers Road;
- Nevers Road, the existing high school exit driveway, and the senior center driveway;
- The existing high school driveway and Ayers Road;
- New high school driveway (west), Sunset Terrace, and Ayers Road; and
- New high school driveway (east) and Ayers Road.

The 2020 traffic volumes used for the analyses (Figures 1 and 2 of the Appendices) were from a memorandum prepared by Milone & MacBroom (SLR Consulting) and dated March 10, 2020. All intersection approach volumes including those for the school

driveways were increased by 0.6 percent per year, or 3.0 percent over five years, to generate the 2025 traffic volumes. The 0.6 percent annual traffic growth for South Windsor was recommended by CTDOT.

Capacity Analysis

To assess the quality of traffic flow, intersection capacity analysis was conducted for the existing, future no-build, and future build traffic conditions. Capacity analysis provides an indication of how well roadway facilities serve the traffic demands placed upon them. Synchro 12, a software package that includes the evaluation criteria of the *Highway Capacity Manual, 7th Edition*, was used to analyze the intersections.

Level of service (LOS) is the term used to describe the different operating conditions that occur on a given roadway segment or intersection under various traffic conditions. It is a qualitative measure of the effects of a number of factors including roadway geometry, speed, travel delay, freedom to maneuver, and safety. Six levels of service can be defined for each type of facility. Each level of service (LOS) is given a letter designation from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

Table 1 that follows shows the capacity analysis and queue results for the analyzed intersections under the 2020 existing traffic conditions. The traffic approaches with delays and queuing issues during the two peak hours are as follows:

- Eastbound Ayers Road at the Nevers Road intersection;
- Eastbound right lane of the existing high school exit driveway on Nevers Road;
- Northbound lane of the existing high school driveway on Ayers Road; and
- Westbound Ayers Road left-turn movement into the existing high school driveway.

These are the traffic approaches with LOS E or F, moderate queues (95th-percentile queues of more than five and fewer than ten vehicles), or long queues (95th-percentile queues of ten vehicles or more). Please note that the traffic analyses are approximations of the traffic operation; the delays and queuing conditions may not exactly match the field conditions.

The delays and queuing under the existing conditions can be attributed to the limited number of driveways for the high school during the peak hours, an issue that this project attempts to address by adding two additional driveways to provide improved access to the school.

Table 1 Capacity Analyses for Existing Conditions

Intersection	2020 Existing Conditions	
	Weekday Morning Peak Hour of School	Weekday Afternoon Peak Hour of School
	LOS and Queue	LOS and Queue
Nevers Road and Collins Crossing		
NB Nevers Road Left Turn	A	A
NB Nevers Road Through	A	A
EB Collins Crossing	C	B
Nevers Road and Ayers Road		
NB Nevers Road Left Turn	B	A
WB Nevers Road Through	A	A
EB Ayers Road	F, Moderate Queues	E, Moderate Queues
Nevers Road, High School Exit Driveway, and Senior Center Driveway		
EB High School Exit Driveway Left Lane	D	C
EB High School Exit Driveway Right Lane	C, Moderate Queues	B
WB Senior Center Driveway	E	C
SB Nevers Road Left Turn	A	A
SB Nevers Road Through	A	A
High School Driveway and Ayers Road		
NB High School Driveway	A	F, Long Queues
WB Ayers Road Left Turn	F, Long Queues	A
WB Ayers Road Through	A	A

EB Eastbound
 WB Westbound
 NB Northbound
 SB Southbound
 LOS Level of Service

IV. Future Traffic Conditions

For the purpose of this traffic impact study, it was assumed that the construction will be completed in 2025.

As a comparison for demonstrating the traffic impact of the project, a 2025 no-build scenario is included in the study. Figures 3 and 4 of the Appendices show the 2025 no-build traffic volumes, which were generated by using an annual traffic growth rate of 0.6 percent between 2020 and 2025.

Table 2 details the capacity analysis results for the 2025 no-build traffic conditions. There will be some increases in average delays and queuing during the two peak hours. The only change in LOS is for the eastbound Ayers Road approach at the Nevers Road intersection, which will drop to a LOS F from the existing LOS E.

Table 2 Capacity Analyses for No-Build Conditions

Intersection	2025 No-Build Conditions	
	Weekday Morning Peak Hour of School	Weekday Afternoon Peak Hour of School
	LOS and Queue	LOS and Queue
Nevers Road and Collins Crossing		
NB Nevers Road Left Turn	A	A
NB Nevers Road Through	A	A
EB Collins Crossing	C	B
Nevers Road and Ayers Road		
NB Nevers Road Left Turn	B	A
WB Nevers Road Through	A	A
EB Ayers Road	F, Moderate Queues	F, Moderate Queues
Nevers Road, High School Exit Driveway, and Senior Center Driveway		
EB High School Exit Driveway Left Lane	E	C
EB High School Exit Driveway Right Lane	C, Moderate Queues	B
WB Senior Center Driveway	E	C
SB Nevers Road Left Turn	A	A
SB Nevers Road Through	A	A
High School Driveway and Ayers Road		
NB High School Driveway	A	F, Long Queues
WB Ayers Road Left Turn	F, Long Queues	A
WB Ayers Road Through	A	A

EB Eastbound
WB Westbound
NB Northbound
SB Southbound
LOS Level of Service

Traffic Diversions

With the addition of the two new driveways on Ayers Road, existing peak-hour entry and exit traffic volumes were redistributed among the four driveways. The estimated traffic diversions are shown in Figure 5.

Capacity Analysis

Table 3 shows the capacity analysis and queuing results for the 2025 build traffic conditions when the new high school driveways are in place. The project will result in the following changes when compared with the 2025 no-build conditions:

- The eastbound Ayers Road approach at the Nevers Road intersection will experience longer delays and queuing during both peak hours because of the increased high school traffic using Ayers Road;
- The queues for the school driveway on Nevers Road will become shorter. The left lane of the school driveway will drop to a LOS E from a LOS D, a result of increased southbound Nevers Road traffic north of the driveway intersection;
- The westbound queues on Ayers Road will become shorter as a result of the three driveways for the entry traffic on Ayers Road instead of the one driveway under the existing and no-build conditions;
- Traffic exiting the existing high school driveway on Ayers Road will continue to experience delays and queuing during the morning peak hour. One potential option to address this is that staff directing traffic at the existing school driveway on Ayers Road can restrict the exiting traffic to right-turns only during the morning peak hour.

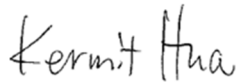
Table 3 Capacity Analyses for Build Conditions

Intersection	2025 Build Conditions	
	Weekday Morning Peak Hour of School	Weekday Afternoon Peak Hour of School
	LOS and Queue	LOS and Queue
Nevers Road and Collins Crossing		
NB Nevers Road Left Turn	A	A
NB Nevers Road Through	A	A
EB Collins Crossing	C	B
Nevers Road and Ayers Road		
NB Nevers Road Left Turn	B	A
WB Nevers Road Through	A	A
EB Ayers Road	F, Long Queues	F, Moderate Queues
Nevers Road, High School Exit Driveway, and Senior Center Driveway		
EB High School Exit Driveway Left Lane	E	C
EB High School Exit Driveway Right Lane	C	B
WB Senior Center Driveway	E	C
SB Nevers Road Left Turn	A	A
SB Nevers Road Through	A	A
High School Driveway and Ayers Road		
NB High School Driveway	F, Long Queues	C
WB Ayers Road Left Turn	B	A
WB Ayers Road Through	A	A
New High School Driveway (West), Sunset Terrace, and Ayers		
EB Ayers Road Left Turn	A	A
EB Ayers Road Through and Right Turn	A	A
WB Ayers Road Left Turn	C	A
WB Ayers Road Through and Right Turn	A	A
SB Sunset Terrace	F	C
New High School Driveway (East) and Ayers Road		
NB New High School Driveway (East)	D	B
WB Ayers Road Left Turn	A	A
WB Ayers Road Through	A	A

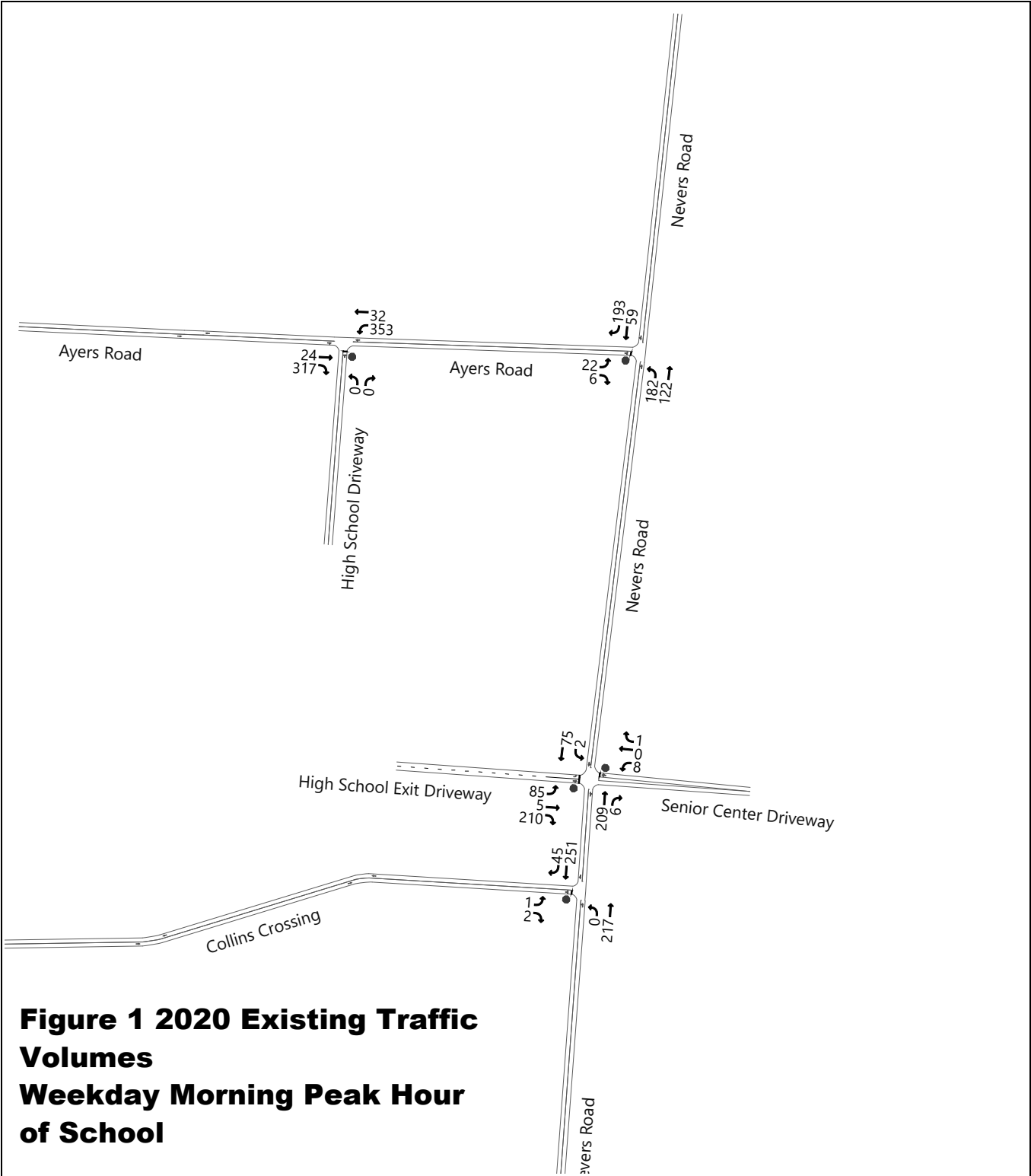
EB Eastbound
 WB Westbound
 NB Northbound
 SB Southbound
 LOS Level of Service

V. Conclusions

Area traffic operation was analyzed for the addition of two driveways on Ayers Road for the South Windsor High School. Overall, the project will improve access to the school during the peak hours. Delays and queuing will remain for the eastbound approach of Ayers Road at the Nevers Road intersection during both peak hours and for traffic exiting the existing high school driveway on Ayers Road during the weekday morning peak hour.

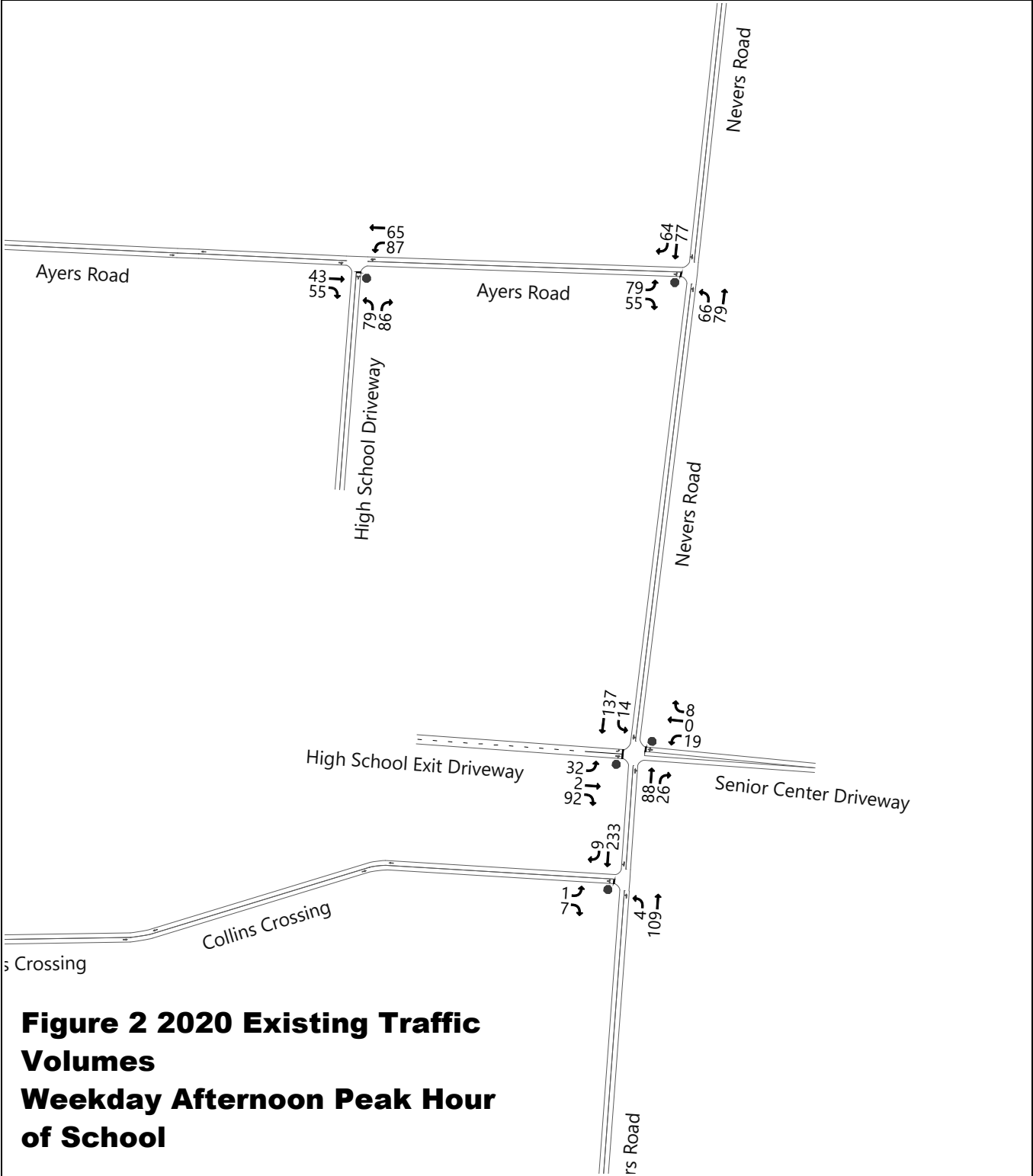


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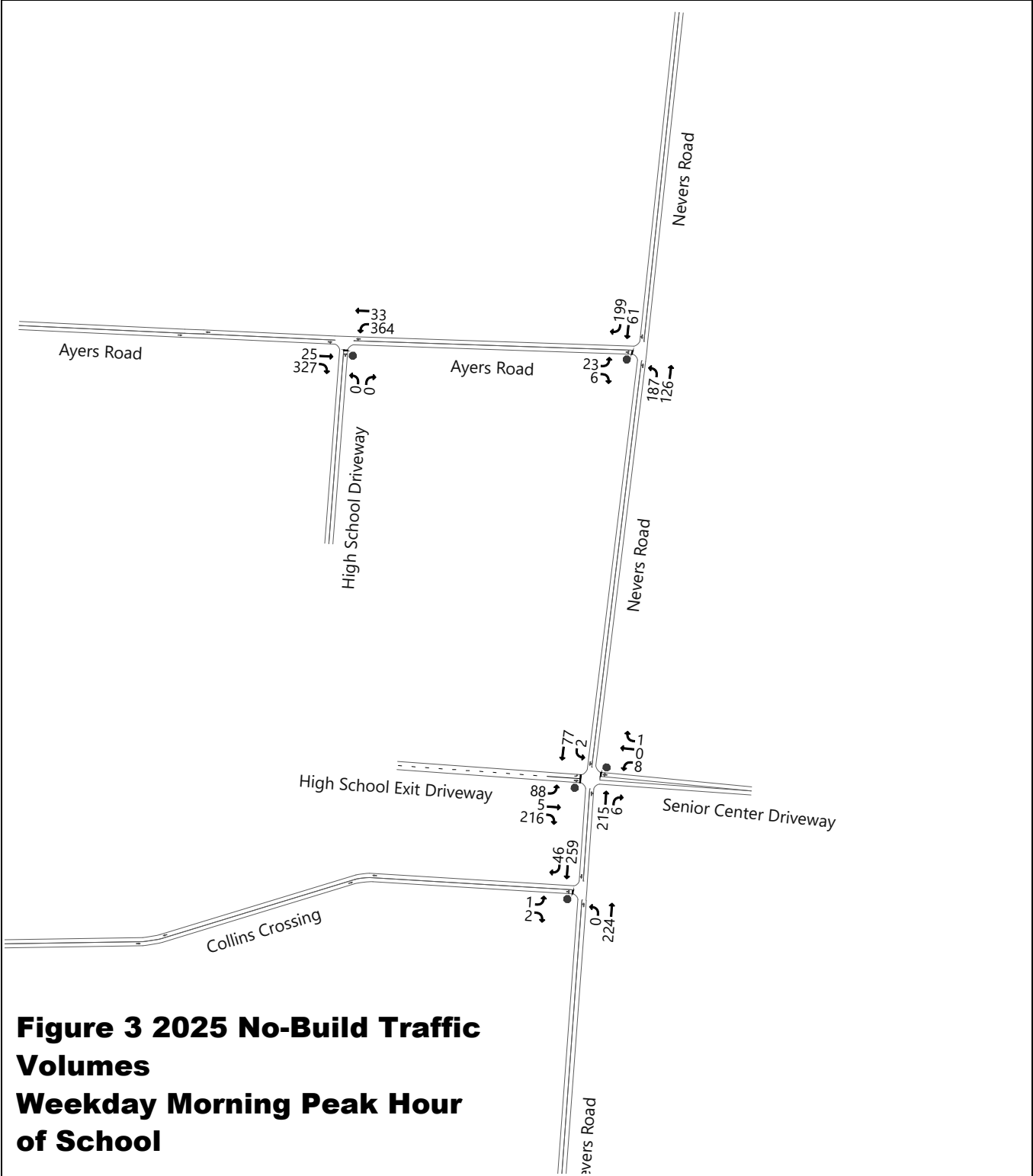
**Figure 1 2020 Existing Traffic Volumes
Weekday Morning Peak Hour
of School**

South Windsor High School, Weekday Morning Peak Hour of School, 2020 Existing Conditions
KWH Enterprise, LLC



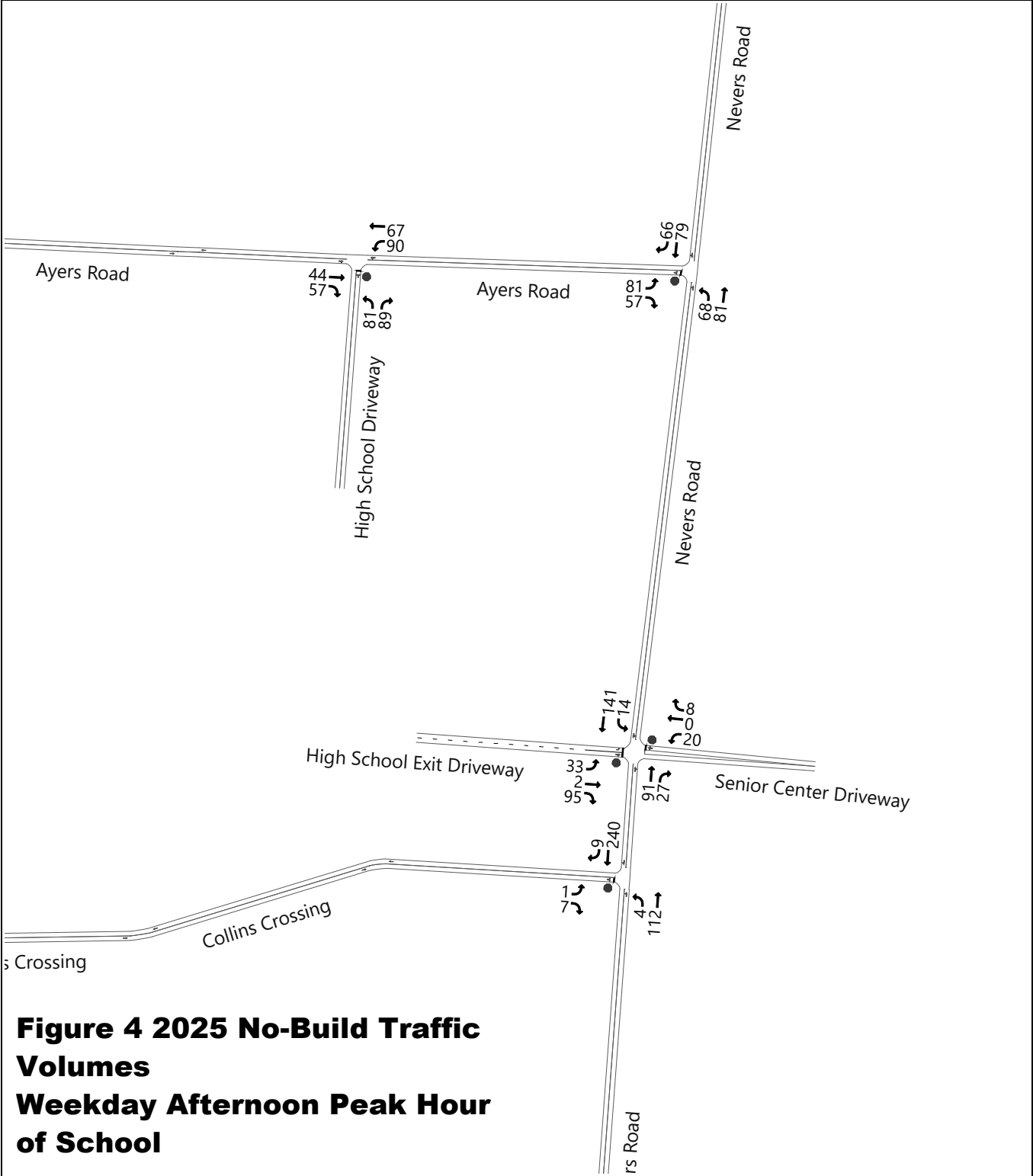
**Figure 2 2020 Existing Traffic Volumes
Weekday Afternoon Peak Hour
of School**

South Windsor High School, Weekday Afternoon Peak Hour of School, 2020 Existing Conditions
KWH Enterprise, LLC



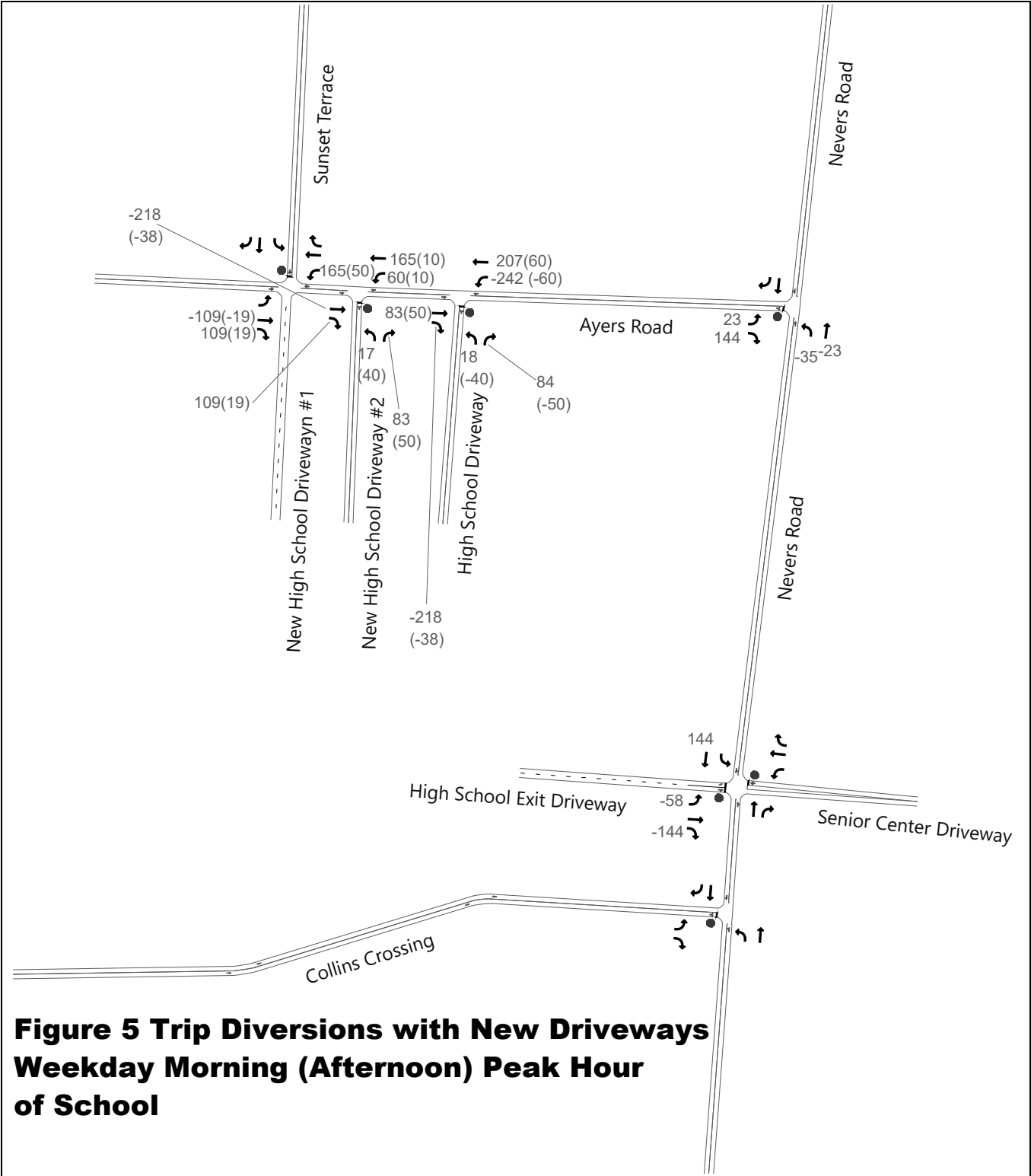
**Figure 3 2025 No-Build Traffic
Volumes
Weekday Morning Peak Hour
of School**

South Windsor High School, Weekday Morning Peak Hour of School, 2025 No-Build Conditions
KWH Enterprise, LLC

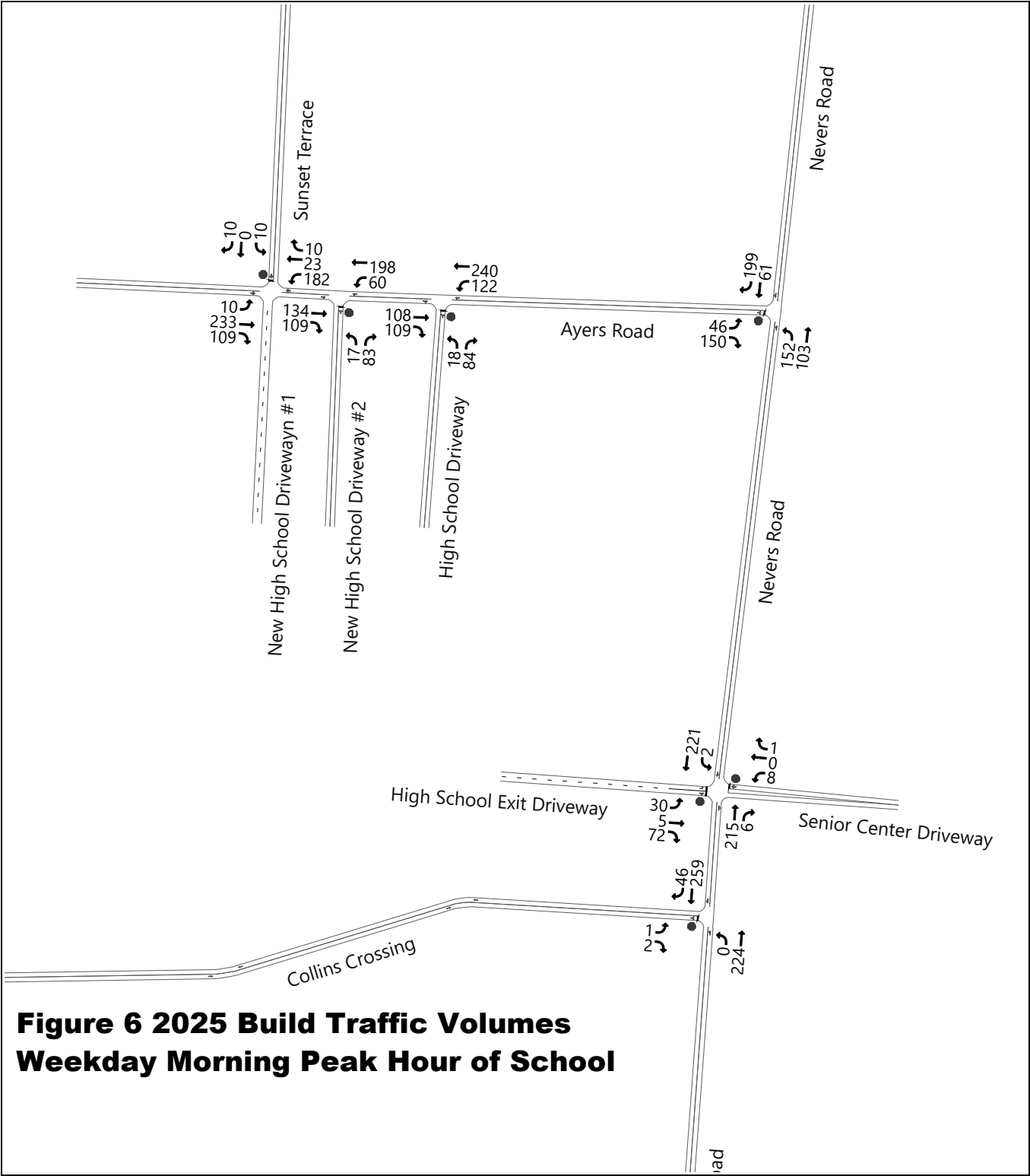


**Figure 4 2025 No-Build Traffic
Volumes
Weekday Afternoon Peak Hour
of School**

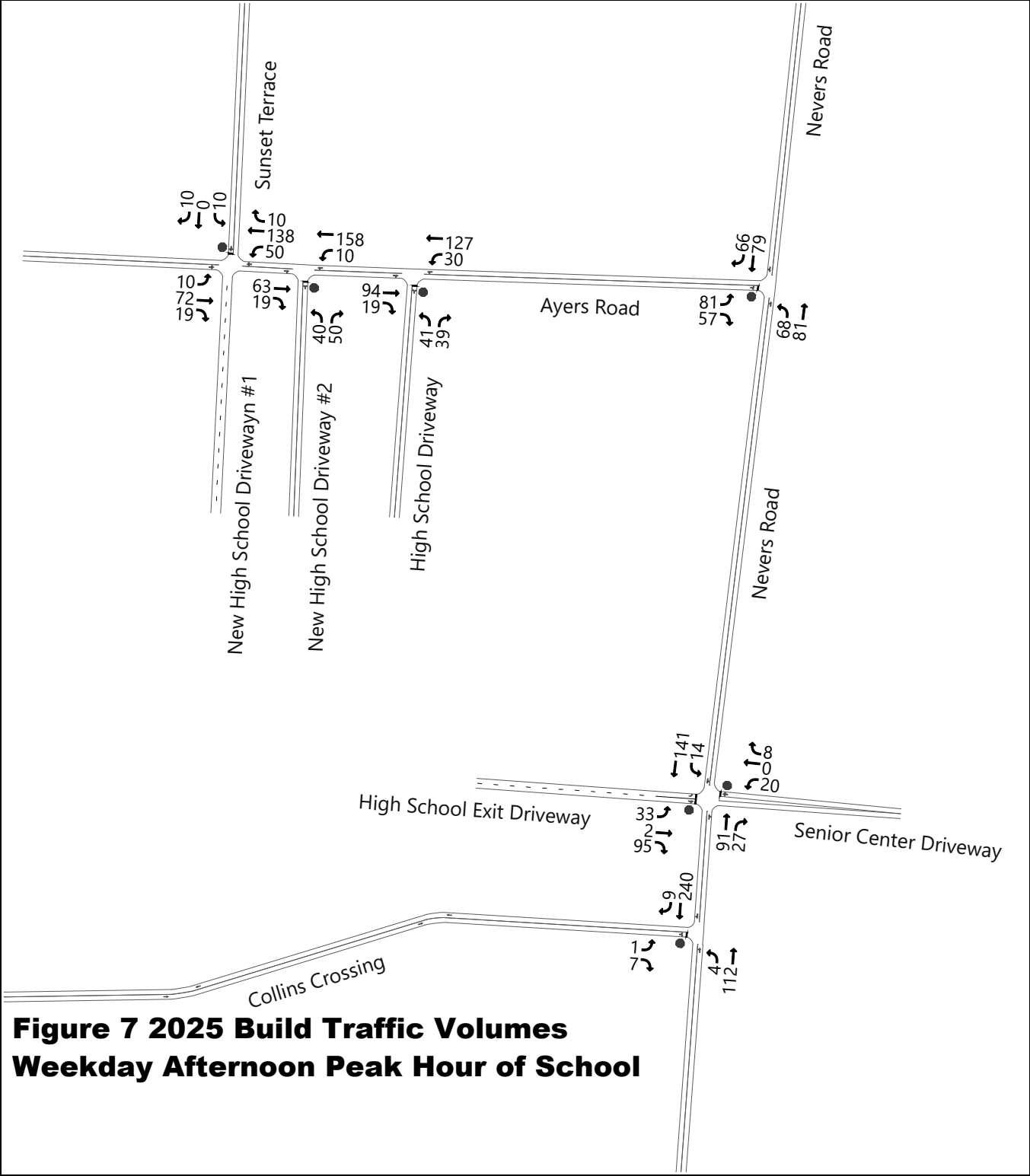
South Windsor High School, Weekday Afternoon Peak Hour of School, 2025 No-Build Conditions
KWH Enterprise, LLC



South Windsor High School, Trip Diversions
KWH Enterprise, LLC



South Windsor High School, Weekday Morning Peak Hour of School, 2025 Build Conditions
KWH Enterprise, LLC






**Figure 7 2025 Build Traffic Volumes
Weekday Afternoon Peak Hour of School**

South Windsor High School, Weekday Afternoon Peak Hour of School, 2025 Build Conditions
KWH Enterprise, LLC

HCM 7th TWSC

1: Nevers Road & Collins Crossing

01/11/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	217	251	45
Future Vol, veh/h	1	2	0	217	251	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	3	5	0	543	628	113

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1226	684	740	0	-	0
Stage 1	684	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	199	452	876	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	199	452	876	-	-	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	587	-	-	-	-	-




Approach	EB	NB	SB
HCM Control Delay, s/v16.61		0	0
HCM LOS	C		






Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	876	-	318	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s/veh)	0	-	16.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th TWSC

5: Nevers Road & Ayers Road

01/11/2024

Intersection						
Int Delay, s/veh	18.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	6	182	122	59	193
Future Vol, veh/h	22	6	182	122	59	193
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	9	0	5	6	0	2
Mvmt Flow	55	15	455	305	148	483
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1605	390	631	0	-	0
Stage 1	390	-	-	-	-	-
Stage 2	1215	-	-	-	-	-
Critical Hdwy	6.49	6.2	4.15	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	112	663	937	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 46	662	936	-	-	-
Mov Cap-2 Maneuver	~ 46	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/veh	306.26	7.44		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	778	-	58	-	-	
HCM Lane V/C Ratio	0.486	-	1.214	-	-	
HCM Control Delay (s/veh)	12.4	-	306.3	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	2.7	-	6	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	11.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	5	210	8	0	1	0	209	6	2	75	0
Future Vol, veh/h	85	5	210	8	0	1	0	209	6	2	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40	40	40	40	40	40
Heavy Vehicles, %	8	2	10	25	2	100	2	3	17	0	5	2
Mvmt Flow	213	13	525	20	0	3	0	523	15	5	188	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	720	735	188	734	728	530	-	0	0	538	0	0
Stage 1	198	198	-	530	530	-	-	-	-	-	-	-
Stage 2	523	538	-	204	198	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.3	7.35	6.52	7.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.35	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.35	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.39	3.725	4.018	4.2	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	335	347	834	308	350	398	0	-	-	1041	-	0
Stage 1	791	737	-	493	527	-	0	-	-	-	-	0
Stage 2	527	523	-	748	737	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	332	345	834	110	348	398	-	-	-	1041	-	-
Mov Cap-2 Maneuver	332	345	-	110	348	-	-	-	-	-	-	-
Stage 1	786	734	-	493	527	-	-	-	-	-	-	-
Stage 2	523	523	-	271	734	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v22.24		42.09	0	0.22
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	332	808	119	47	-
HCM Lane V/C Ratio	-	-	0.641	0.665	0.189	0.005	-
HCM Control Delay (s/veh)	-	-	33.3	17.9	42.1	8.5	0
HCM Lane LOS	-	-	D	C	E	A	A
HCM 95th %tile Q(veh)	-	-	4.2	5.2	0.7	0	-

HCM 7th TWSC
13: High School Driveway & Ayers Road




01/11/2024

Intersection						
Int Delay, s/veh	65.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	317	353	32	0	0
Future Vol, veh/h	24	317	353	32	0	0
Conflicting Peds, #/hr	0	46	46	0	46	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	8	6	3	1	2	2
Mvmt Flow	60	793	883	80	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	899	0	2393	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	1891	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	~ 752	-	37	569
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	130	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 719	-	0	544
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	0	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		123.52		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	~ 687	-	
HCM Lane V/C Ratio	-	-	-	1.228	-	
HCM Control Delay (s/veh)	0	-	-	134.7	0	
HCM Lane LOS	A	-	-	F	A	
HCM 95th %tile Q(veh)	-	-	-	31.1	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 7th TWSC

1: Nevers Road & Collins Crossing

01/11/2024

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	7	4	109	233	9
Future Vol, veh/h	1	7	4	109	233	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	18	10	273	583	23




Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	886	594	605	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	293	-	-	-	-	-
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	315	505	973	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	311	505	973	-	-	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	757	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.03		0.31	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	64	-	469	-	-
HCM Lane V/C Ratio	0.01	-	0.043	-	-
HCM Control Delay (s/veh)	8.7	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th TWSC
5: Nevers Road & Ayers Road






01/11/2024

Intersection						
Int Delay, s/veh	16.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	79	55	66	79	77	64
Future Vol, veh/h	79	55	66	79	77	64
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	1	4	14	9	4	0
Mvmt Flow	198	138	165	198	193	160

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	801	274	354	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Critical Hdwy	6.41	6.24	4.24	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.336	2.326	-	-	-
Pot Cap-1 Maneuver	355	760	1142	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	297	760	1141	-	-	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	593	-	-	-	-	-




Approach	EB	NB	SB
HCM Control Delay, s/v	47.8	3.96	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	819	-	396	-	-
HCM Lane V/C Ratio	0.145	-	0.846	-	-
HCM Control Delay (s/veh)	8.7	0	47.8	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.5	-	8	-	-

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	2	92	19	0	8	0	88	26	14	137	0
Future Vol, veh/h	32	2	92	19	0	8	0	88	26	14	137	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40	40	40	40	40	40
Heavy Vehicles, %	38	0	22	0	0	0	0	0	0	0	0	0
Mvmt Flow	80	5	230	48	0	20	0	220	65	35	343	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	633	698	343	668	665	253	-	0	0	285	0	0
Stage 1	413	413	-	253	253	-	-	-	-	-	-	-
Stage 2	220	285	-	415	413	-	-	-	-	-	-	-
Critical Hdwy	7.48	6.5	6.42	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.48	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.48	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.842	4	3.498	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	346	367	657	375	383	791	0	-	-	1289	-	0
Stage 1	551	597	-	756	702	-	0	-	-	-	-	0
Stage 2	708	679	-	619	597	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	326	355	657	232	370	791	-	-	-	1289	-	-
Mov Cap-2 Maneuver	326	355	-	232	370	-	-	-	-	-	-	-
Stage 1	533	577	-	756	702	-	-	-	-	-	-	-
Stage 2	690	679	-	385	577	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v15.23			20.88		0		0.73					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1		EBLn2WBLn1		SBL		SBT	
Capacity (veh/h)	-		-		326		645		294		167	
HCM Lane V/C Ratio	-		-		0.245		0.364		0.23		0.027	
HCM Control Delay (s/veh)	-		-		19.6		13.7		20.9		7.9	
HCM Lane LOS	-		-		C		B		C		A	
HCM 95th %tile Q(veh)	-		-		0.9		1.7		0.9		0.1	

HCM 7th TWSC
13: High School Driveway & Ayers Road




01/11/2024

Intersection						
Int Delay, s/veh	46					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	55	87	65	79	86
Future Vol, veh/h	43	55	87	65	79	86
Conflicting Peds, #/hr	0	46	46	0	46	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	7	31	6	11	1	0
Mvmt Flow	108	138	218	163	198	215
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	291	0	866	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	644	-
Critical Hdwy	-	-	4.16	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.254	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	1248	-	325	822
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1193	-	238	786
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	402	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	4.97		111.15		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	374	-	-	1030	-	
HCM Lane V/C Ratio	1.104	-	-	0.182	-	
HCM Control Delay (s/veh)	111.1	-	-	8.7	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	15.1	-	-	0.7	-	

HCM 7th TWSC

1: Nevers Road & Collins Crossing

01/11/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	224	259	46
Future Vol, veh/h	1	2	0	224	259	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	3	5	0	560	648	115




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1265	705	763	0	-	0
Stage 1	705	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	189	440	859	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	440	859	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	576	-	-	-	-	-






Approach	EB	NB	SB
HCM Control Delay, s/v17.12		0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	859	-	305	-	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s/veh)	0	-	17.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th TWSC
5: Nevers Road & Ayers Road

01/11/2024

Intersection						
Int Delay, s/veh	24.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	6	187	126	61	199
Future Vol, veh/h	23	6	187	126	61	199
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	9	0	5	6	0	2
Mvmt Flow	58	15	468	315	153	498
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1652	402	651	0	-	0
Stage 1	402	-	-	-	-	-
Stage 2	1250	-	-	-	-	-
Critical Hdwy	6.49	6.2	4.15	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	104	652	921	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 40	652	920	-	-	-
Mov Cap-2 Maneuver	~ 40	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/veh	423.65		7.69		0	
HCM LOS	F					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	759		-	50	-	-
HCM Lane V/C Ratio	0.508		-	1.462	-	-
HCM Control Delay (s/veh)	12.9		0	423.7	-	-
HCM Lane LOS	B		A	F	-	-
HCM 95th %tile Q(veh)	2.9		-	6.8	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	12.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	5	216	8	0	1	0	215	6	2	77	0
Future Vol, veh/h	88	5	216	8	0	1	0	215	6	2	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40	40	40	40	40	40
Heavy Vehicles, %	8	2	10	25	2	100	2	3	17	0	5	2
Mvmt Flow	220	13	540	20	0	3	0	538	15	5	193	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	740	755	193	754	748	545	-	0	0	553	0	0
Stage 1	203	203	-	545	545	-	-	-	-	-	-	-
Stage 2	538	553	-	209	203	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.3	7.35	6.52	7.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.35	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.35	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.39	3.725	4.018	4.2	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	325	338	829	299	341	389	0	-	-	1028	-	0
Stage 1	786	734	-	483	519	-	0	-	-	-	-	0
Stage 2	517	515	-	744	734	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	321	336	829	100	339	389	-	-	-	1028	-	-
Mov Cap-2 Maneuver	321	336	-	100	339	-	-	-	-	-	-	-
Stage 1	782	730	-	483	519	-	-	-	-	-	-	-
Stage 2	514	515	-	253	730	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v24.08		46.55	0	0.22
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	802	109	46	-
HCM Lane V/C Ratio	-	-	0.685	0.689	0.207	0.005	-
HCM Control Delay (s/veh)	-	-	37.4	18.8	46.6	8.5	0
HCM Lane LOS	-	-	E	C	E	A	A
HCM 95th %tile Q(veh)	-	-	4.7	5.6	0.7	0	-

HCM 7th TWSC
13: High School Driveway & Ayers Road




01/11/2024

Intersection						
Int Delay, s/veh	79.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	327	364	33	0	0
Future Vol, veh/h	25	327	364	33	0	0
Conflicting Peds, #/hr	0	46	46	0	46	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	8	6	3	1	2	2
Mvmt Flow	63	818	910	83	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	926	0	2466	517
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	1949	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	~ 734	-	33	558
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	122	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 702	-	0	534
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	0	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		149.6		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	~ 670	-	
HCM Lane V/C Ratio	-	-	-	1.297	-	
HCM Control Delay (s/veh)	0	-	-	163.2	0	
HCM Lane LOS	A	-	-	F	A	
HCM 95th %tile Q(veh)	-	-	-	35.6	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 7th TWSC

1: Nevers Road & Collins Crossing

01/11/2024

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	7	4	112	240	9
Future Vol, veh/h	1	7	4	112	240	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	18	10	280	600	23




Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	911	611	623	0	-	0
Stage 1	611	-	-	-	-	-
Stage 2	300	-	-	-	-	-
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	304	494	958	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	494	958	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.24		0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	62	-	457	-	-
HCM Lane V/C Ratio	0.01	-	0.044	-	-
HCM Control Delay (s/veh)	8.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th TWSC
5: Nevers Road & Ayers Road






01/11/2024

Intersection						
Int Delay, s/veh	19.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	57	68	81	79	66
Future Vol, veh/h	81	57	68	81	79	66
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	1	4	14	9	4	0
Mvmt Flow	203	143	170	203	198	165

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	824	281	364	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.41	6.24	4.24	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.336	2.326	-	-	-
Pot Cap-1 Maneuver	344	753	1132	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	752	1131	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v57.25		3.99	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	821	-	384	-	-
HCM Lane V/C Ratio	0.15	-	0.899	-	-
HCM Control Delay (s/veh)	8.7	0	57.3	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	9.2	-	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	2	95	20	0	8	0	91	27	14	141	0
Future Vol, veh/h	33	2	95	20	0	8	0	91	27	14	141	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40	40	40	40	40	40
Heavy Vehicles, %	38	0	22	0	0	0	0	0	0	0	0	0
Mvmt Flow	83	5	238	50	0	20	0	228	68	35	353	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	650	718	353	686	684	261	-	0	0	295	0	0
Stage 1	423	423	-	261	261	-	-	-	-	-	-	-
Stage 2	228	295	-	425	423	-	-	-	-	-	-	-
Critical Hdwy	7.48	6.5	6.42	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.48	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.48	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.842	4	3.498	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	337	358	648	364	374	782	0	-	-	1278	-	0
Stage 1	544	591	-	748	696	-	0	-	-	-	-	0
Stage 2	701	673	-	611	591	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	317	345	648	220	361	782	-	-	-	1278	-	-
Mov Cap-2 Maneuver	317	345	-	220	361	-	-	-	-	-	-	-
Stage 1	526	571	-	748	696	-	-	-	-	-	-	-
Stage 2	683	673	-	371	571	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v15.67		22.37	0	0.71
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	317	637	277	163	-
HCM Lane V/C Ratio	-	-	0.26	0.381	0.253	0.027	-
HCM Control Delay (s/veh)	-	-	20.3	14.1	22.4	7.9	0
HCM Lane LOS	-	-	C	B	C	A	A
HCM 95th %tile Q(veh)	-	-	1	1.8	1	0.1	-

HCM 7th TWSC
13: High School Driveway & Ayers Road

01/11/2024

Intersection						
Int Delay, s/veh	56.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	57	90	67	81	89
Future Vol, veh/h	44	57	90	67	81	89
Conflicting Peds, #/hr	0	46	46	0	46	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	7	31	6	11	1	0
Mvmt Flow	110	143	225	168	203	223

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	299
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.254
Pot Cap-1 Maneuver	-	-	1240
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1186
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.01	137.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	-	-	1032	-
HCM Lane V/C Ratio	1.176	-	-	0.19	-
HCM Control Delay (s/veh)	137.3	-	-	8.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	17.2	-	-	0.7	-

HCM 7th TWSC

1: Nevers Road & Collins Crossing

02/01/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	224	259	46
Future Vol, veh/h	1	2	0	224	259	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	3	5	0	560	648	115




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1265	705	763	0	-	0
Stage 1	705	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	189	440	859	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	440	859	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	576	-	-	-	-	-






Approach	EB	NB	SB
HCM Control Delay, s/v17.12		0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	859	-	305	-	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s/veh)	0	-	17.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th TWSC
5: Nevers Road & Ayers Road

02/01/2024

Intersection						
Int Delay, s/veh	150.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	150	152	103	61	199
Future Vol, veh/h	46	150	152	103	61	199
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	115	375	380	258	153	498
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1420	402	651	0	-	0
Stage 1	402	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	148	642	921	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 77	641	920	-	-	-
Mov Cap-2 Maneuver	~ 77	-	-	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	536.81	6.94		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	789	-	235	-	-	
HCM Lane V/C Ratio	0.413	-	2.086	-	-	
HCM Control Delay (s/veh)	11.6	-	536.8	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	2	-	36.9	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	5	72	8	0	1	0	215	6	2	221	0
Future Vol, veh/h	30	5	72	8	0	1	0	215	6	2	221	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40	40	40	40	40	40
Heavy Vehicles, %	8	2	10	25	2	100	2	3	17	0	5	2
Mvmt Flow	75	13	180	20	0	3	0	538	15	5	553	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1100	1115	553	1114	1108	545	-	0	0	553	0	0
Stage 1	563	563	-	545	545	-	-	-	-	-	-	-
Stage 2	538	553	-	569	563	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.3	7.35	6.52	7.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.35	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.35	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.39	3.725	4.018	4.2	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	185	208	518	168	210	389	0	-	-	1028	-	0
Stage 1	501	509	-	483	519	-	0	-	-	-	-	0
Stage 2	517	515	-	469	509	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	182	206	518	102	209	389	-	-	-	1028	-	-
Mov Cap-2 Maneuver	182	206	-	102	209	-	-	-	-	-	-	-
Stage 1	497	506	-	483	519	-	-	-	-	-	-	-
Stage 2	514	515	-	296	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v23.44		45.44	0	0.08
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	472	111	16	-
HCM Lane V/C Ratio	-	-	0.412	0.408	0.202	0.005	-
HCM Control Delay (s/veh)	-	-	37.9	17.8	45.4	8.5	0
HCM Lane LOS	-	-	E	C	E	A	A
HCM 95th %tile Q(veh)	-	-	1.8	2	0.7	0	-

HCM 7th TWSC
13: High School Driveway & Ayers Road

02/01/2024

Intersection						
Int Delay, s/veh	37.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	108	109	122	240	18	84
Future Vol, veh/h	108	109	122	240	18	84
Conflicting Peds, #/hr	0	46	46	0	46	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	270	273	305	600	45	210
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	589	0	1708	452
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	1256	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	972	-	98	601
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	264	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	930	-	46	575
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	128	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	3.62	236.58			
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	189	-	-	607	-	
HCM Lane V/C Ratio	1.351	-	-	0.328	-	
HCM Control Delay (s/veh)	236.6	-	-	10.8	0	
HCM Lane LOS	F	-	-	B	A	
HCM 95th %tile Q(veh)	14.8	-	-	1.4	-	

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	10	233	109	182	23	10	0	0	0	10	0	10
Future Vol, veh/h	10	233	109	182	23	10	0	0	0	10	0	10
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40	40	40	40	40	40
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	25	583	273	455	58	25	0	0	0	25	0	25




Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	83	0	0	855	0	0	1613	1885	70
Stage 1	-	-	-	-	-	-	980	980	-
Stage 2	-	-	-	-	-	-	633	905	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.45	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.45	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.45	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1496	-	-	772	-	-	113	69	984
Stage 1	-	-	-	-	-	-	359	324	-
Stage 2	-	-	-	-	-	-	524	351	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	772	-	-	41	0	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	0	-
Stage 1	-	-	-	-	-	-	347	0	-
Stage 2	-	-	-	-	-	-	199	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.21	13.65	107.29
HCM LOS	F		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	48	-	-	735	-	-	80
HCM Lane V/C Ratio	0.017	-	-	0.589	-	-	0.628
HCM Control Delay (s/veh)	7.4	0	-	16.1	0	-	107.3
HCM Lane LOS	A	A	-	C	A	-	F
HCM 95th %tile Q(veh)	0.1	-	-	3.9	-	-	2.9

HCM 7th TWSC
17: New High School Driveway #2 & Ayers Road

02/01/2024

Intersection						
Int Delay, s/veh	5.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	109	60	198	17	83
Future Vol, veh/h	134	109	60	198	17	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	335	273	150	495	43	208

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	608
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	956
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	956
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.2	30.05
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	-	-	419	-
HCM Lane V/C Ratio	0.649	-	-	0.157	-
HCM Control Delay (s/veh)	30.1	-	-	9.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.4	-	-	0.6	-

HCM 7th TWSC

1: Nevers Road & Collins Crossing

02/01/2024

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	7	4	112	240	9
Future Vol, veh/h	1	7	4	112	240	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	3	18	10	280	600	23




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	911	611	623	0	-	0
Stage 1	611	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	307	497	968	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	497	968	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.17		0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	62	-	460	-	-
HCM Lane V/C Ratio	0.01	-	0.043	-	-
HCM Control Delay (s/veh)	8.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 7th TWSC
5: Nevers Road & Ayers Road






02/01/2024

Intersection						
Int Delay, s/veh	20.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	57	68	81	79	66
Future Vol, veh/h	81	57	68	81	79	66
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	203	143	170	203	198	165

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	824	281	364	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	339	751	1179	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	283	750	1178	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	58.62	3.91	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	821	-	381	-	-
HCM Lane V/C Ratio	0.144	-	0.905	-	-
HCM Control Delay (s/veh)	8.6	0	58.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	9.3	-	-

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	2	95	20	0	8	0	91	27	14	141	0
Future Vol, veh/h	33	2	95	20	0	8	0	91	27	14	141	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40	40	40	40	40	40
Heavy Vehicles, %	8	2	10	25	2	100	2	3	17	0	5	2
Mvmt Flow	83	5	238	50	0	20	0	228	68	35	353	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	650	718	353	686	684	261	-	0	0	295	0	0
Stage 1	423	423	-	261	261	-	-	-	-	-	-	-
Stage 2	228	295	-	425	423	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.3	7.35	6.52	7.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.35	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.35	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.39	3.725	4.018	4.2	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	374	355	673	333	371	590	0	-	-	1278	-	0
Stage 1	597	588	-	696	692	-	0	-	-	-	-	0
Stage 2	762	669	-	564	588	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	349	343	673	205	359	590	-	-	-	1278	-	-
Mov Cap-2 Maneuver	349	343	-	205	359	-	-	-	-	-	-	-
Stage 1	577	568	-	696	692	-	-	-	-	-	-	-
Stage 2	736	669	-	350	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v14.82		24.7	0	0.71
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	349	660	252	163	-
HCM Lane V/C Ratio	-	-	0.236	0.367	0.278	0.027	-
HCM Control Delay (s/veh)	-	-	18.5	13.6	24.7	7.9	0
HCM Lane LOS	-	-	C	B	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	1.7	1.1	0.1	-

HCM 7th TWSC
13: High School Driveway & Ayers Road

02/01/2024

Intersection						
Int Delay, s/veh	5.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	19	30	127	41	39
Future Vol, veh/h	94	19	30	127	41	39
Conflicting Peds, #/hr	0	46	46	0	46	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	235	48	75	318	103	98

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	329
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	1214
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1161
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.59	22.42
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	-	-	344	-
HCM Lane V/C Ratio	0.496	-	-	0.065	-
HCM Control Delay (s/veh)	22.4	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.7	-	-	0.2	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	10	72	19	50	138	10	0	0	0	10	0	10
Future Vol, veh/h	10	72	19	50	138	10	0	0	0	10	0	10
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40	40	40	40	40	40
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	25	180	48	125	345	25	0	0	0	25	0	25




Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	370	0	0	228	0	0	838	885	358
Stage 1	-	-	-	-	-	-	608	608	-
Stage 2	-	-	-	-	-	-	230	278	-
Critical Hdwy	4.15	-	-	4.15	-	-	6.45	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.45	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.45	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1172	-	-	1323	-	-	333	281	680
Stage 1	-	-	-	-	-	-	538	481	-
Stage 2	-	-	-	-	-	-	801	675	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1172	-	-	1323	-	-	286	0	680
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	0	-
Stage 1	-	-	-	-	-	-	525	0	-
Stage 2	-	-	-	-	-	-	706	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.81	2.02	15.21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	171	-	-	448	-	-	402
HCM Lane V/C Ratio	0.021	-	-	0.094	-	-	0.124
HCM Control Delay (s/veh)	8.1	0	-	8	0	-	15.2
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	-	0.4

HCM 7th TWSC
17: New High School Driveway #2 & Ayers Road

02/01/2024

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	19	10	158	40	50
Future Vol, veh/h	63	19	10	158	40	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	158	48	25	395	100	125
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	205	0	626	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1349	-	443	854
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1349	-	433	854
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	624	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	0.46		14.66		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	596	-	-	107	-	
HCM Lane V/C Ratio	0.378	-	-	0.019	-	
HCM Control Delay (s/veh)	14.7	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1.8	-	-	0.1	-	