

August 10, 2021

TPD# TOLB.00045



TRAFFIC PLANNING AND DESIGN, INC.



Greenridge Road Development

Transportation Impact Study

Upper Uwchlan Township, Chester County, PA

For Submission To:

Upper Uwchlan Township

GREENRIDGE ROAD DEVELOPMENT TRANSPORTATION IMPACT STUDY

FOR SUBMISSION TO:

Upper Uwchlan Township, Chester County, PA

Prepared For:

Toll Mid-Atlantic LP Company, L.P

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August 10, 2021

TPD # TOLB.00045



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EXECUTIVE SUMMARY

The purpose of this study is to examine the potential traffic impact associated with the proposed development on the roadway network in Upper Uwchlan Township, Chester County, PA. Based on this evaluation, the following conclusions were reached:

1. The study area intersections included in this TIS are as follows:
 - Greenridge Road & Stonehedge Drive;
 - Greenridge Road & Styer Road;
 - Greenridge Road & Font Road;
 - Greenridge Road & Krauser Road;
 - Krauser Road & Milford Road.
2. The project site is located on the west side of Greenridge Road, southeast of Stonehedge Drive. The proposed site will consist of 64 single-family homes.
3. Access to the site is proposed via a full-access driveway to Greenridge Road, between Font Road and Styer Road, and a connection to Lauren Lane.
4. All proposed driveway location sight distances will exceed PennDOT's Desirable and Safe Stopping Sight Distance (SSSD) criteria.
5. Based on a conservative trip generation analysis for 70-units, the proposed development will generate approximately 55 new trips during the weekday A.M. peak hour and 72 new trips during the weekday P.M. peak hour. Please note, the trip generation is conservative (i.e. high) as it is based on 70-units, which is 10% more than the proposed 64-units.
6. Under 2026 project conditions, all overall intersection levels of service (ILOS) are anticipated to operate at LOS A.
7. Under the 2026 projected conditions, all approaches and turning movements at the site driveway intersection with the external roadway network are anticipated to operate at LOS A during weekday A.M. and P.M. peak hours.
8. Levels of Service (LOS) for the study area intersections have been summarized in matrix form. **Table I** details the overall intersection LOS for each study area intersection.

TABLE I
OVERALL INTERSECTION LEVEL OF SERVICE SUMMARY

Intersection	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	Existing	2026 Conditions		Existing	2026 Conditions	
		Base	Projected		Base	Projected
Greenridge Road & Stonehedge Drive	A (2.0)	A (2.0)	A (2.4)	A (1.1)	A (1.2)	A (1.6)
Styer Road & Greenridge Road	A (7.7)	A (7.7)	A (7.8)	A (7.6)	A (7.6)	A (7.7)
Styer Road & Extension	A (4.0)	A (4.1)	A (4.0)	A (2.3)	A (2.4)	A (2.2)
Greenridge Road & Extension	A (1.0)	A (1.0)	A (1.0)	A (0.6)	A (0.6)	A (0.6)
Krauser Road & Greenridge Road	A (1.4)	A (1.5)	A (1.6)	A (1.4)	A (1.4)	A (1.6)
Font Road & Greenridge Road/St. Andrews Lane	A (5.8)	A (5.6)	A (6.1)	A (4.9)	A (4.8)	A (5.3)
Milford Road & Krauser Road	A (3.7)	A (3.7)	A (3.9)	A (3.0)	A (3.0)	A (3.3)
Greenridge Road & Site Driveway	--	--	A (1.1)	--	--	A (0.8)
Stonehedge Road & Lauren Lane/Site Access	--	--	A (1.1)	--	--	A (0.8)

Base = No-Build scenario; Projected = Build scenario

INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has completed a Transportation Impact Study (TIS) for the proposed development in Upper Uwchlan Township, Chester County, Pennsylvania. The project site is located on the west side of Greenridge Road, southeast of Stonehedge Drive as shown in **Figure 1**. As shown in **Figure 2**, the proposed site will consist of 64 single-family homes. The proposed site will be served by a full-access driveway to Greenridge Road, between Font Road and Styer Road, and a connection to Lauren Lane.

This report has been prepared in accordance with PennDOT's *Policies and Procedures for Transportation Impact Studies*, found in PennDOT's Publication 282, Appendix A, dated July, 2017.

EXISTING ROADWAY NETWORK

A field review of the existing roadway system in the study area was conducted. The existing roadway characteristics within the study area are summarized in **Table 1**.

TABLE 1
ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Roadway	Ownership	Functional Classification/ Roadway Type	Predominant Directional Orientation	Average Daily Traffic ¹	Posted Speed Limit
Greenridge Road		Local	East-West	1,415	35 mph
Stonehedge Drive		Local	North-South	550	25 mph
Styer Road		Local	North-South	1,175	35 mph
Font Road		Local	North-South	1,935	30 mph
Krasuer Road		Local	North-South	495	25 mph
Milford Road		Local	East-West	1,610	40 mph

¹Based on existing traffic volumes and a k-factor

Bicycle and Pedestrian Facilities

Based on observations during field visits at the study area intersections, there are no pedestrian accommodations present in the vicinity of the proposed development.

Mass Transit Facilities

There is no public transportation in the vicinity of the proposed development

Crash Data Investigation

Crash data were obtained from PennDOT for the study area intersections. PennDOT defines a reportable crash as follows, "A reportable (crash) is one in which an injury or fatality occurs or if at least one of the vehicles involved requires towing from the scene." Reportable crashes were tabulated for the five-year time period beginning 1/1/2016 and ending 12/31/2020. For a given intersection, PennDOT considers a crash occurrence of 5 reportable, correctable crashes over a continuous twelve-month period during the past five years to be a threshold value, above which the intersection design should be reviewed to examine if corrective measures can be taken to enhance safety. The number of reportable crashes at the study area intersections is shown in **Table 2**.

TABLE 2
PENNDOT REPORTABLE CRASH DATA

Study Area Intersection	Number of Reportable Crashes				
	2016	2017	2018	2019	2020
Greenridge Road & Stonehedge Drive	0	0	0	1	0
Styer Road & Greenridge Road	0	0	0	0	0
Greenridge Road & Krauser Road	0	0	0	0	0
Font Road & Greenridge Road/St. Andrews Lane	0	0	1	0	0
Milford Road & Krauser Road	0	0	0	0	0

Based on a review of the crash data, there were no continuous twelve-month periods during the past five years where 5 or more crashes occurred that were deemed correctable.

EXISTING TRAFFIC CONDITIONS

Manual traffic counts were conducted on 15-minute intervals during the weekday morning (7:00 to 9:00 A.M.), weekday evening (4:00 to 6:00 P.M.) peak periods. Peak hours and count dates for the study area intersections are identified in **Table 3**.

TABLE 3
MANUAL TRAFFIC COUNT INFORMATION

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour ¹
Greenridge Road & Stonehedge Drive	Tuesday July 20, 2021	Weekday A.M.	7:45 to 8:45 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
Greenridge Road & Styer Road	Tuesday July 20, 2021	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
Styer Road & Extension	Tuesday July 20, 2021	Weekday A.M.	7:45 to 8:45 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
Greenridge Road & Extension	Tuesday July 20, 2021	Weekday A.M.	7:45 to 8:45 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
Krauser Road & Greenridge Road	Tuesday July 20, 2021	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
Font Road & Greenridge Road/St. Andrews Lane	Tuesday July 20, 2021	Weekday A.M.	7:45 to 8:45 A.M.
		Weekday P.M.	4:15 to 5:15 P.M.
Milford Road & Krauser Road	Tuesday July 20, 2021	Weekday A.M.	7:45 to 8:45 A.M.
		Weekday P.M.	4:00 to 5:00 P.M.
Milford Road & Font Road ²	Tuesday July 20, 2021	Weekday A.M.	7:30 to 8:30 A.M.
		Weekday P.M.	4:30 to 5:30 P.M.

¹Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

²Utilized to calculate COVID adjustment factor only, not analyzed as part of study area.

Due to the current COVID-19 traffic conditions and the summer conditions, a comparison of the 2021 counts to the 2016 counts at the Milford Road/Font Road intersection was completed. Based on the comparison and coordination with the Township Traffic Engineer, McMahon Associates, an adjustment factor of 1.69 for the weekday AM peak hour and 1.27 for the weekday PM peak hour was applied to the 2021 turning movement counts at each of study area intersections. The adjusted existing condition traffic volumes for the weekday A.M. and weekday P.M. peak hours are illustrated in **Figures 3 and 4**, respectively. Manual traffic count data sheets and adjustment calculations are provided in **Appendix A**.

BASE (NO-BUILD) CONDITIONS

Annual Background Growth

A background growth factor for the roadways in the study area was developed based on growth factors for August 2021 to July 2022 obtained from the PennDOT Bureau of Planning and Research (BPR). The PennDOT BPR suggests using a background growth trend factor of 0.61% per year in Chester County for urban non-interstate roadways. As such, the background growth factor was applied annually to yield overall growth percentages of 3.09% (0.61% per year, compounded over 5 years) for the 2026 opening year.

Nearby Proposed Developments

Base (no-build) traffic conditions were calculated to include traffic volumes from proposed developments. Please note, at the time of the traffic counts, a significant portion of most of the developments were occupied. However, in order to provide a conservative evaluation (i.e. highest traffic volumes) and due to the COVID traffic count adjustment, the full development traffic was considered. Based on recent experience in the Study Area, the following nearby planned development were specifically included in this study:

- **Village at Byers Station (5C)** - residential development consisting of 121 townhomes. The site is bounded by Route 100, Station Boulevard, Graphite Mine Road, and Darrell Drive. Trip generation and distribution for this site were developed based on the 5/18/16 TIS prepared by TPD.
- **Byers Station** - portions consisting of 40 townhomes (located along Sunderland Avenue), the Ewing Tract Phase 2 (located along Eagle Farms Road), and Parcel 6C (located on the eastern side of Graphite Mine Road, north of Byers Road). Trip generations and distribution for these sites were developed based on the 8/21/2014 and the 4/4/18 studies prepared by TPD.
- **McKee-Fetters Tract** - residential development consisting of 114 age-restricted single-family homes and 261 age-restricted townhomes located on the eastern side of Milford Road, south of Patricia Drive opposite Krauser Road. As such, a fourth leg to the existing Milford Road/Krauser Road intersection was considered in base (no-build) conditions. Trip generation and distribution for this site were developed based on the 5/18/2017 TIS prepared by TPD.
- **Gunner Property** - residential development consisting of 40 townhomes. The site is located at 270-290 Park Road, west of Little Conestoga Road. Trip generation and distribution for this site were developed based ITE data and existing travel patterns, respectively.

The additional traffic volumes due to background growth and nearby developments were added to the existing traffic data to produce 2026 base (no-build) condition traffic volumes. Base condition volumes for the weekday A.M. and weekday P.M. peak hours are illustrated in **Figures 5 and 6**.

PROPOSED SITE ACCESS

The proposed site will be served by a full-access driveway to Greenridge Road, between Font Road and Styer Road, and a connection to Lauren Lane.

Sight Distance Analysis

A sight distance analysis was prepared for the proposed site driveway to Greenridge Road. In general, recommended safe sight distances depend upon the posted speed limit and roadway grades. The existing sight distances at the proposed driveways were measured in accordance with PennDOT Publication 282 Highway Occupancy Permit Operations Manual and compared to PennDOT's desirable sight distance standard, which is identified in 67 PA Code Chapter 441.8(h), "Access to and Occupancy of Highways by Driveways and Local Roads." In addition, measured sight distances at the proposed driveways were compared to PennDOT's safe stopping sight distance standard, which is calculated by the following equation:

$$SSSD = 1.47VT + V^2/[30(f \pm g)]$$

SSSD = safe stopping sight distance (acceptable sight distance)

V = Vehicle Speed

T = Perception Reaction Time of Driver (2.5 seconds)

f = Coefficient of Friction for Wet Pavements

g = Percent of Roadway Grade Divided by 100

Table 4 shows the measured, desirable, acceptable (SSSD), and required sight distances at the Greenridge Road site driveway for vehicles entering and exiting the site.

TABLE 4
SIGHT DISTANCE ANALYSIS
SITE DRIVEWAY TO GREENRIDGE ROAD

	Direction	Speed	Grade ¹	Sight Distances (feet)		
				DES	SSSD	EXIST
Exiting Movements	To the left	35 mph	1%	440	245	600+
	To the right	35 mph	-1%	350	252	500+
Entering Left Turns	Approaching same direction	35 mph	-1%	300	252	505
	Approaching opposite direction	35 mph	1%	300	245	600+

DES = PennDOT Desirable Sight Distance

1 = Roadway Grade Approaching Driveway

SSSD = PennDOT Acceptable Sight Distance

EXIST = Existing (measured) Sight Distance

As shown in **Table 4** above, the measured sight distances at the site driveway exceed PennDOT's desirable sight distance requirements.

TRIP GENERATION

The trip generation rates for the proposed development were obtained from the *Trip Generation Manual*, Tenth Edition, 2017, an institute of Transportation Engineers (ITE) Informational Report. For the proposed development, Land Use Code 210 (Single-family Detached Housing) from *Trip Generation* was used to calculate the number of vehicular trips the development will generate during the following time periods: (1) average weekday; (2) weekday A.M. peak hour; and (3) weekday P.M. peak hour. **Table 5** shows the rates/equations and directional percentages for the analyzed time periods.

TABLE 5
ITE TRIP GENERATION DATA

Land Use	ITE #	Time Period	Equations/Rates	Entering %	Exiting %
Single-Family Detached Housing	210	Weekday A.M. Peak Hour	$T = 0.71*(X)+4.80$	25%	75%
		Weekday P.M. Peak Hour	$\ln(T) = 0.96*\ln(X)+0.20$	63%	37%
		Weekday	$\ln(T) = 0.92*\ln(X)+2.71$	50%	50%

T = number of site-generated vehicular trips; X = independent variable (dwelling units)

The calculated trip generation for the proposed development is shown in **Table 6**. Please note, the trip generation shown in the table below is based on 70-units and provides a conservative evaluation, as it is 10% more than the proposed 64-units.

TABLE 6
TRIP GENERATION SUMMARY

Time Period	Greenridge Road Development		
	Total	Enter	Exit
Weekday	750	375	375
A.M. Peak Hour	55	14	41
P.M. Peak Hour	72	45	27

Based on the conservative trip generation analysis summarized in **Table 6** for 70-units, the proposed development will generate approximately 55 new trips during the weekday A.M. peak hour, and 72 new trips during the weekday P.M. peak hour.

TRIP DISTRIBUTION

The distribution of trips generated by the proposed development was based on the local road network, the existing traffic patterns, the proposed use of the site, and the site driveway locations. The trips for the proposed development were distributed to the local roadway network based on the percentages shown in **Table 7**.

TABLE 7
TRIP DISTRIBUTION PERCENTAGES

Direction - To/From	Assignment (To/From)	Distribution Percentage
East	via Greenridge Road	4%
	via Milford Road	11%
West	via Greenridge Road	12%
	via Milford Road	14%
North	via Font Road	17%
South	via Font Road	33%
	via Styer Road	9%

The assignment of site-generated trips for the proposed development during the weekday A.M. and P.M. peak hours are shown in **Figures 7 and 8**, respectively.

PROJECTED (BUILD) CONDITION TRAFFIC VOLUMES

The site-generated trips for the proposed development were added to the 2026 base (no-build) condition traffic volumes to develop 2026 projected (build) condition traffic volumes. The 2026 projected condition traffic volumes for the weekday A.M. and P.M. peak hours are shown in **Figures 9 and 10**, respectively. Traffic volume development worksheets are contained in **Appendix B**.

LEVELS OF SERVICE FOR AN INTERSECTION

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 8**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length, the green time ratio, and the volume/capacity ratio for the lane group in question. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

TABLE 8
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS ¹

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
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 or $v/c > 1.0$	> 50 or $v/c > 1.0$

¹ Obtained from Exhibits 18-4 and 19-1 of the Transportation Research Board's Highway Capacity Manual 2010

CAPACITY ANALYSIS METHODOLOGY

Capacity analyses were conducted for the weekday A.M. and P.M. peak hours at the study area intersections. These analyses were conducted according to the methodologies contained in the *Highway Capacity Manual 6th Edition* (HCM) using *Synchro 10* software, a Trafficware product. The following conditions were analyzed, as applicable:

- Existing conditions;
- 2026 Base conditions (Future year without development);
- 2026 Projected conditions (Future year with development);

In addition, capacity analyses were conducted at the proposed site driveway intersection under the 2026 projected conditions. The capacity analysis worksheets are included in **Appendix C**.

PennDOT's Transportation Impact Study Guidelines outlined in PennDOT's *Policies and Procedures for Transportation Impact Studies*, found in PennDOT's Publication 282, Appendix A, dated July, 2017 contain the following criteria regarding levels of service:

Page 29 of the Guidelines state that if evaluation of the With Development Horizon Year Scenario to the Without Development Horizon Year Scenario indicates that the overall intersection level of service has dropped, the applicant will be required to mitigate the level of service if the increase in overall intersection delay is greater than 10-seconds. If the overall intersection delay increase is less than or equal to 10-seconds, mitigation of the intersection will not be required.

Page 29 of the Guidelines state that for mitigation scenarios, applicants are expected to mitigate the overall intersection LOS to the original Without Development LOS; the 10-second delay variance is not applied to mitigation scenarios. Applicants may be required to address available storage and queue lengths at critical movements or approaches even if the overall LOS requirements are met.

Page 31 of the Guidelines state that if signalization is the preferred alternative for mitigation, overall intersection LOS C in rural areas and LOS D in urban areas is acceptable.

Page 31 of the Guidelines states new signalized or unsignalized intersection established to serve as access to the development shall be designed to operate at minimum LOS C for rural areas, and minimum LOS D for urban areas.

LEVELS OF SERVICE IN THE STUDY AREA

Level of service (LOS) matrices for the study area intersections are shown in **Table 9** for the weekday A.M., and weekday P.M. peak hours.

TABLE 9
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Existing Condition	2026 Future Conditions Base	2026 Future Conditions Projected	Existing Condition	2026 Future Conditions Base	2026 Future Conditions Projected
Greenridge Road & Stonehedge Drive	EB L	A	A	A	A	A	A
	SB LR	A	A	A	A	A	A
	ILOS	A (2.0)	A (2.0)	A (2.4)	A (1.1)	A (1.2)	A (1.6)
Styer Road & Greenridge Road	EB TR	A	A	A	A	A	A
	WB LT	A	A	A	A	A	A
	NB LR	A	A	A	A	A	A
	ILOS	A (7.7)	A (7.7)	A (7.8)	A (7.6)	A (7.6)	A (7.7)
Styer Road & Extension	EB L	A	A	A	A	A	A
	SB LR	A	A	A	A	A	A
	ILOS	A (4.0)	A (4.1)	A (4.0)	A (2.3)	A (2.4)	A (2.2)
Greenridge Road & Extension	WB L	A	A	A	A	A	A
	NB LR	B	B	B	A	A	A
	ILOS	A (1.0)	A (1.0)	A (1.0)	A (0.6)	A (0.6)	A (0.6)
Krauser Road & Greenridge Road	WB L	A	A	A	A	A	A
	NB LR	A	A	A	A	A	A
	ILOS	A (1.4)	A (1.5)	A (1.6)	A (1.4)	A (1.4)	A (1.6)
Font Road & Greenridge Road/St. Andrews Lane	EB LTR	B	B	B	B	B	B
	WB LTR	B	B	B	B	C	C
	NB L	A	A	A	A	A	A
	SB L	A	A	A	A	A	A
	ILOS	A (5.8)	A (5.6)	A (6.1)	A (4.9)	A (4.8)	A (5.3)
Milford Road & Krauser Road	EB L	A	A	A	A	A	A
	WB L	--	A	A	--	A	A
	NB LTR	--	A	A	--	A	A
	SB L(T)R	A	A	A	A	A	A
	ILOS	A (3.7)	A (3.7)	A (3.9)	A (3.0)	A (3.0)	A (3.3)
Greenridge Road & Site Driveway	EB L	--	--	A	--	--	A
	SB LR	--	--	A	--	--	A
	ILOS	--	--	A (1.1)	--	--	A (0.8)
Stonehedge Road & Lauren Lane/Site Access	EB L	--	--	A	--	--	A
	NB LR	--	--	A	--	--	A
	ILOS	--	--	A (1.1)	--	--	A (0.8)

Base = No-Build scenario; Projected = Build scenario

As shown in **Table 9**, under 2026 projected conditions with the development of the proposed site, the study area intersections will operate at the same overall intersection level of service (ILOS) as under 2026 base conditions, during the weekday A.M. and P.M. peak hours.

All approaches and turning movements at the site driveway intersection are anticipated to operate at LOS A under 2026 projected conditions during the weekday A.M. and P.M. peak hours.

In addition, all levels of service at the study area intersection comply with the requirement outlined in PennDOT's TIS Guidelines.

95TH PERCENTILE QUEUE ANALYSIS

Queue analyses were conducted at the study area intersections using *Synchro 10* software. For this analysis, the 95th percentile queue is defined as the queue length that is exceeded during 5% of the peak hour. As an example, during the peak hour, this means that the 95th percentile queue length will be exceeded during 3 of the 60-minutes during the peak hour. The queue analysis results are summarized in **Table 10** for the analyzed peak hours.

TABLE 10
95TH PERCENTILE QUEUE ANALYSIS

Intersection	Movement	Available Storage	2026 Future Conditions			
			Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
			Base	Projected	Base	Projected
Greenridge Road & Stonehedge Drive	EB L	50+	0	0	0	0
	SB LR	50+	5	8	3	3
Styer Road & Greenridge Road	EB TR	50+	15	18	5	5
	WB LT	50+	8	8	15	15
	NB LR	50+	5	5	3	3
Styer Road & Extension	EB L	50+	3	3	0	0
	SB LR	50+	3	5	3	3
Greenridge Road & Extension	WB L	50+	0	0	0	0
	NB LR	50+	3	3	0	3
Krauser Road & Greenridge Road	WB L	50+	0	0	3	3
	NB LR	50+	5	5	3	3
Font Road & Greenridge Road/St. Andrews Lane	EB LTR	50+	23	28	10	13
	WB LTR	50+	3	3	5	8
	NB L	50+	3	3	10	13
	SB L	50+	0	0	0	0
Milford Road & Krauser Road	EB L	50+	0	0	3	3
	WB L	50+	0	0	0	0
	NB LTR	50+	3	3	3	3
	SB L(T)R	50+	8	8	3	5
Greenridge Road & Site Driveway	EB L	50+	--	0	--	0
	SB LR	50+	--	3	--	3
Stonehedge Road & Lauren Lane/Site Access	EB L	50+	--	0	--	0
	NB LR	50+	--	0	--	0

Base = No-Build scenario; Projected = Build scenario

As shown in **Table 10**, adequate queue storage will be provided under 2026 conditions. Queue analysis worksheets are included with the capacity analysis worksheets provided in **Appendix C**.

AUXILIARY TURN LANE ANALYSIS

TPD evaluated auxiliary turn lane warrants at the site driveway intersection and at the Stonehedge Road/Lauren Lane intersection. The warrant analysis methodology contained within Chapter 11 of PennDOT's *Publication 46*, Section 11.17 and Strike-Off Letter 470-08-07 was utilized for this evaluation.

Table 11 summarizes the results of the auxiliary turn lane analysis at the site access intersection.

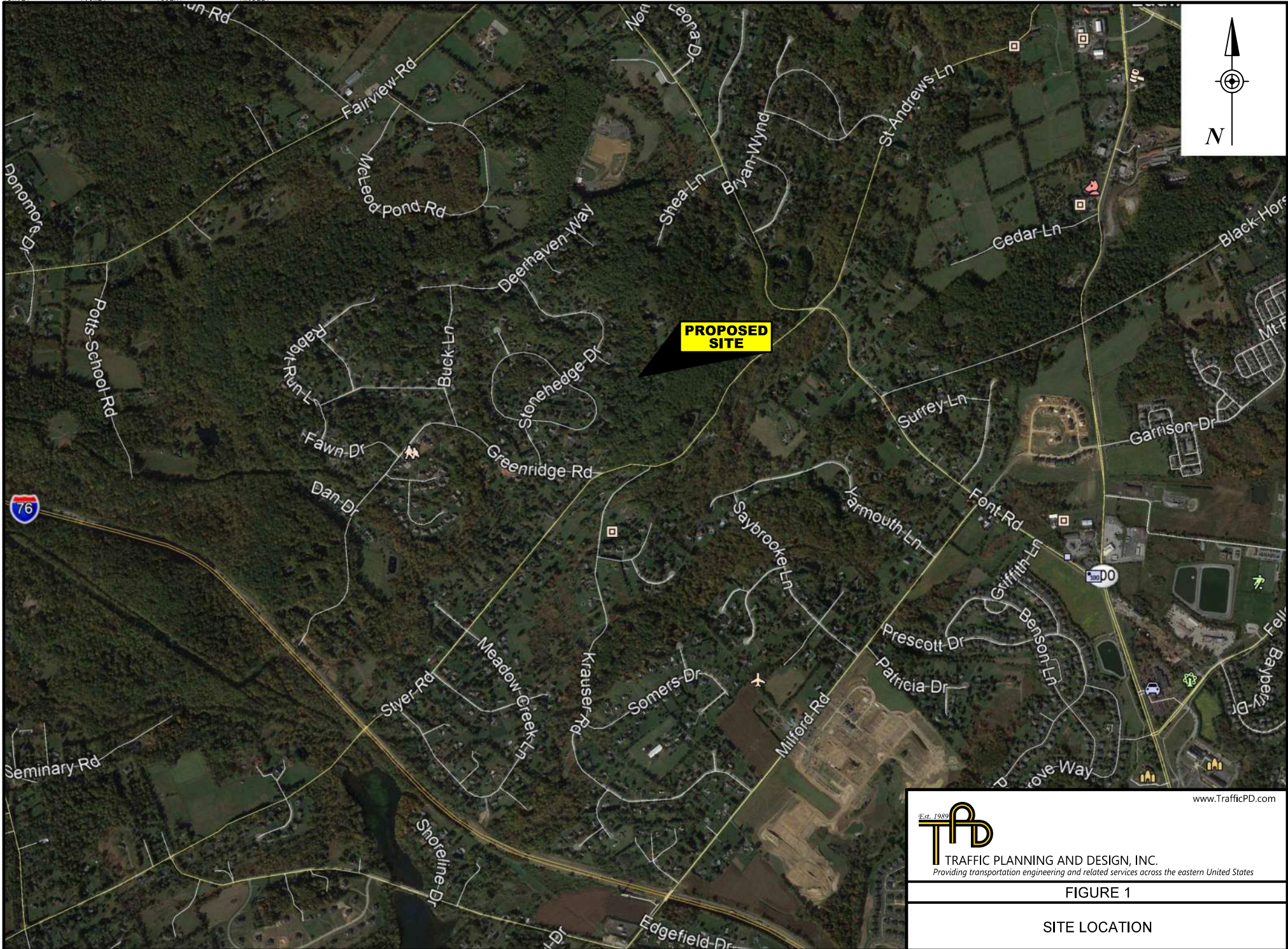
TABLE 11
AUXILIARY TURN LANE ANALYSIS SUMMARY

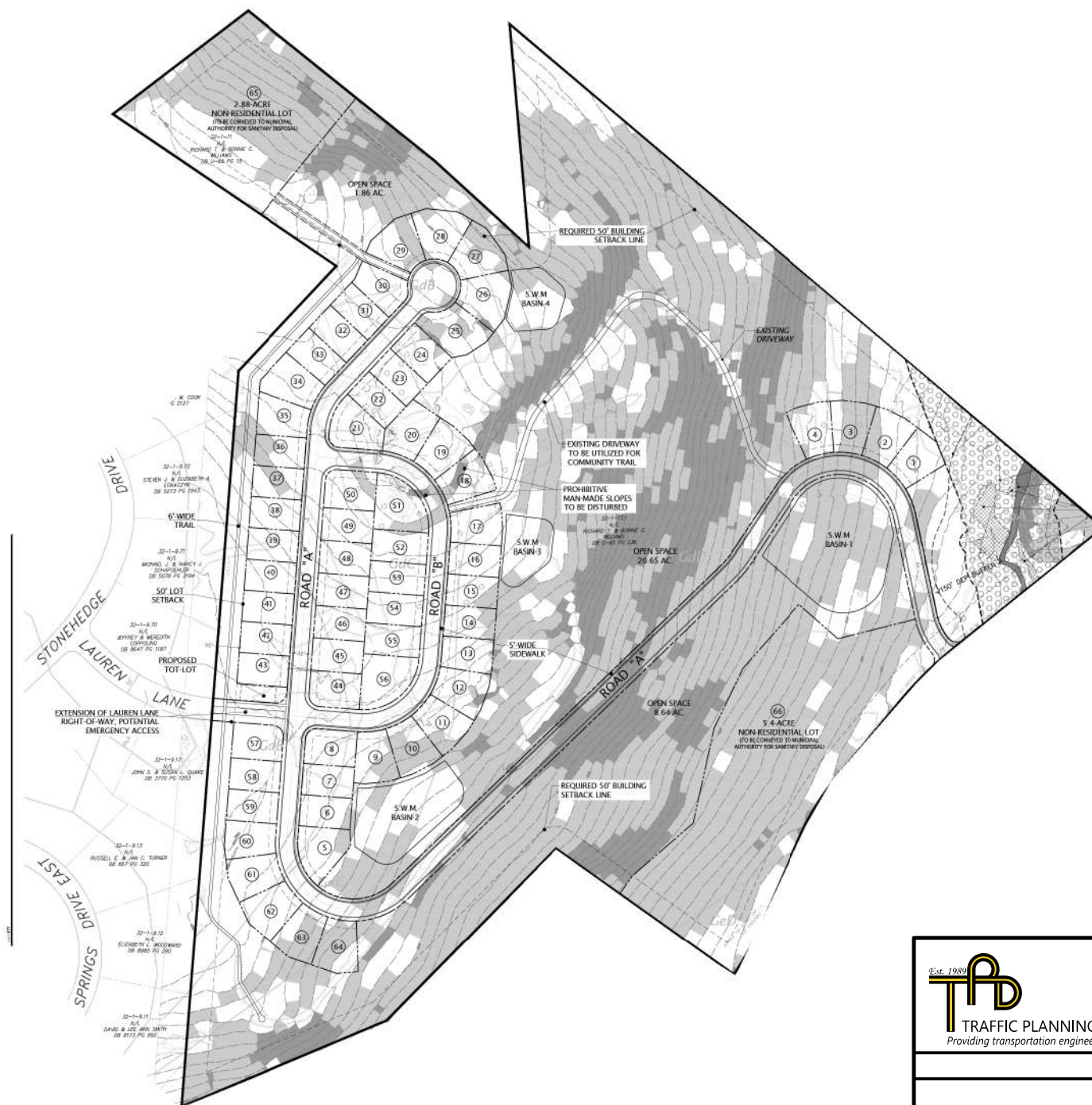
Intersection	Auxiliary Lane	Warrant Satisfied?	Required Lane Length
Greenridge Road & Site Driveway	EB Left Turn Lane	No	--
	WB Right Turn Lane	No	--
Stonehedge Road & Lauren Lane/Site Access	EB Left Turn Lane	No	--
	WB Right Turn Lane	No	--

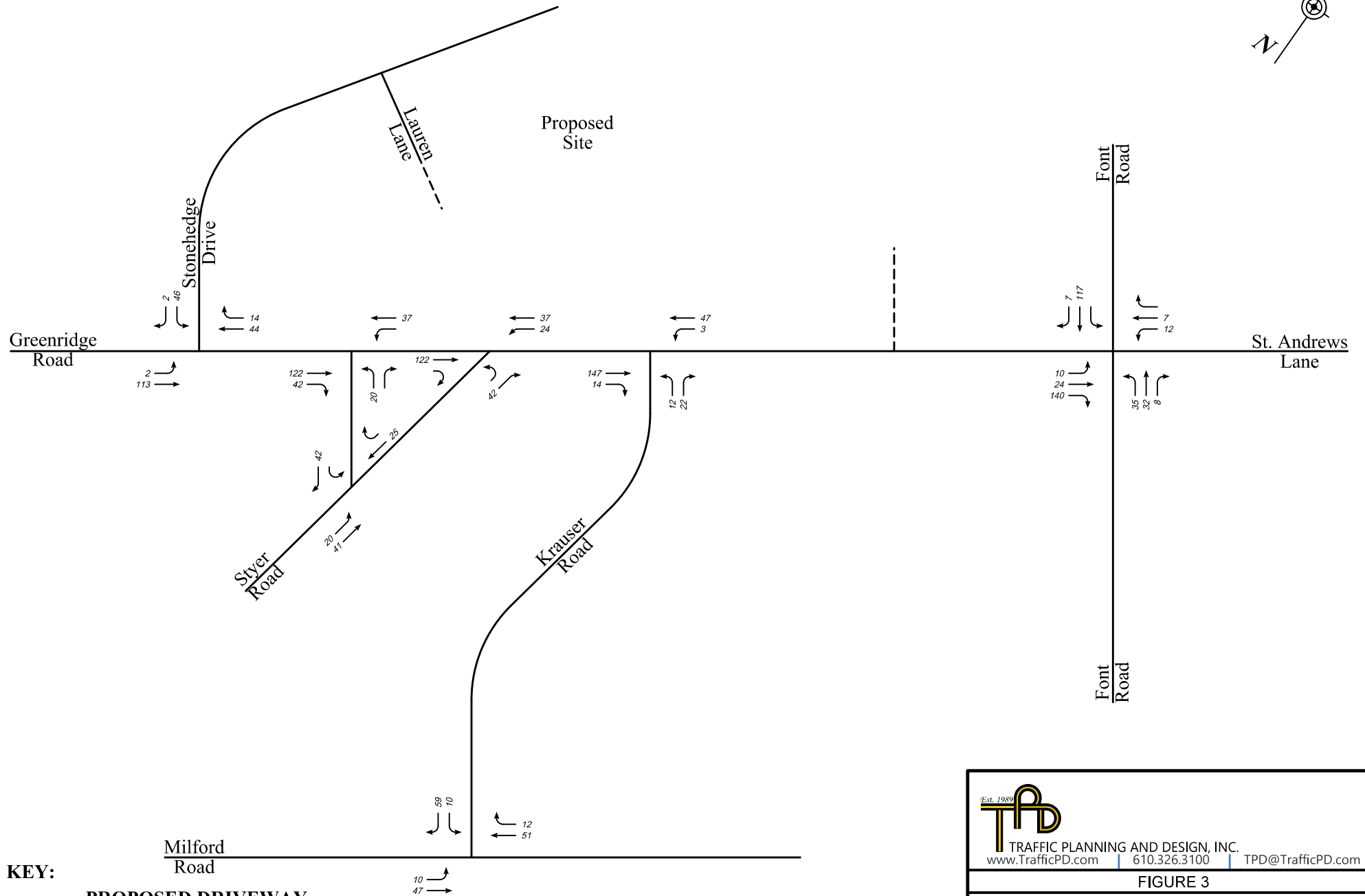
The calculations for the auxiliary turn lane warrants are included in **Appendix D**.

CONCLUSIONS

See the executive summary for the conclusions.







KEY:

----- PROPOSED DRIVEWAY

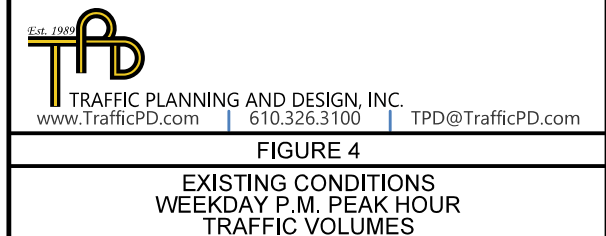
SCHEMATIC DRAWING: NOT TO SCALE

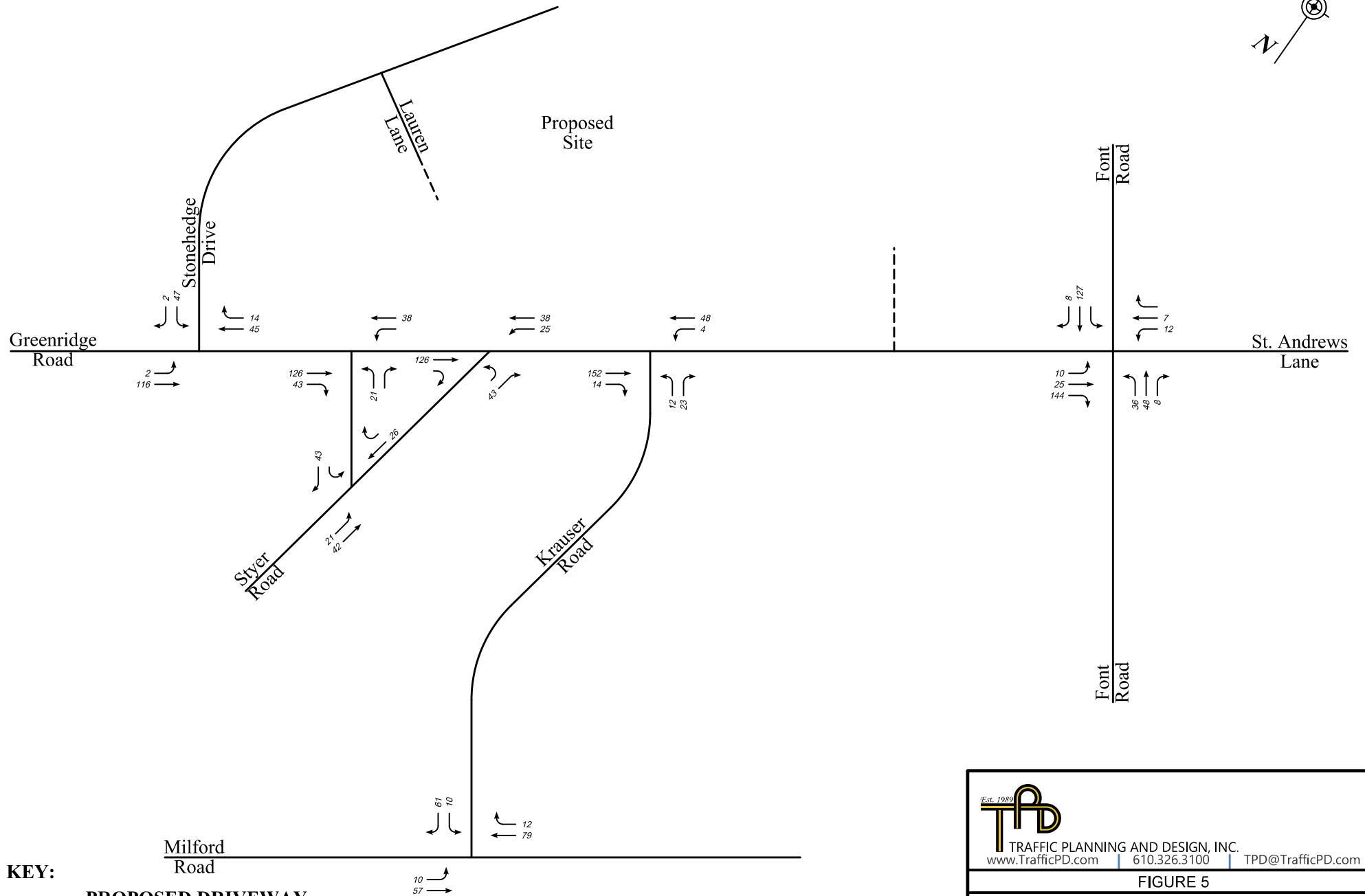
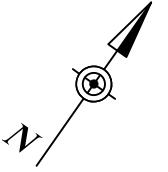


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FIGURE 3

EXISTING CONDITIONS
WEEKDAY A.M. PEAK HOUR
TRAFFIC VOLUMES



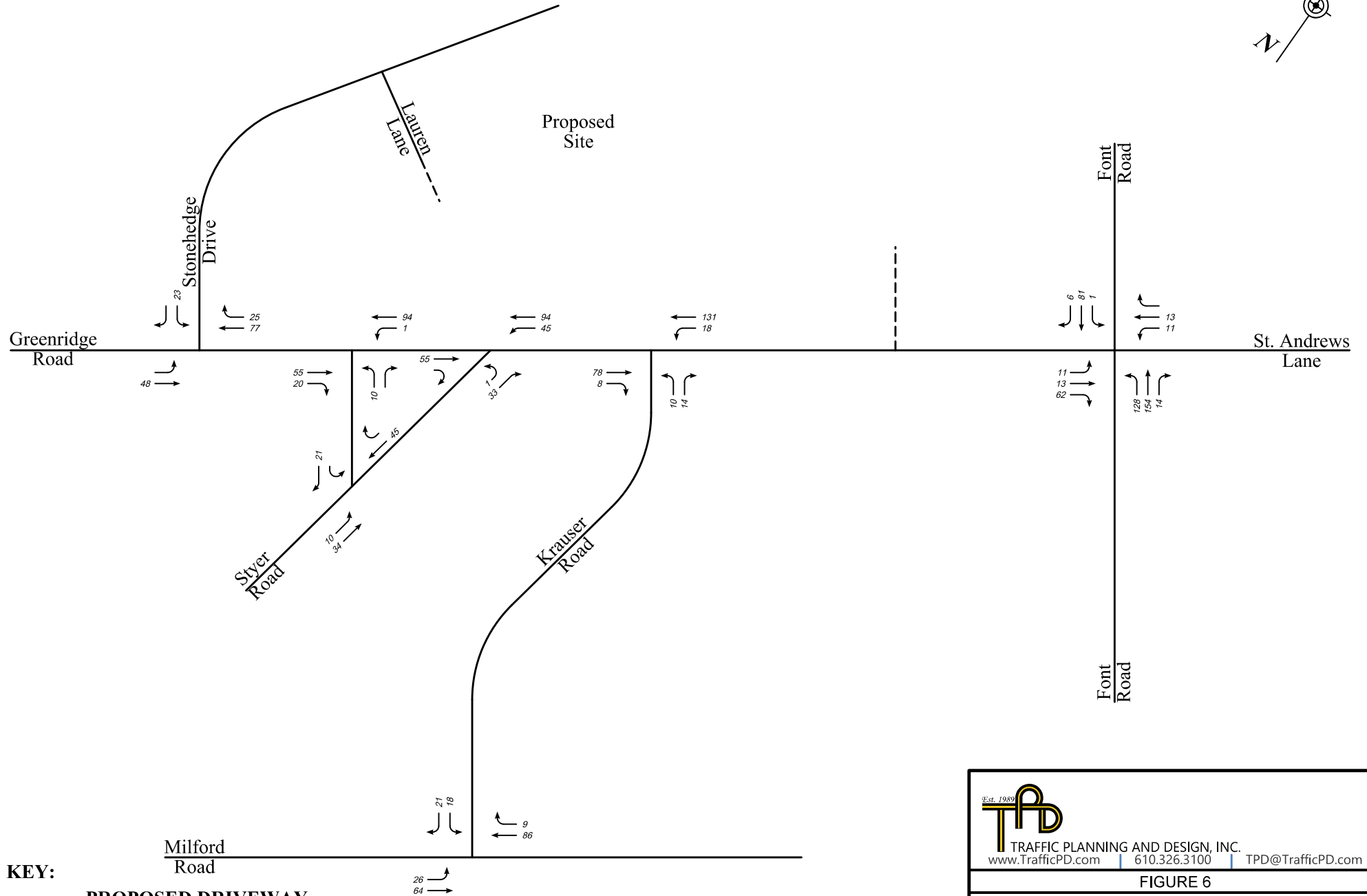
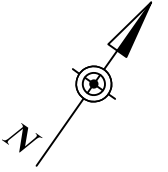




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FIGURE 5

2026 BASE CONDITIONS
WEEKDAY A.M. PEAK HOUR
TRAFFIC VOLUMES

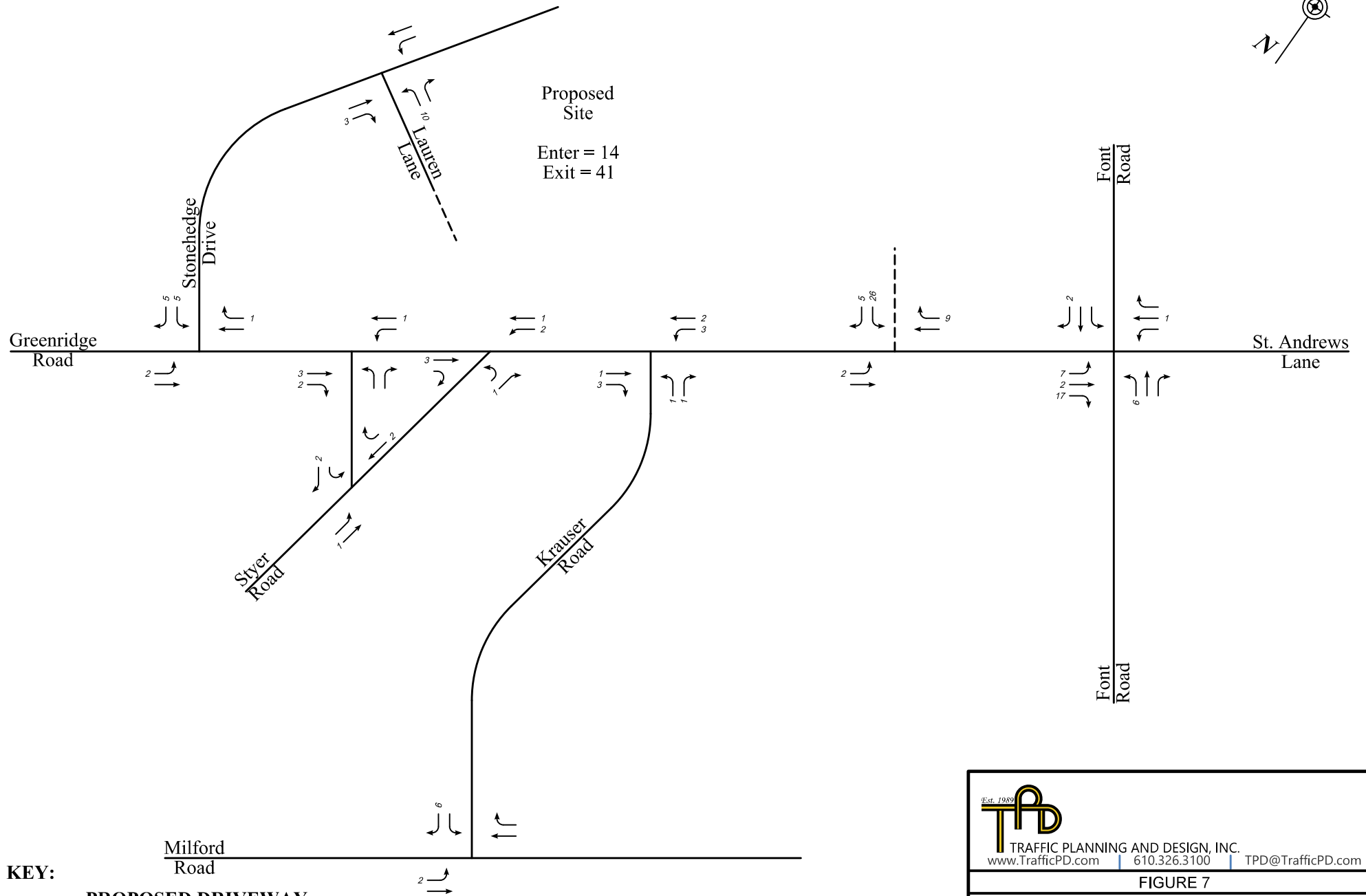
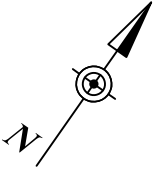




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FIGURE 6

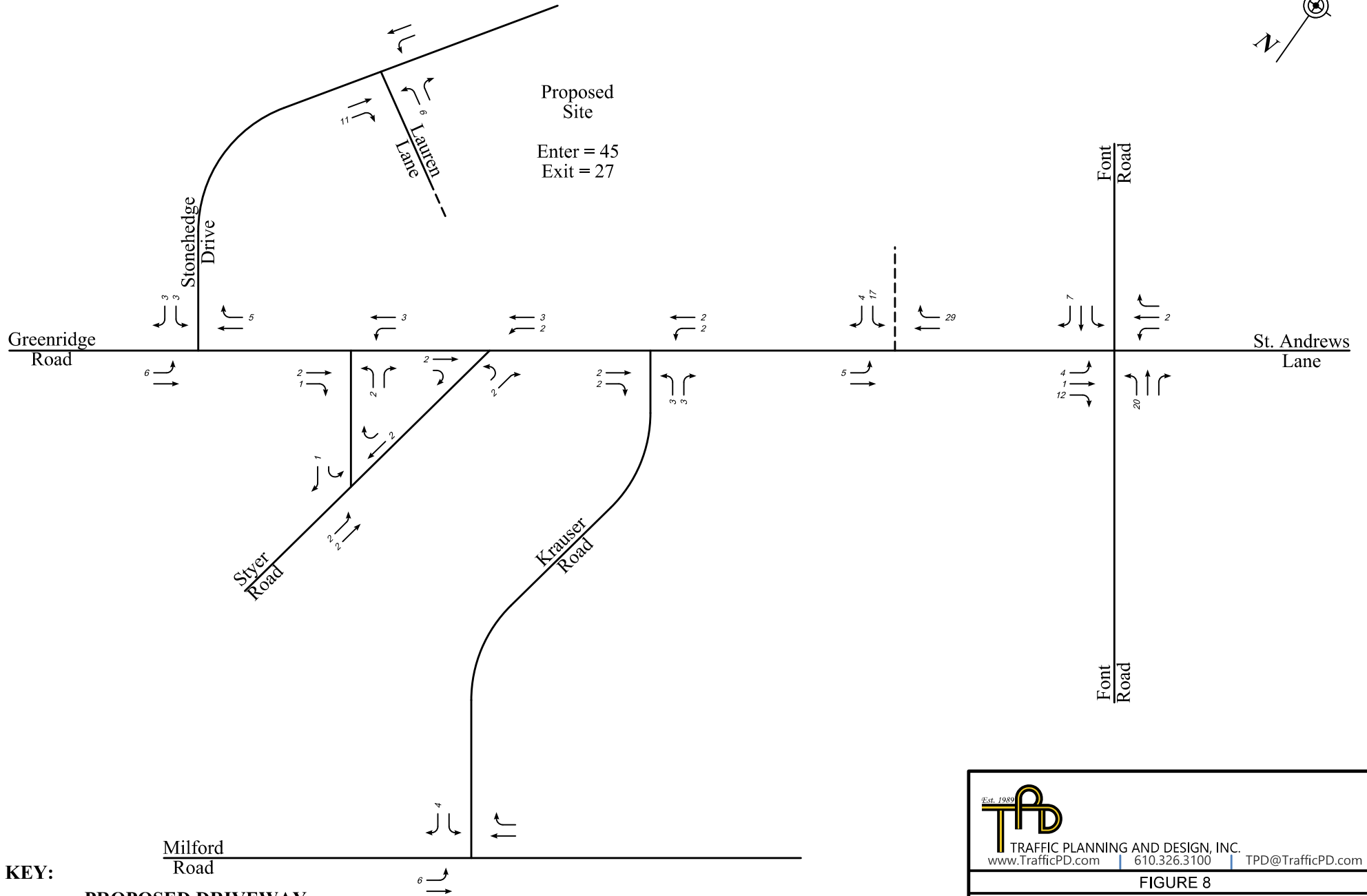
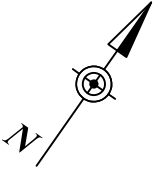
2026 BASE CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES



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FIGURE 7

TRIP DISTRIBUTION
WEEKDAY A.M. PEAK HOUR



KEY:

----- PROPOSED DRIVEWAY

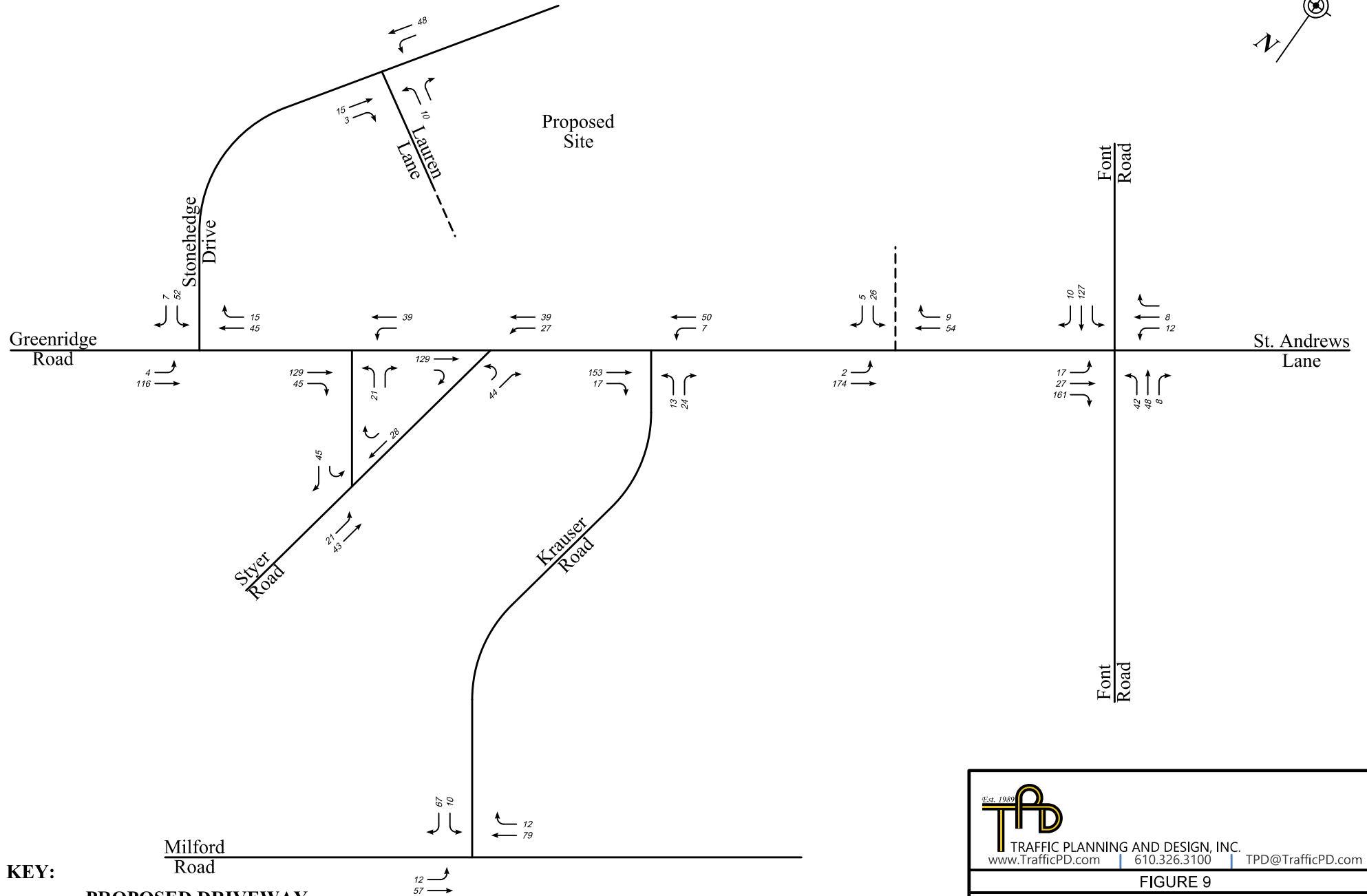
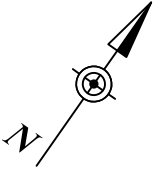
SCHEMATIC DRAWING: NOT TO SCALE



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FIGURE 8

TRIP DISTRIBUTION
WEEKDAY P.M. PEAK HOUR



KEY:

----- **PROPOSED DRIVEWAY**

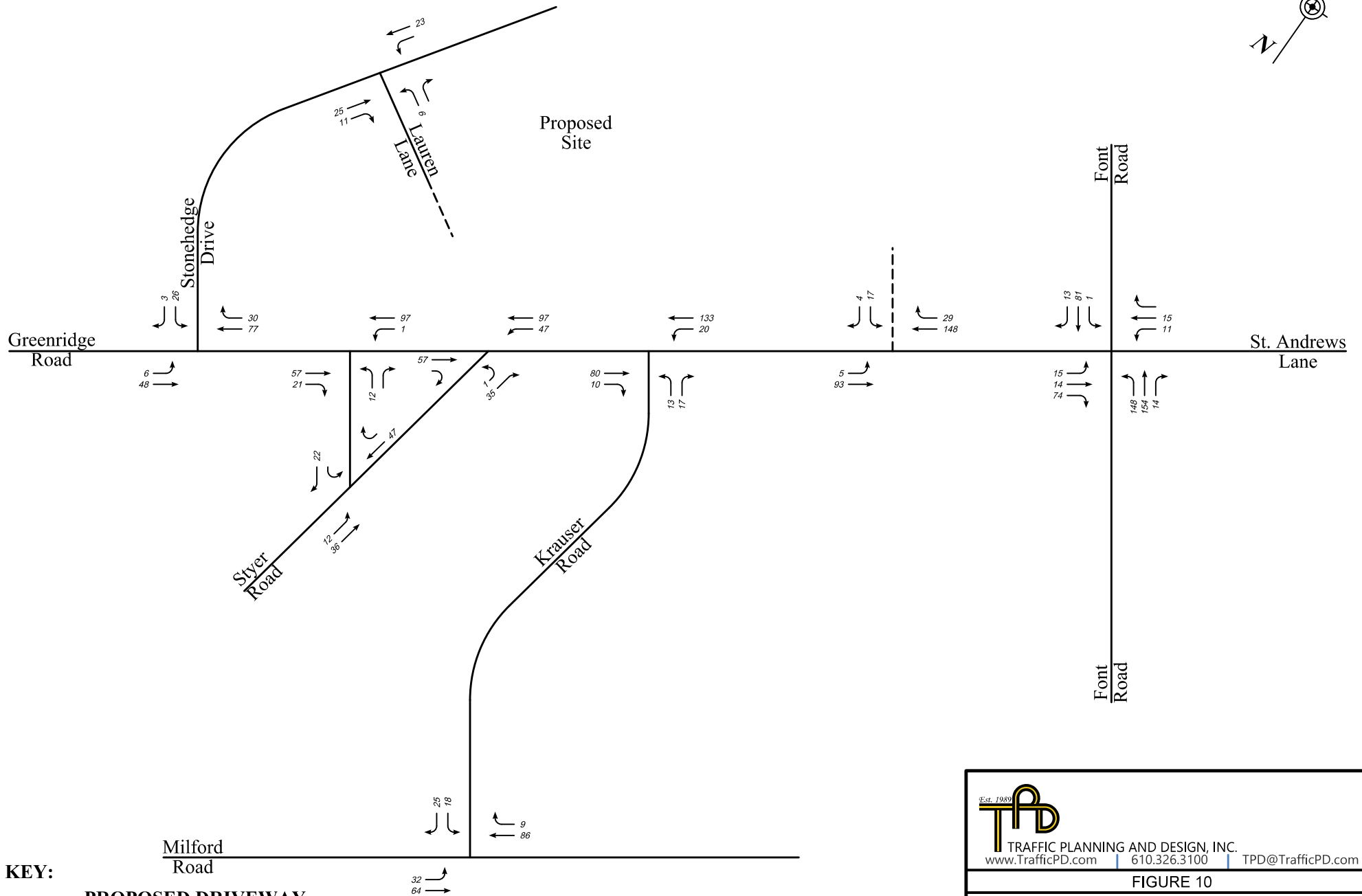
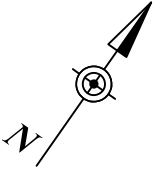
SCHEMATIC DRAWING: NOT TO SCALE



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FIGURE 9

**2026 PROJECTED CONDITIONS
WEEKDAY A.M. PEAK HOUR
TRAFFIC VOLUMES**



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FIGURE 10

2026 PROJECTED CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES

APPENDIX A:

Manual Traffic Count Printouts



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610.326.3100 mosmulski@trafficpd.com

Count Name: Greenridge Road
& Stonhedge Drive
Site Code:
Start Date: 07/20/2021
Page No: 1

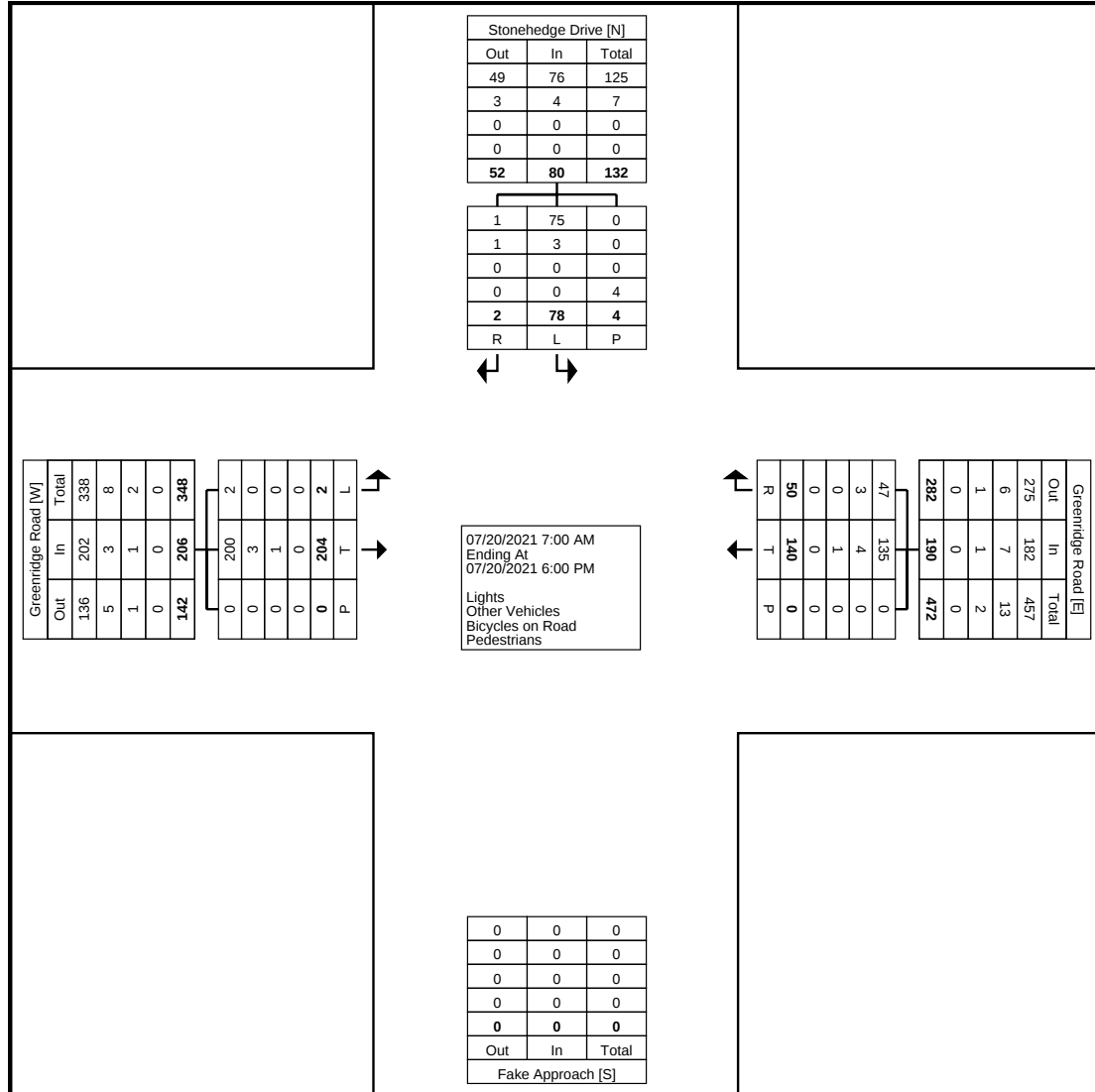
Turning Movement Data

Start Time	Greenridge Road Eastbound				Greenridge Road Westbound				Stonhedge Drive Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
7:00 AM	0	12	0	12	2	2	0	4	5	0	2	5	21
7:15 AM	0	19	0	19	2	1	0	3	4	0	0	4	26
7:30 AM	0	11	0	11	5	0	0	5	5	0	0	5	21
7:45 AM	0	15	0	15	3	3	0	6	5	0	0	5	26
Hourly Total	0	57	0	57	12	6	0	18	19	0	2	19	94
8:00 AM	0	23	0	23	9	0	0	9	8	1	1	9	41
8:15 AM	0	18	0	18	10	2	0	12	8	0	0	8	38
8:30 AM	1	11	0	12	4	3	0	7	6	0	0	6	25
8:45 AM	0	17	0	17	1	2	0	3	4	0	0	4	24
Hourly Total	1	69	0	70	24	7	0	31	26	1	1	27	128
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	10	0	11	7	3	0	10	5	0	0	5	26
4:15 PM	0	15	0	15	9	4	0	13	6	1	0	7	35
4:30 PM	0	7	0	7	14	10	0	24	3	0	0	3	34
4:45 PM	0	9	0	9	15	1	0	16	2	0	0	2	27
Hourly Total	1	41	0	42	45	18	0	63	16	1	0	17	122
5:00 PM	0	6	0	6	22	3	0	25	2	0	0	2	33
5:15 PM	0	8	0	8	11	5	0	16	2	0	1	2	26
5:30 PM	0	11	0	11	17	4	0	21	6	0	0	6	38
5:45 PM	0	12	0	12	9	7	0	16	7	0	0	7	35
Hourly Total	0	37	0	37	59	19	0	78	17	0	1	17	132
Grand Total	2	204	0	206	140	50	0	190	78	2	4	80	476
Approach %	1.0	99.0	-	-	73.7	26.3	-	-	97.5	2.5	-	-	-
Total %	0.4	42.9	-	43.3	29.4	10.5	-	39.9	16.4	0.4	-	16.8	-
Lights	2	200	-	202	135	47	-	182	75	1	-	76	460
% Lights	100.0	98.0	-	98.1	96.4	94.0	-	95.8	96.2	50.0	-	95.0	96.6
Other Vehicles	0	3	-	3	4	3	-	7	3	1	-	4	14
% Other Vehicles	0.0	1.5	-	1.5	2.9	6.0	-	3.7	3.8	50.0	-	5.0	2.9
Bicycles on Road	0	1	-	1	1	0	-	1	0	0	-	0	2
% Bicycles on Road	0.0	0.5	-	0.5	0.7	0.0	-	0.5	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	0	-	-	-	0	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Site Code:
Start Date: 07/20/2021
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Turning Movement Data Plot



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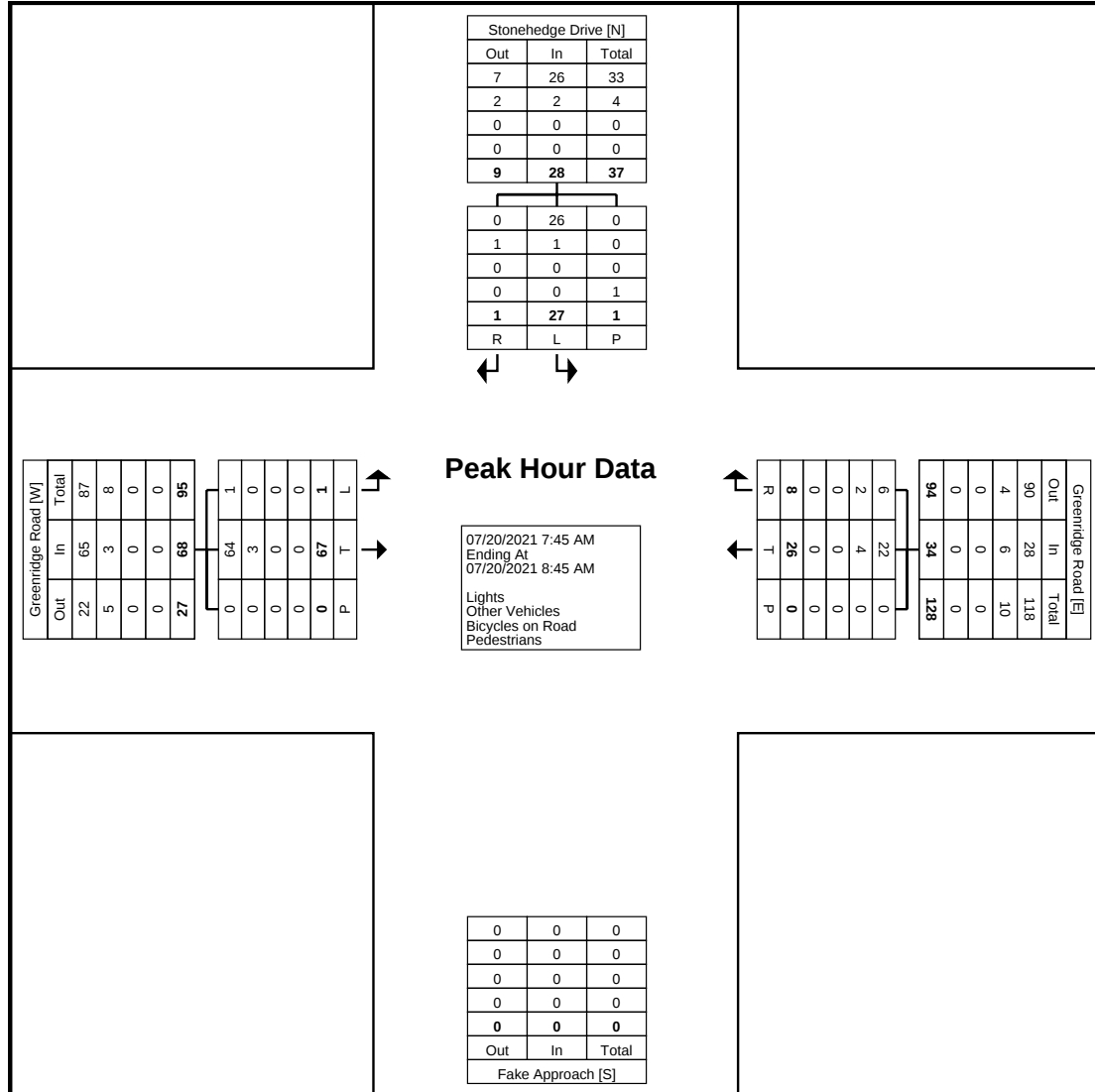
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Greenridge Road Eastbound				Greenridge Road Westbound				Stonhedge Drive Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
7:45 AM	0	15	0	15	3	3	0	6	5	0	0	5	26
8:00 AM	0	23	0	23	9	0	0	9	8	1	1	9	41
8:15 AM	0	18	0	18	10	2	0	12	8	0	0	8	38
8:30 AM	1	11	0	12	4	3	0	7	6	0	0	6	25
Total	1	67	0	68	26	8	0	34	27	1	1	28	130
Approach %	1.5	98.5	-	-	76.5	23.5	-	-	96.4	3.6	-	-	-
Total %	0.8	51.5	-	52.3	20.0	6.2	-	26.2	20.8	0.8	-	21.5	-
PHF	0.250	0.728	-	0.739	0.650	0.667	-	0.708	0.844	0.250	-	0.778	0.793
Lights	1	64	-	65	22	6	-	28	26	0	-	26	119
% Lights	100.0	95.5	-	95.6	84.6	75.0	-	82.4	96.3	0.0	-	92.9	91.5
Other Vehicles	0	3	-	3	4	2	-	6	1	1	-	2	11
% Other Vehicles	0.0	4.5	-	4.4	15.4	25.0	-	17.6	3.7	100.0	-	7.1	8.5
Bicycles on Road	0	0	-	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	0	-	-	-	0	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Site Code:
Start Date: 07/20/2021
Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)

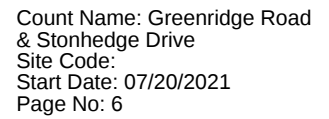


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Count Name: Greenridge Road
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 Start Date: 07/20/2021
 Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Greenridge Road Eastbound				Greenridge Road Westbound				Stonhedge Drive Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
5:00 PM	0	6	0	6	22	3	0	25	2	0	0	2	33
5:15 PM	0	8	0	8	11	5	0	16	2	0	1	2	26
5:30 PM	0	11	0	11	17	4	0	21	6	0	0	6	38
5:45 PM	0	12	0	12	9	7	0	16	7	0	0	7	35
Total	0	37	0	37	59	19	0	78	17	0	1	17	132
Approach %	0.0	100.0	-	-	75.6	24.4	-	-	100.0	0.0	-	-	-
Total %	0.0	28.0	-	28.0	44.7	14.4	-	59.1	12.9	0.0	-	12.9	-
PHF	0.000	0.771	-	0.771	0.670	0.679	-	0.780	0.607	0.000	-	0.607	0.868
Lights	0	36	-	36	59	19	-	78	17	0	-	17	131
% Lights	-	97.3	-	97.3	100.0	100.0	-	100.0	100.0	-	-	100.0	99.2
Other Vehicles	0	0	-	0	0	0	-	0	0	0	-	0	0
% Other Vehicles	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	1	-	1	0	0	-	0	0	0	-	0	1
% Bicycles on Road	-	2.7	-	2.7	0.0	0.0	-	0.0	0.0	-	-	0.0	0.8
Pedestrians	-	-	0	-	-	-	0	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-





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Start Date: 07/20/2021
Page No: 1

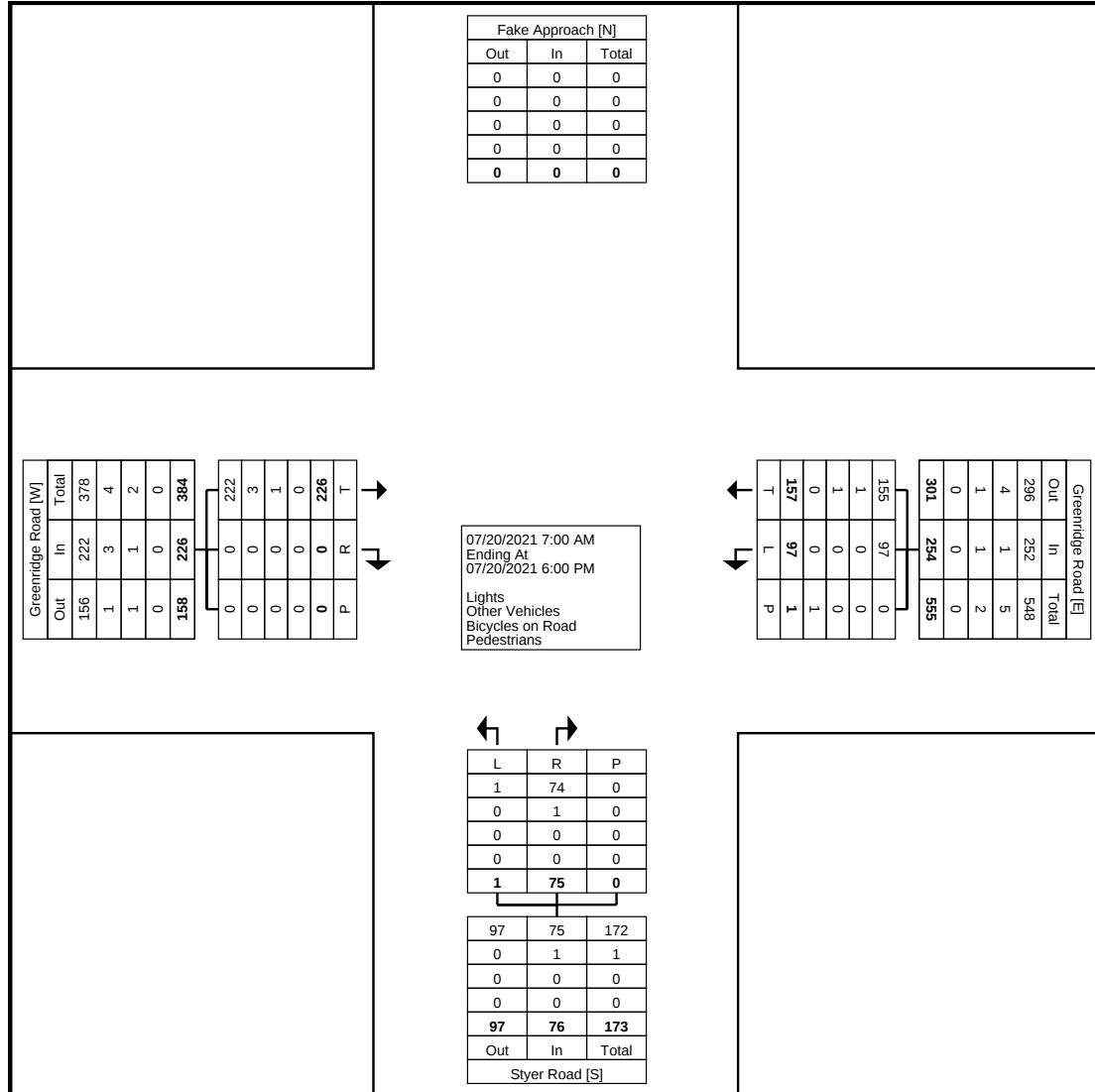
Turning Movement Data

Start Time	Greenridge Road Eastbound				Greenridge Road Westbound				Styer Road Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
7:00 AM	14	0	0	14	2	3	0	5	0	2	0	2	21
7:15 AM	19	0	0	19	3	2	0	5	0	2	0	2	26
7:30 AM	15	0	0	15	2	5	0	7	0	2	0	2	24
7:45 AM	16	0	0	16	7	3	0	10	0	10	0	10	36
Hourly Total	64	0	0	64	14	13	0	27	0	16	0	16	107
8:00 AM	26	0	0	26	3	6	0	9	0	6	0	6	41
8:15 AM	15	0	0	15	2	8	0	10	0	7	0	7	32
8:30 AM	15	0	0	15	3	5	0	8	0	1	0	1	24
8:45 AM	13	0	0	13	3	2	0	5	0	5	0	5	23
Hourly Total	69	0	0	69	11	21	0	32	0	19	0	19	120
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	13	0	0	13	10	8	0	18	0	2	0	2	33
4:15 PM	19	0	0	19	8	12	0	20	0	4	0	4	43
4:30 PM	9	0	0	9	11	19	0	30	0	5	0	5	44
4:45 PM	10	0	0	10	8	12	0	20	0	4	0	4	34
Hourly Total	51	0	0	51	37	51	0	88	0	15	0	15	154
5:00 PM	8	0	0	8	4	26	1	30	0	7	0	7	45
5:15 PM	9	0	0	9	12	13	0	25	0	4	0	4	38
5:30 PM	9	0	0	9	11	19	0	30	1	6	0	7	46
5:45 PM	16	0	0	16	8	14	0	22	0	8	0	8	46
Hourly Total	42	0	0	42	35	72	1	107	1	25	0	26	175
Grand Total	226	0	0	226	97	157	1	254	1	75	0	76	556
Approach %	100.0	0.0	-	-	38.2	61.8	-	-	1.3	98.7	-	-	-
Total %	40.6	0.0	-	40.6	17.4	28.2	-	45.7	0.2	13.5	-	13.7	-
Lights	222	0	-	222	97	155	-	252	1	74	-	75	549
% Lights	98.2	-	-	98.2	100.0	98.7	-	99.2	100.0	98.7	-	98.7	98.7
Other Vehicles	3	0	-	3	0	1	-	1	0	1	-	1	5
% Other Vehicles	1.3	-	-	1.3	0.0	0.6	-	0.4	0.0	1.3	-	1.3	0.9
Bicycles on Road	1	0	-	1	0	1	-	1	0	0	-	0	2
% Bicycles on Road	0.4	-	-	0.4	0.0	0.6	-	0.4	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	0	-	-	-	1	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-	-	-	-	-

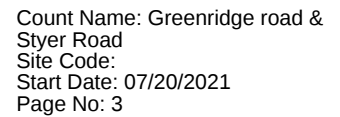


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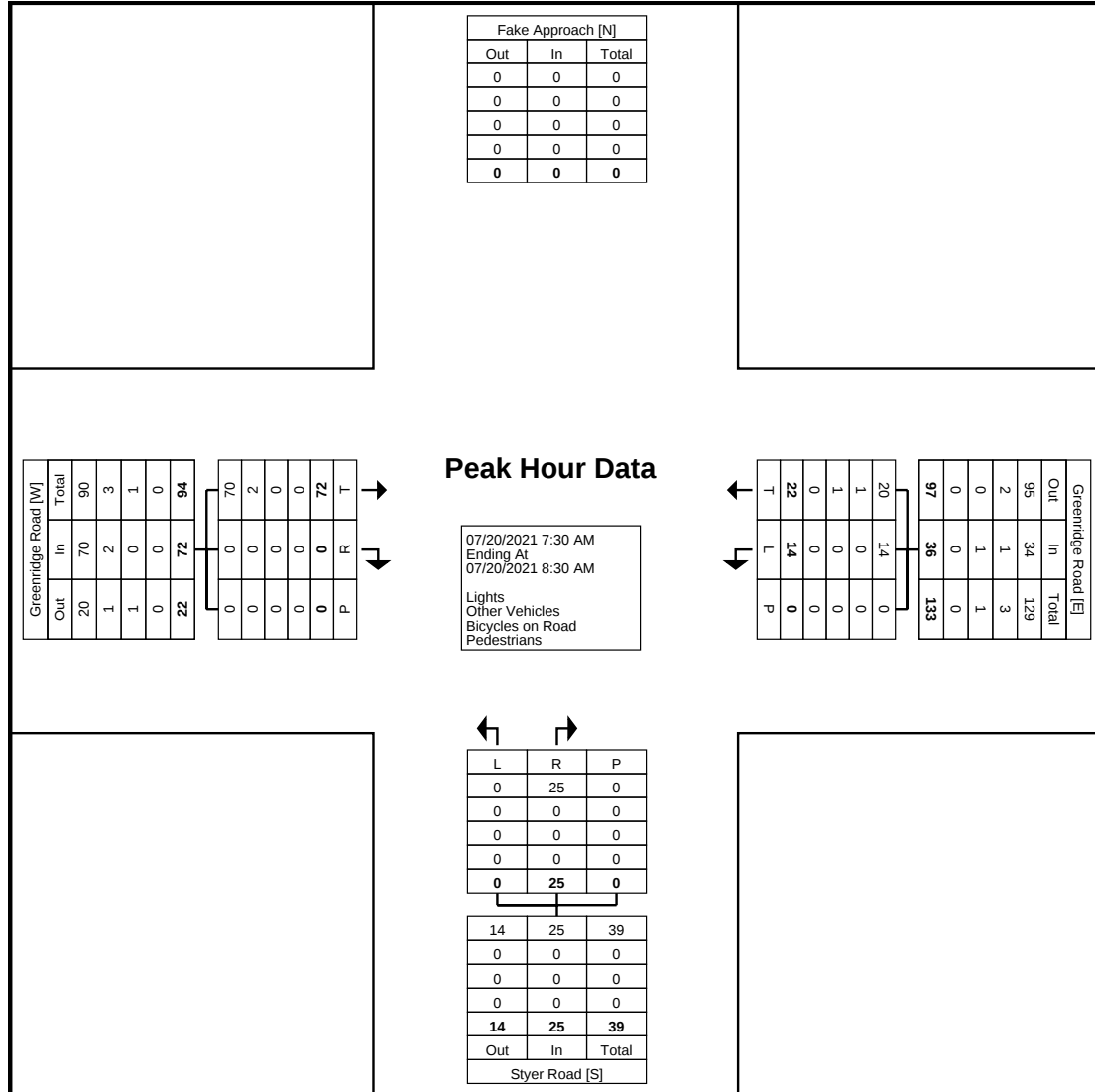
Turning Movement Data Plot

[illegible]



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Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Greenridge road &
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 Page No: 5

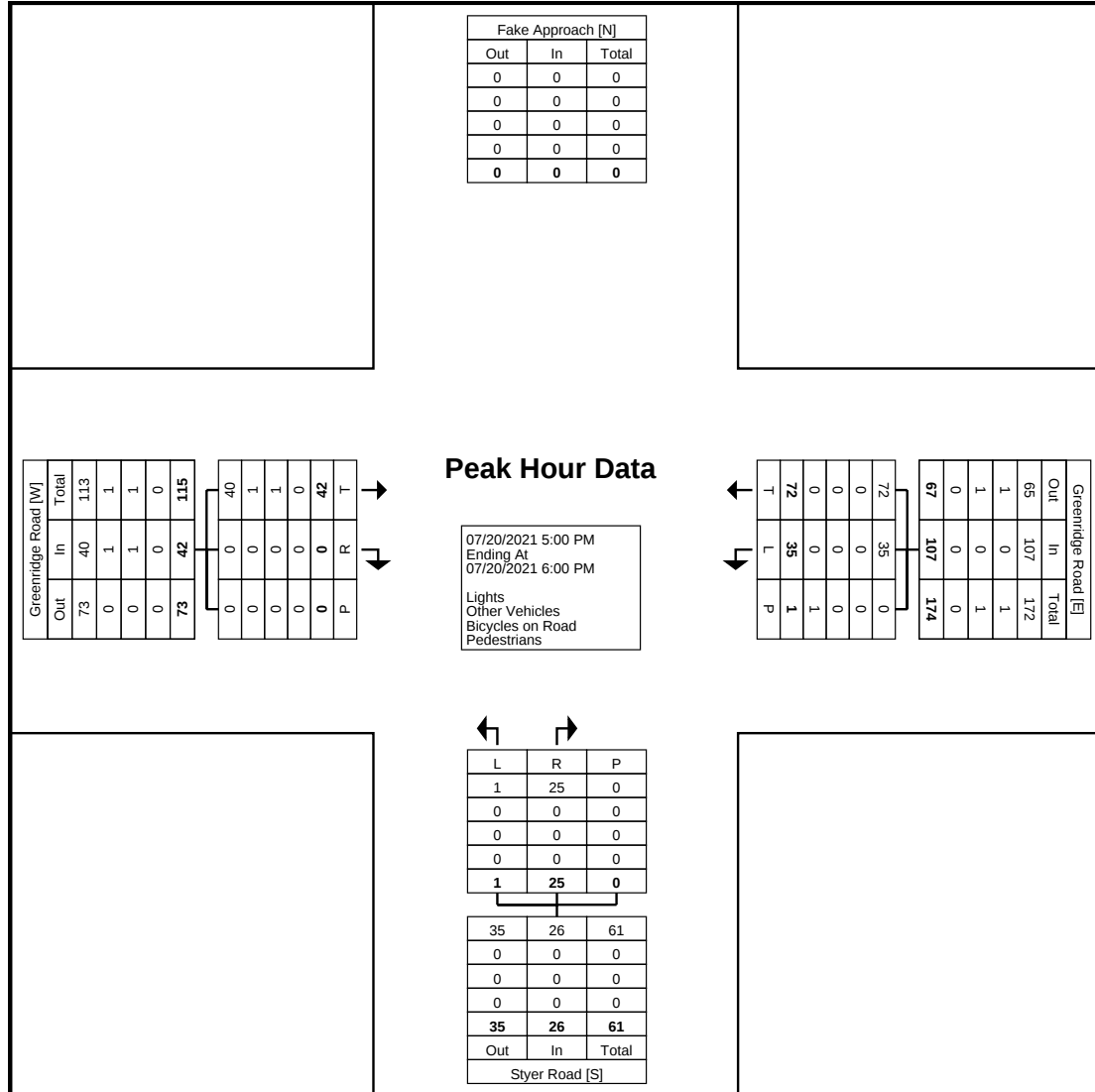
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Greenridge Road Eastbound				Greenridge Road Westbound				Styer Road Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
5:00 PM	8	0	0	8	4	26	1	30	0	7	0	7	45
5:15 PM	9	0	0	9	12	13	0	25	0	4	0	4	38
5:30 PM	9	0	0	9	11	19	0	30	1	6	0	7	46
5:45 PM	16	0	0	16	8	14	0	22	0	8	0	8	46
Total	42	0	0	42	35	72	1	107	1	25	0	26	175
Approach %	100.0	0.0	-	-	32.7	67.3	-	-	3.8	96.2	-	-	-
Total %	24.0	0.0	-	24.0	20.0	41.1	-	61.1	0.6	14.3	-	14.9	-
PHF	0.656	0.000	-	0.656	0.729	0.692	-	0.892	0.250	0.781	-	0.813	0.951
Lights	40	0	-	40	35	72	-	107	1	25	-	26	173
% Lights	95.2	-	-	95.2	100.0	100.0	-	100.0	100.0	100.0	-	100.0	98.9
Other Vehicles	1	0	-	1	0	0	-	0	0	0	-	0	1
% Other Vehicles	2.4	-	-	2.4	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	1	0	-	1	0	0	-	0	0	0	-	0	1
% Bicycles on Road	2.4	-	-	2.4	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Pedestrians	-	-	0	-	-	-	1	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-	-	-	-	-

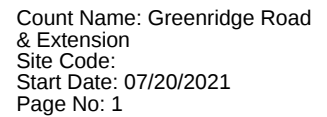


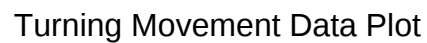
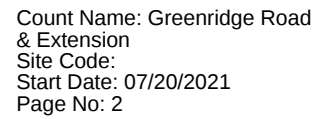
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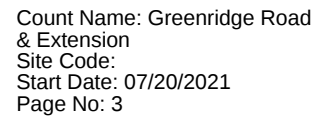
Count Name: Greenridge road &
Styer Road
Site Code:
Start Date: 07/20/2021
Page No: 6



Turning Movement Peak Hour Data Plot (5:00 PM)

[illegible]

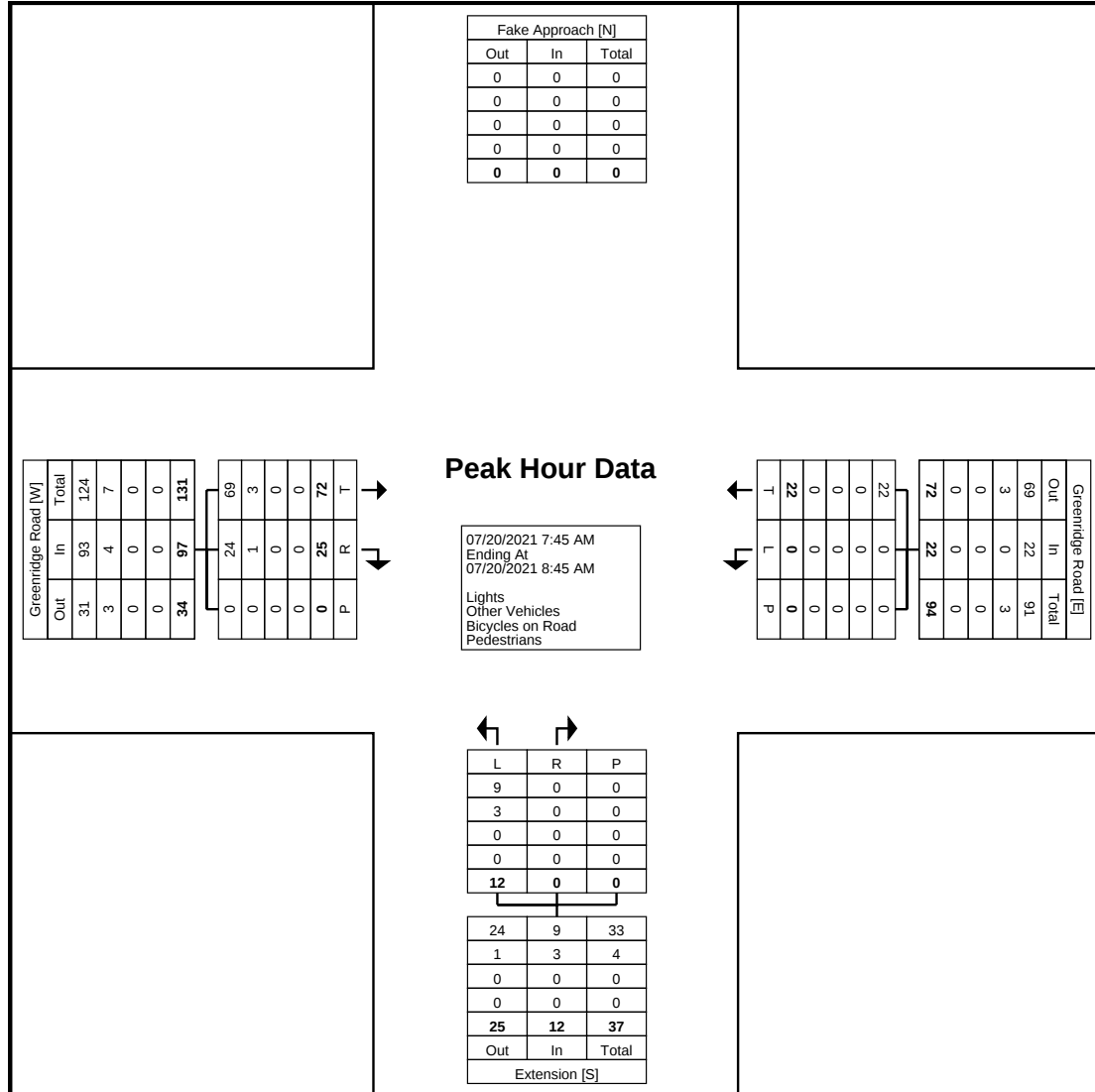


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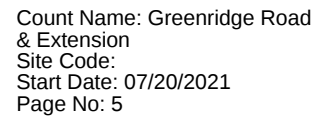


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Count Name: Greenridge Road
 & Extension
 Site Code:
 Start Date: 07/20/2021
 Page No: 4



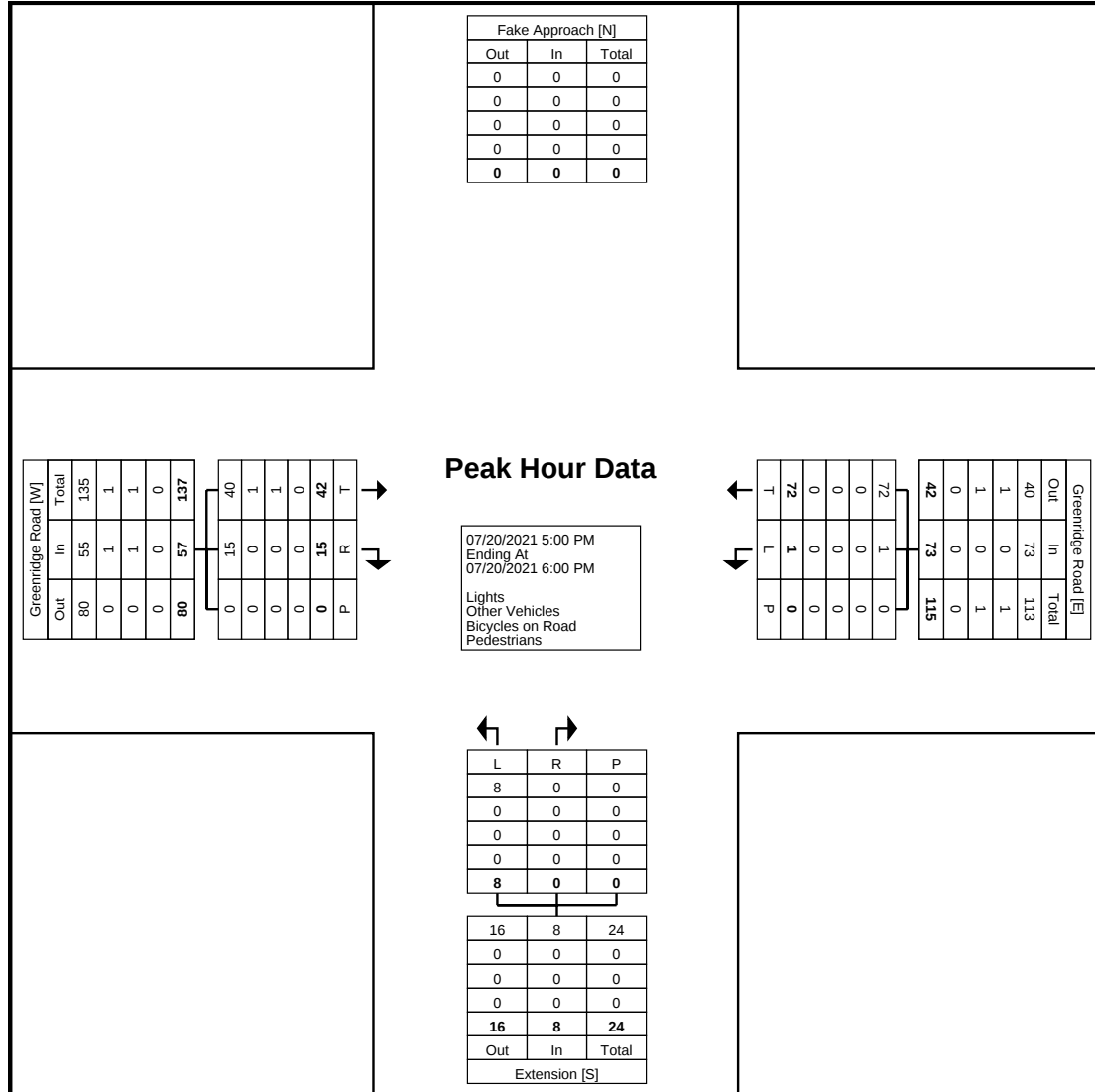
Turning Movement Peak Hour Data Plot (7:45 AM)



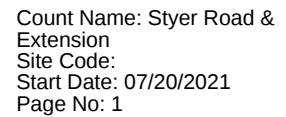


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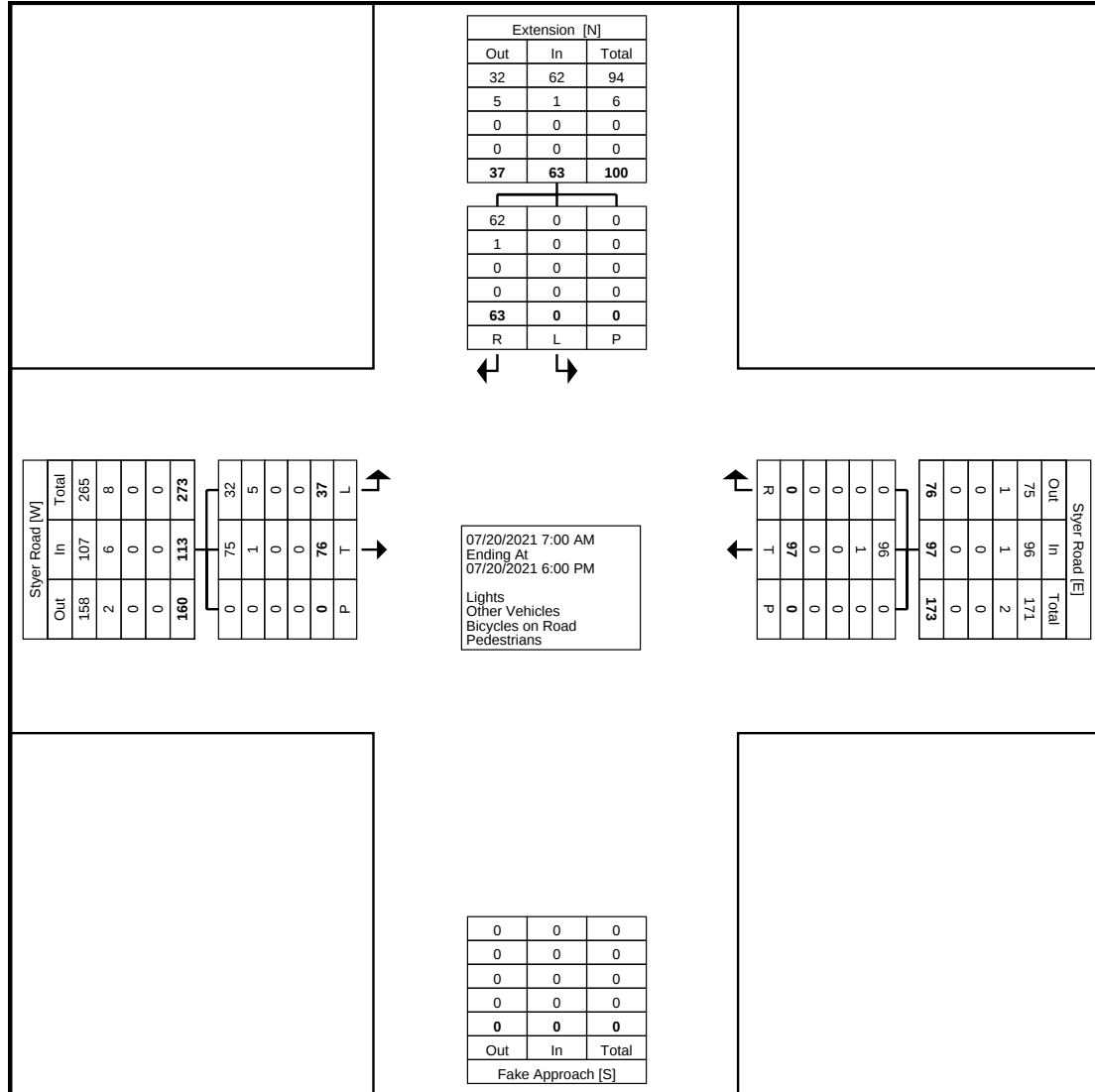
Turning Movement Peak Hour Data Plot (5:00 PM)

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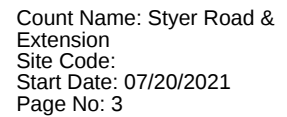


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Count Name: Styer Road &
Extension
Site Code:
Start Date: 07/20/2021
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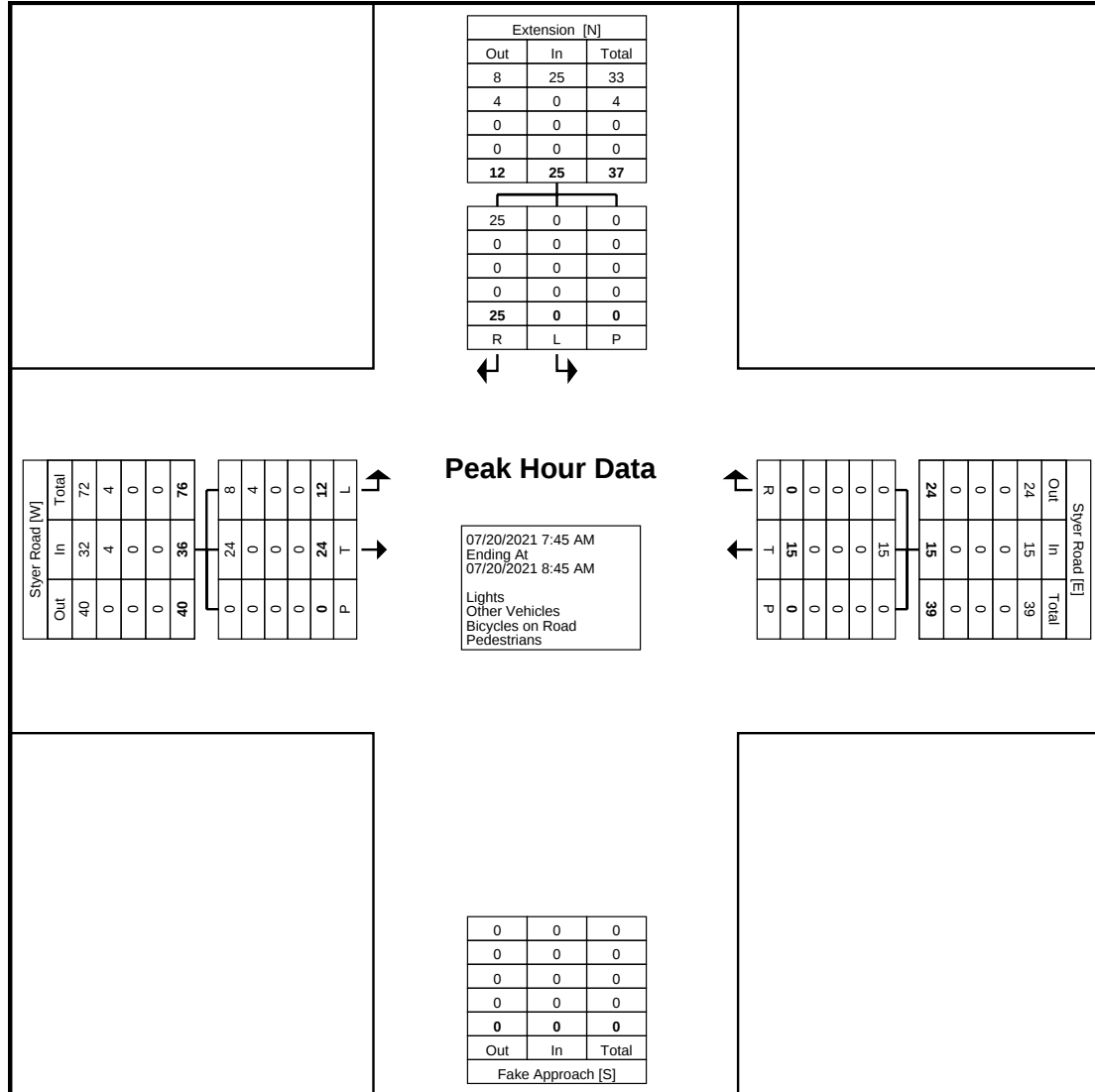
Turning Movement Data Plot

[illegible]

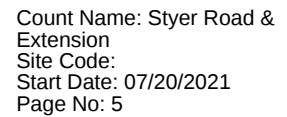


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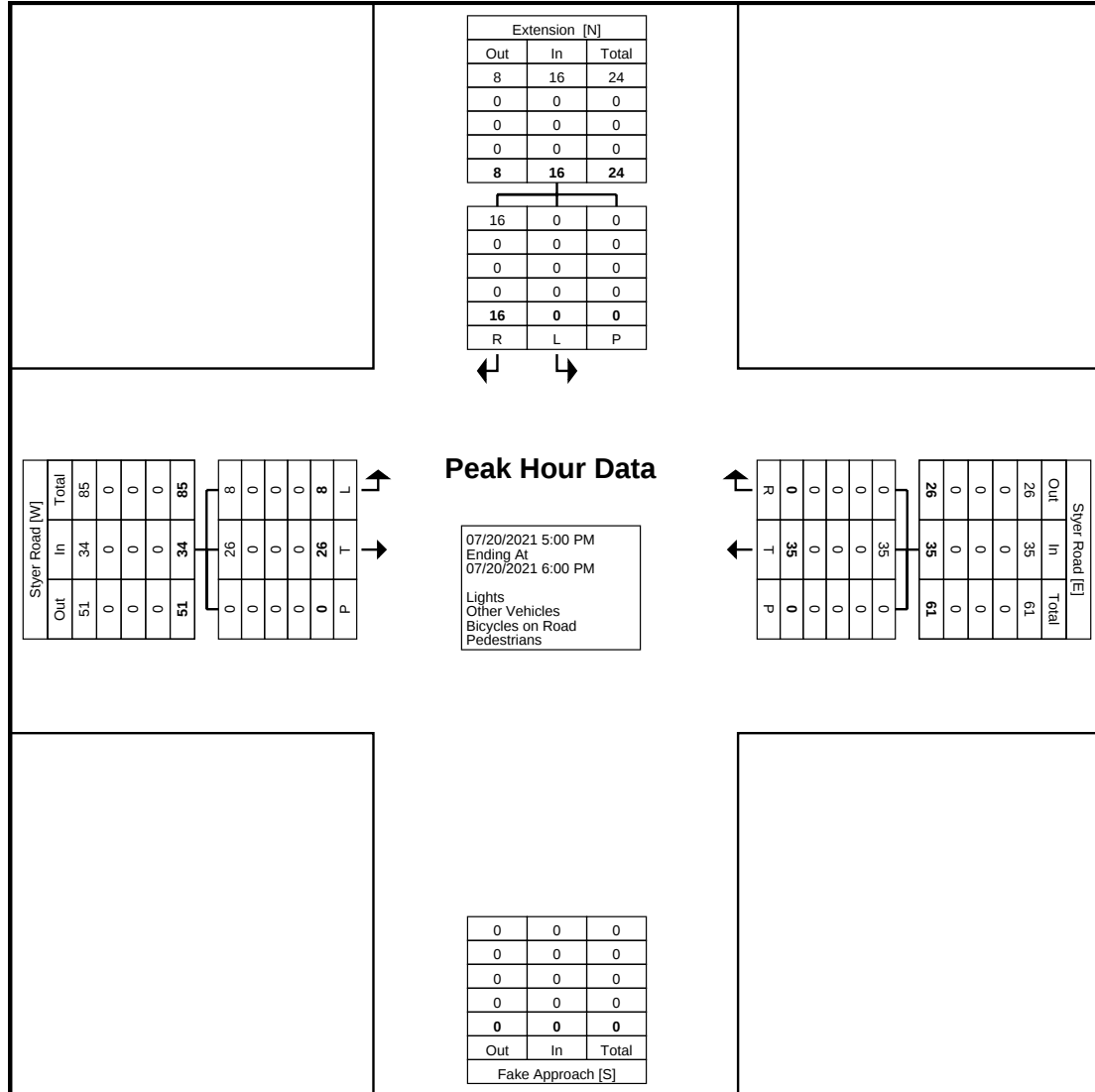
Turning Movement Peak Hour Data Plot (7:45 AM)



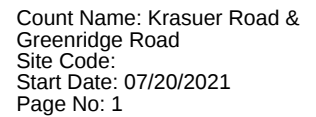


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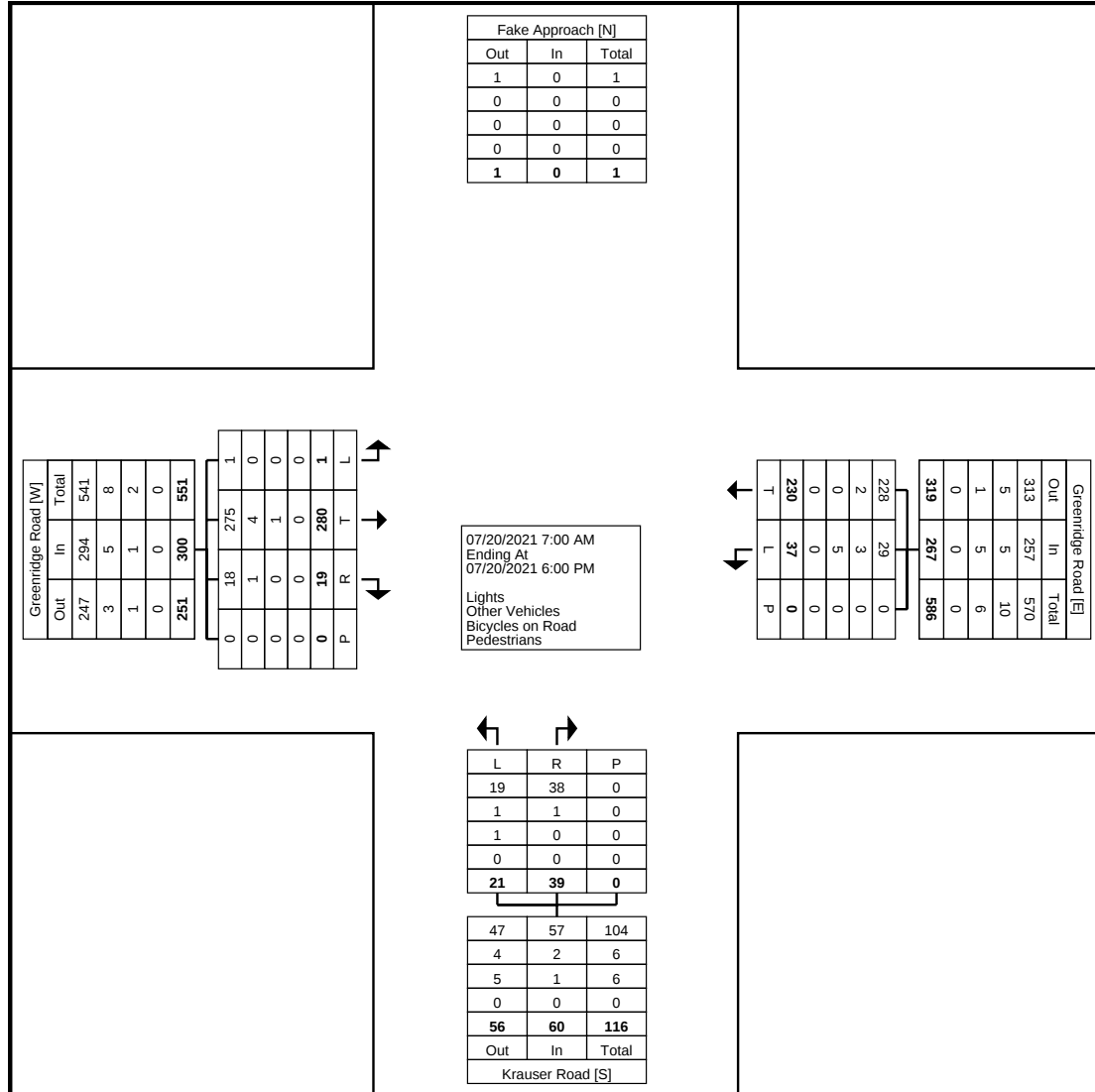
Turning Movement Peak Hour Data Plot (5:00 PM)

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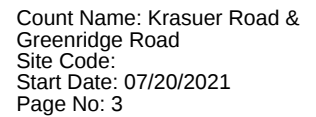


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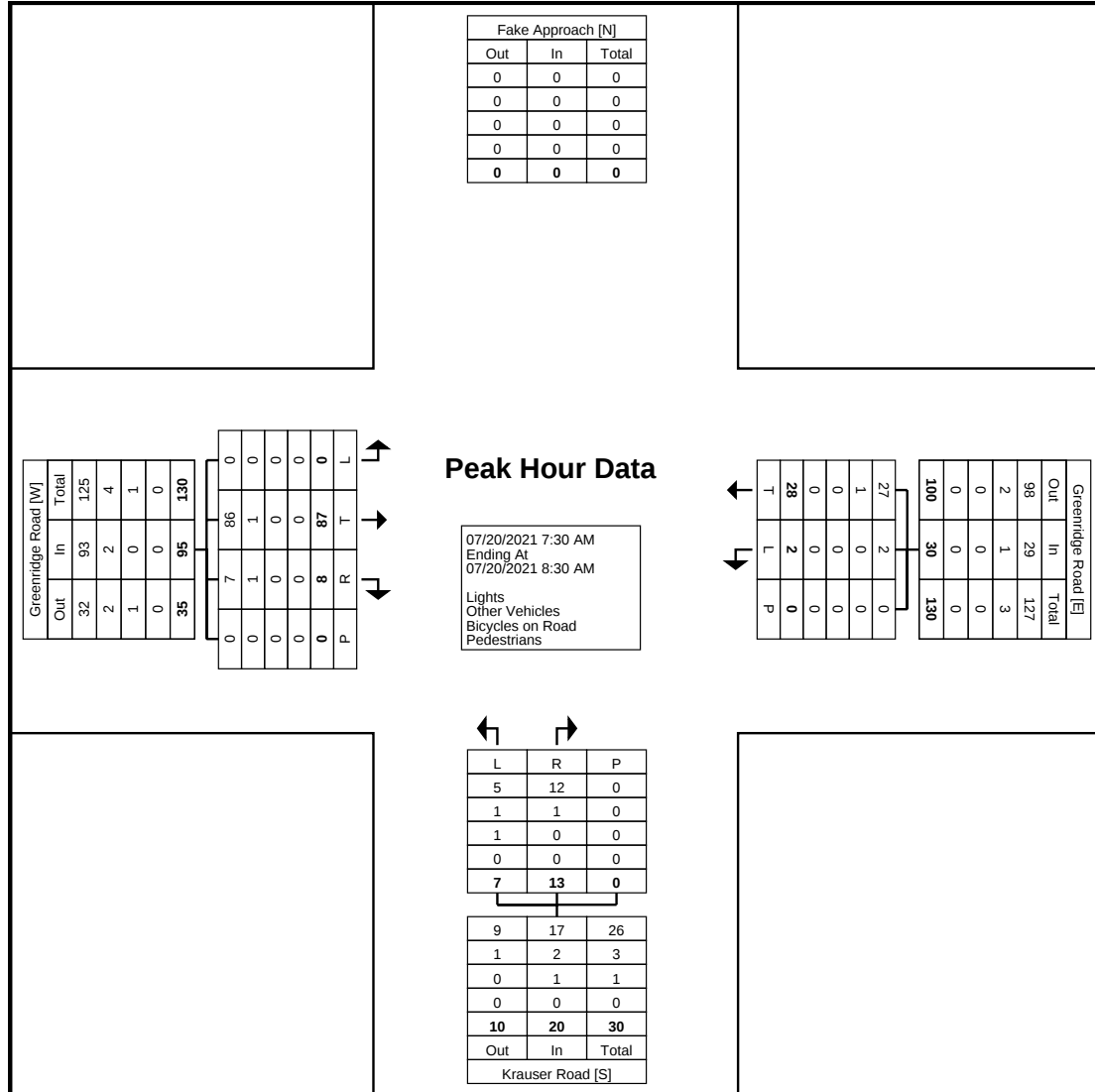
Turning Movement Data Plot

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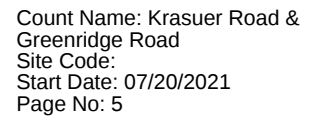


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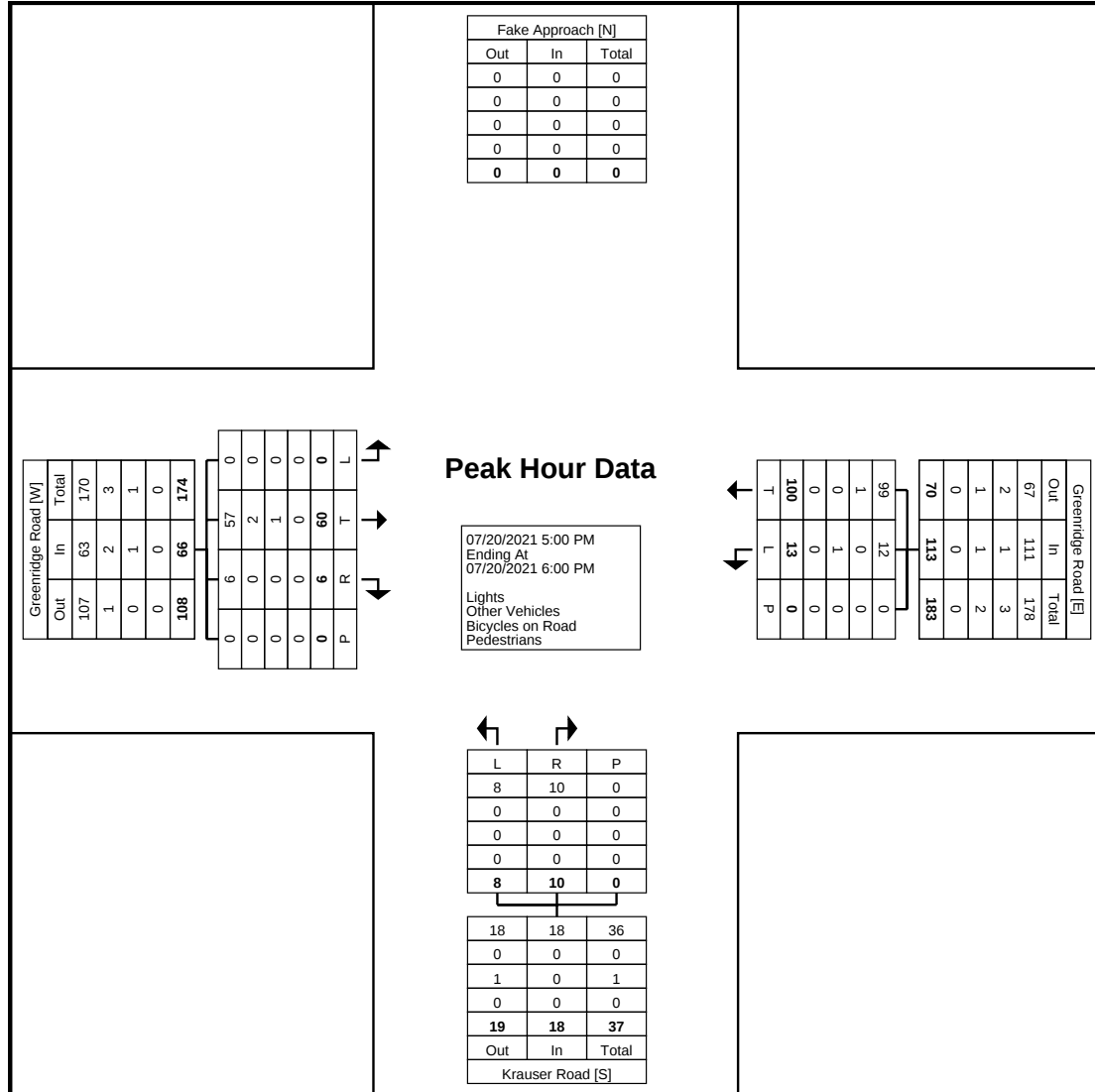
Turning Movement Peak Hour Data Plot (7:30 AM)

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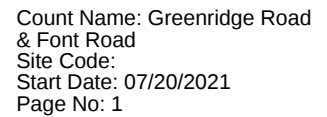


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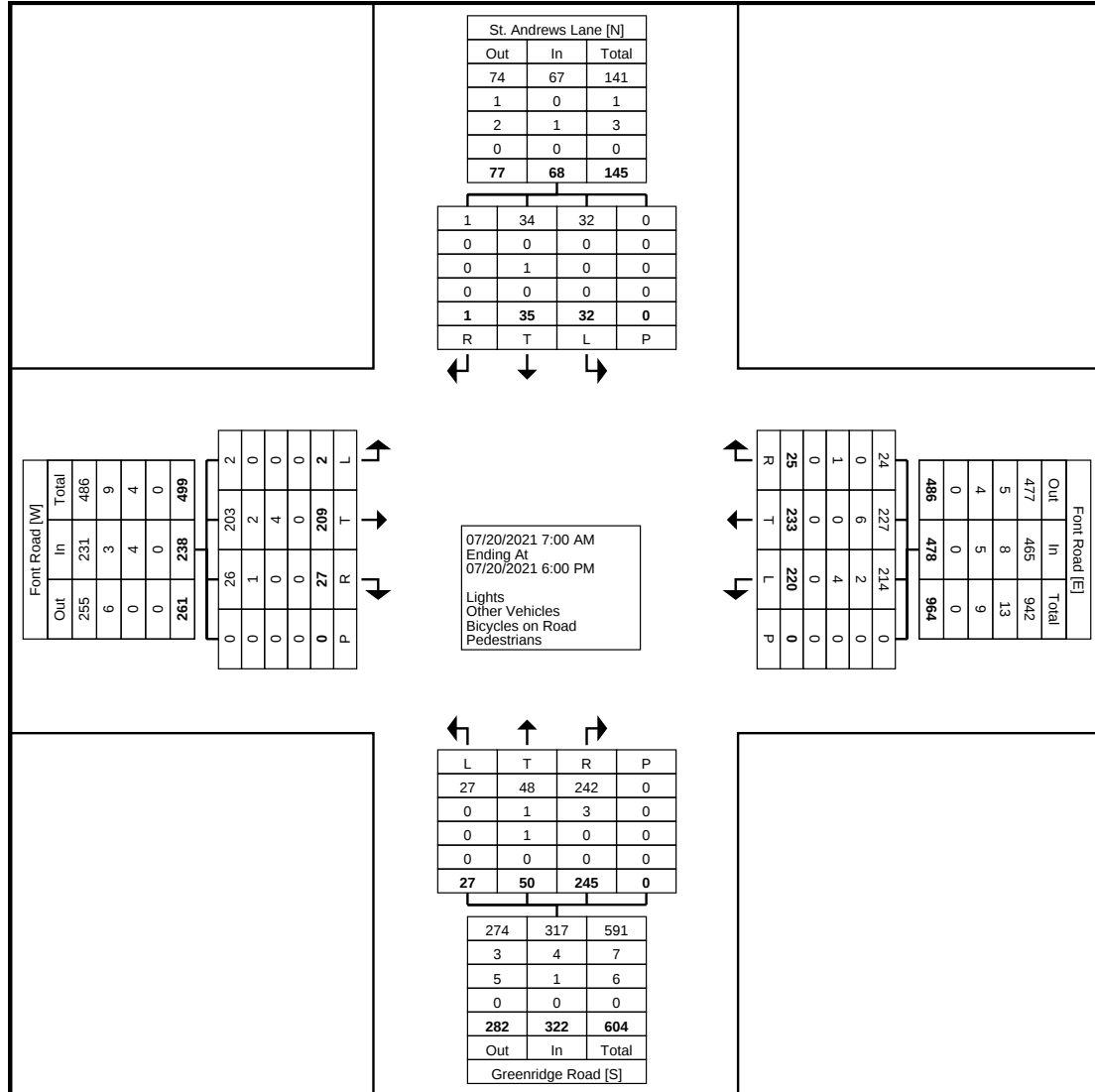
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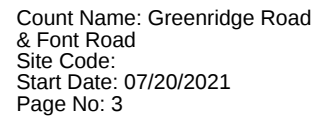


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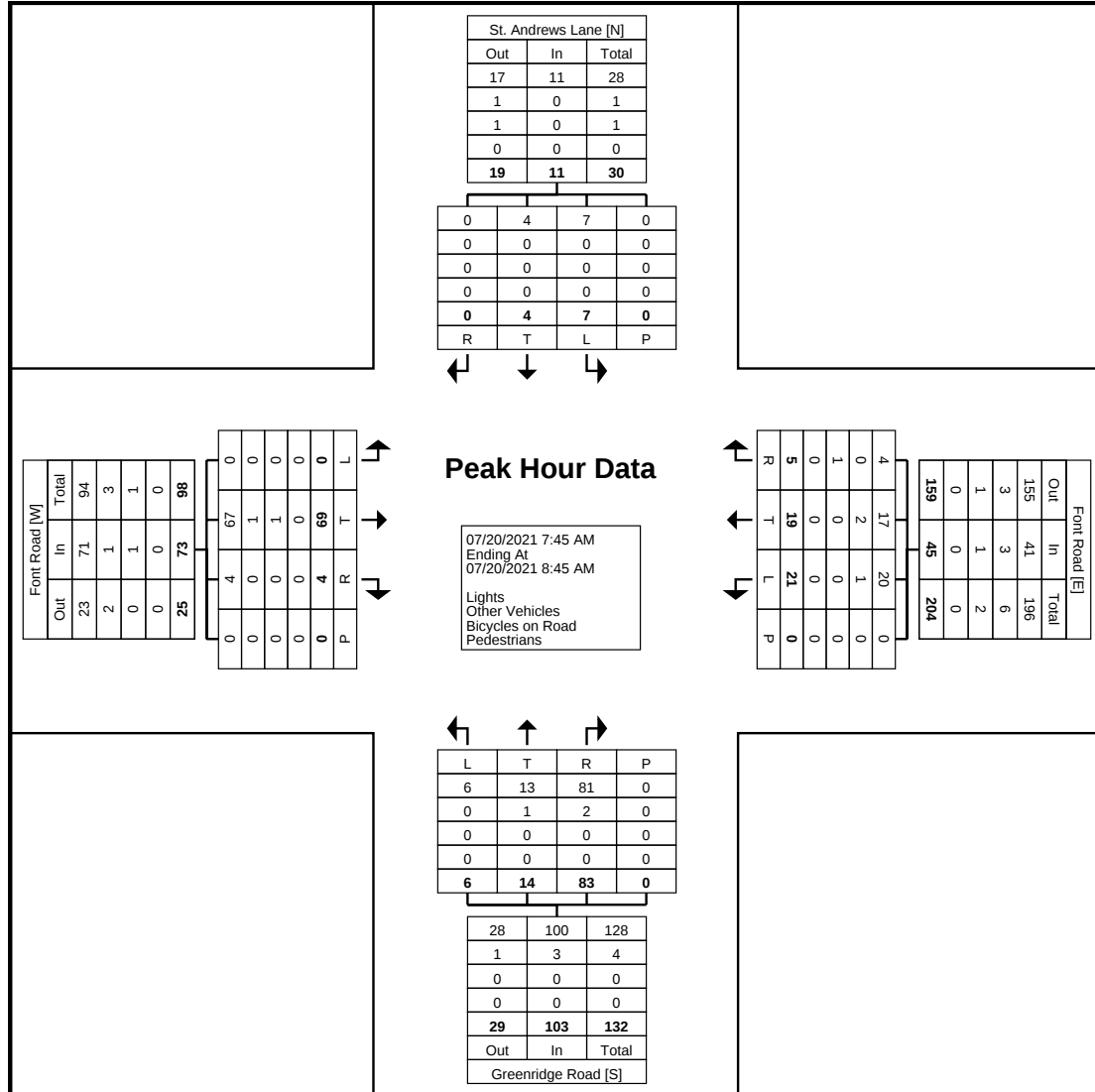
Turning Movement Data Plot



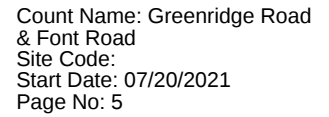


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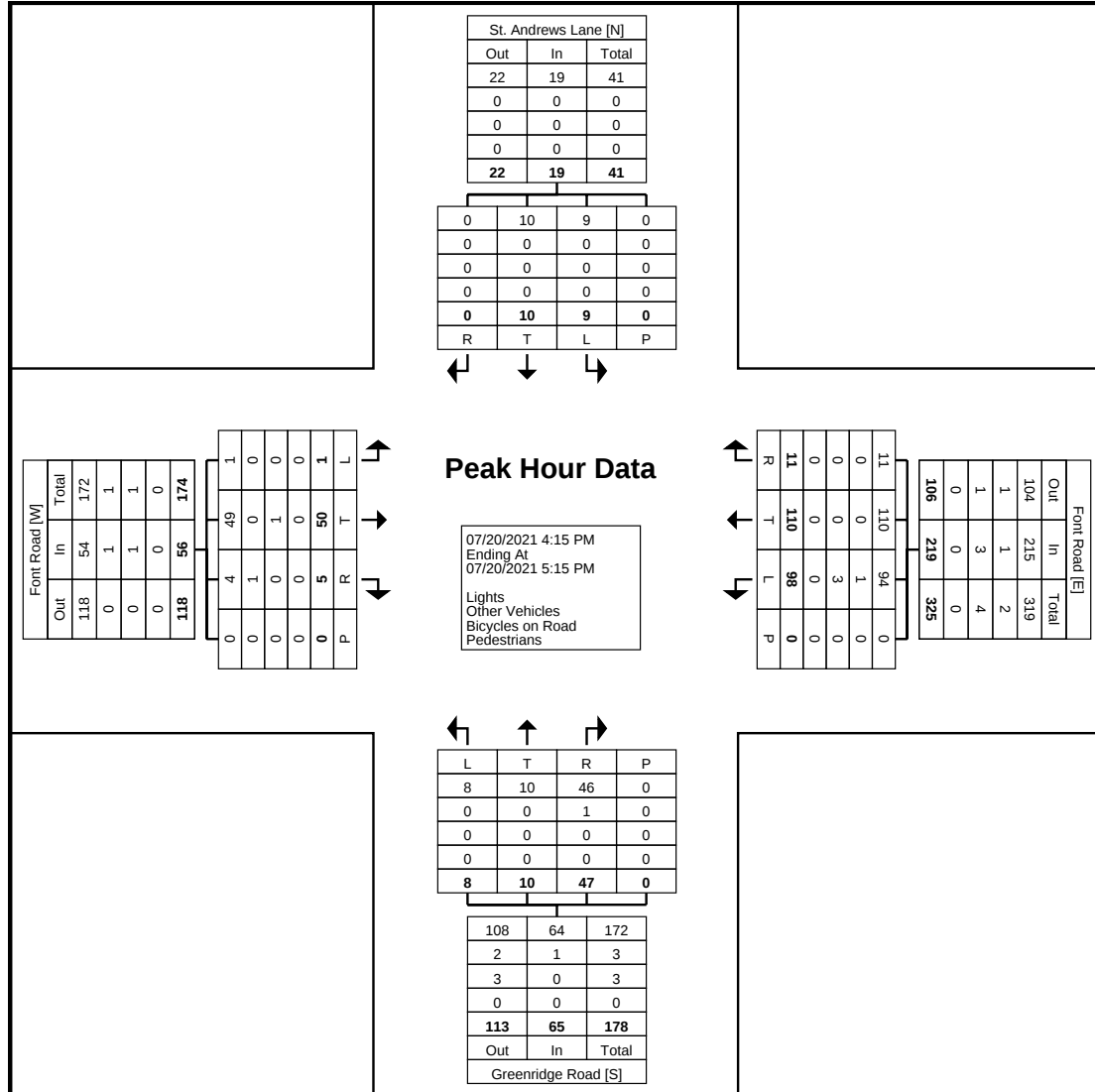
Turning Movement Peak Hour Data Plot (7:45 AM)





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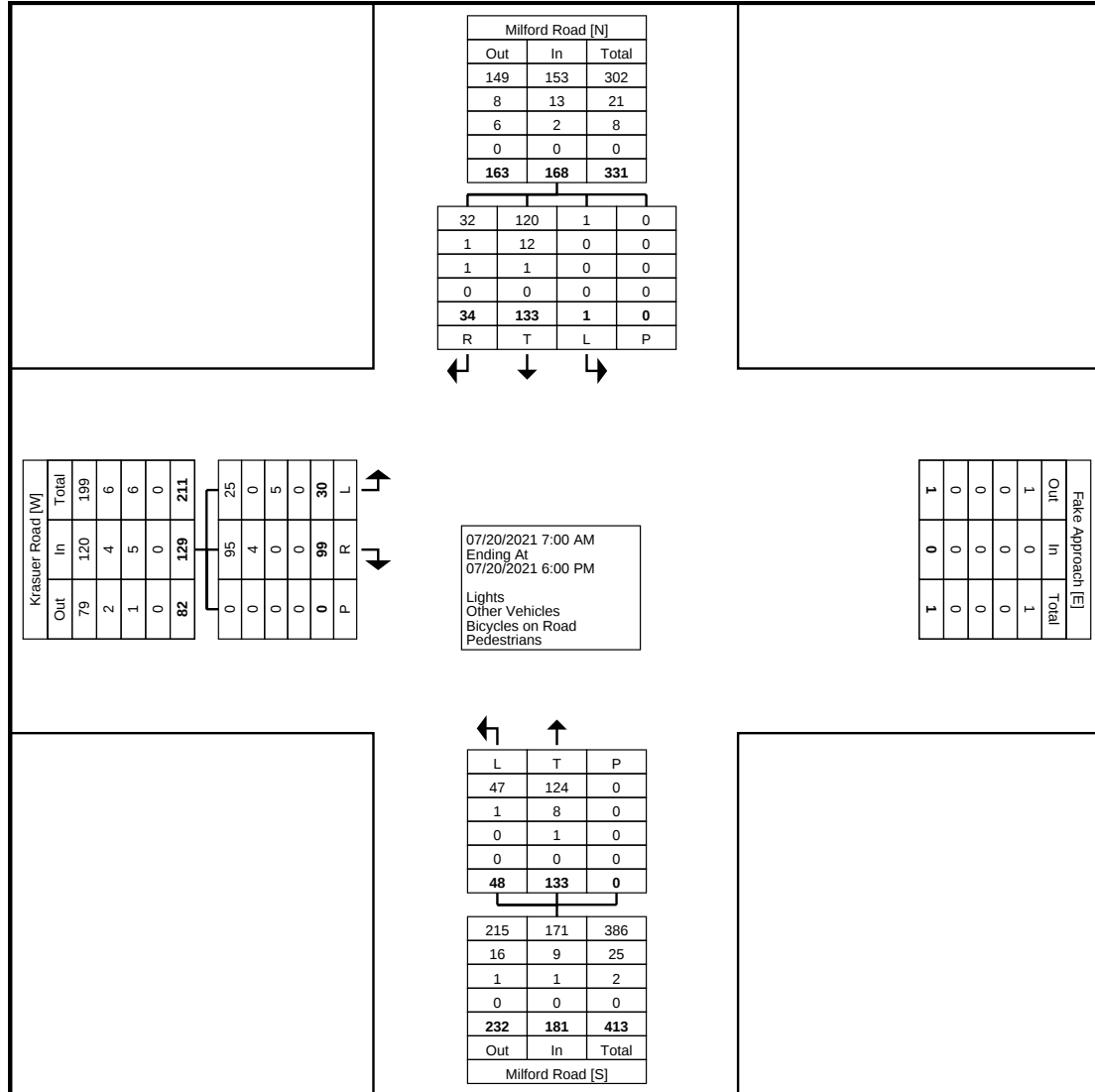
Turning Movement Peak Hour Data Plot (4:15 PM)

[illegible]



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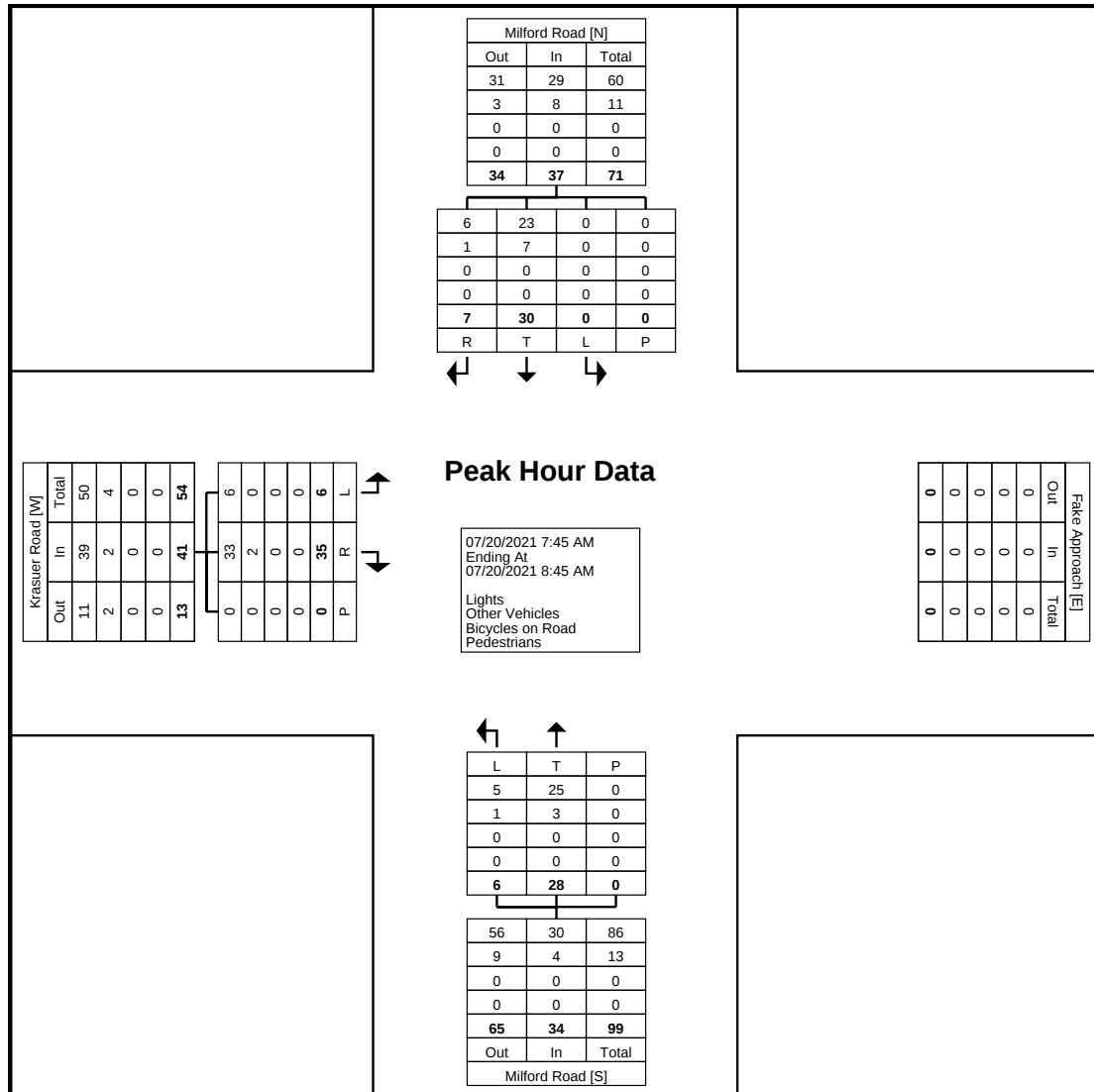
Turning Movement Data Plot

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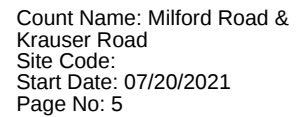


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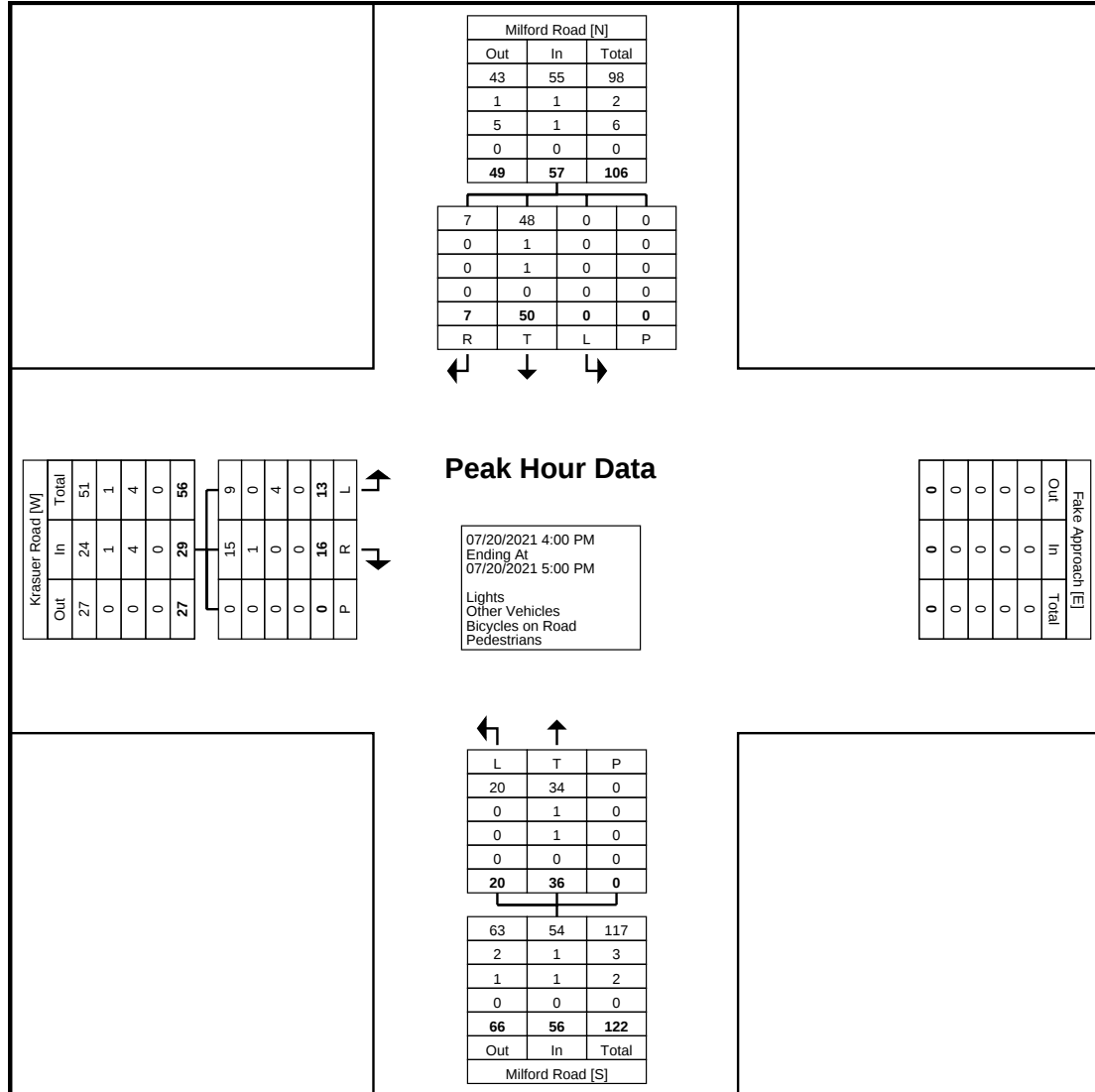
Turning Movement Peak Hour Data Plot (7:45 AM)

[illegible]



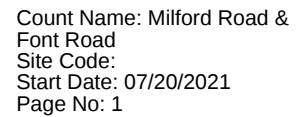
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Turning Movement Peak Hour Data Plot (4:00 PM)

COVID Adjustment

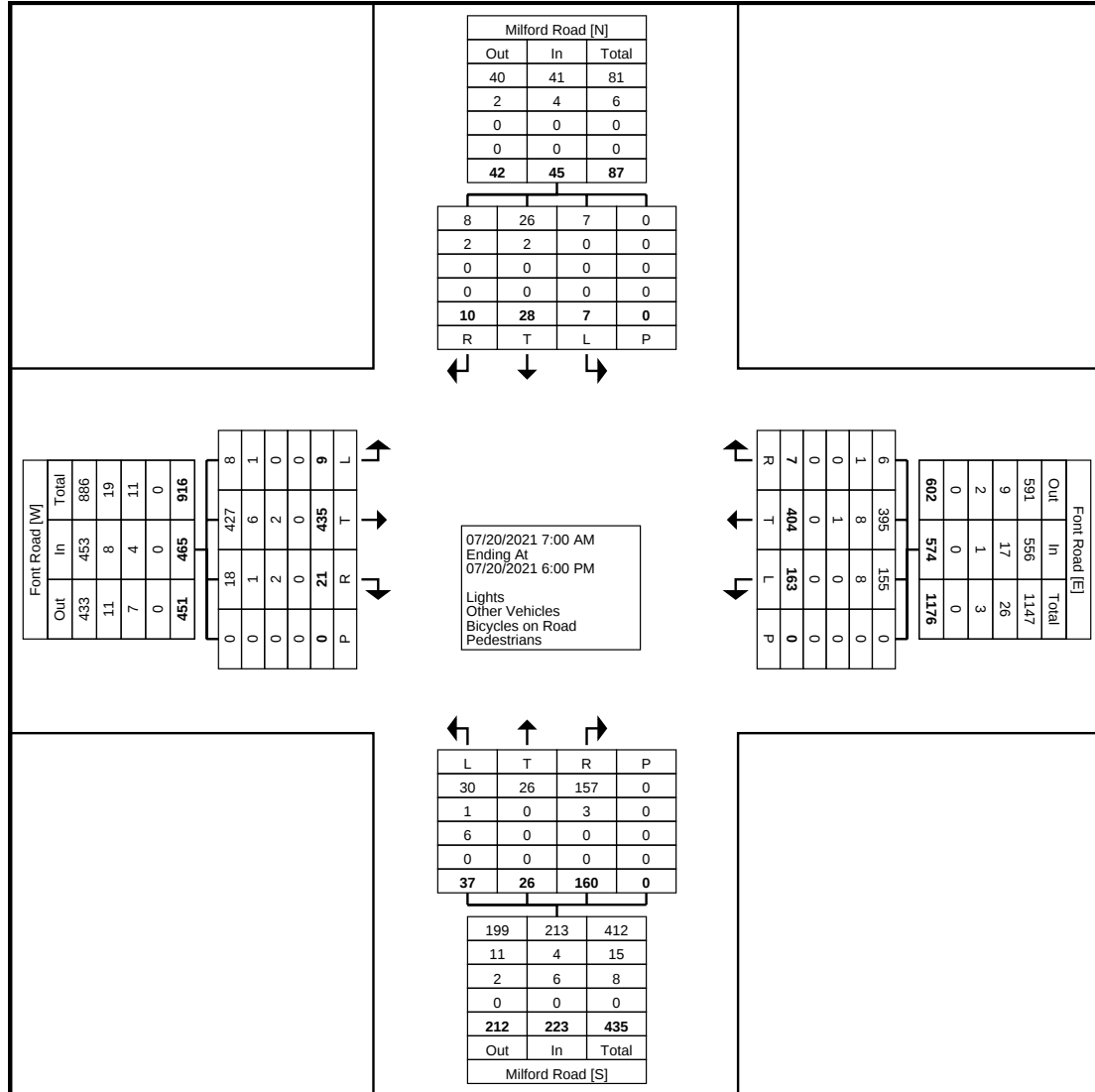


Start Time	Font Road Westbound					Font Road Eastbound					Milford Road Southbound					Milford Road Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	2	9	1	0	12	2	29	0	0	31	0	3	1	0	4	2	0	5	0	7	54
7:15 AM	7	9	0	0	16	0	32	2	0	34	0	0	4	0	4	1	2	9	0	12	66
7:30 AM	6	8	0	0	14	0	31	2	0	33	0	2	0	0	2	1	2	12	0	15	64
7:45 AM	5	7	0	0	12	3	25	0	0	28	0	3	1	0	4	0	1	10	0	11	55
Hourly Total	20	33	1	0	54	5	117	4	0	126	0	8	6	0	14	4	5	36	0	45	239
8:00 AM	10	13	0	0	23	0	41	1	0	42	0	3	0	0	3	1	4	5	0	10	78
8:15 AM	4	11	0	0	15	1	40	1	0	42	1	1	0	0	2	0	2	14	0	16	75
8:30 AM	7	7	0	0	14	0	27	0	0	27	0	1	0	0	1	0	0	5	0	5	47
8:45 AM	9	11	1	0	21	0	18	0	0	18	1	2	0	0	3	0	1	14	0	15	57
Hourly Total	30	42	1	0	73	1	126	2	0	129	2	7	0	0	9	1	7	38	0	46	257
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	14	28	0	0	42	2	22	4	0	28	0	2	2	0	4	2	0	21	0	23	97
4:15 PM	14	29	0	0	43	1	20	3	0	24	0	2	0	0	2	2	2	12	0	16	85
4:30 PM	9	58	0	0	67	0	27	1	0	28	0	3	1	0	4	6	4	8	0	18	117
4:45 PM	14	38	0	0	52	0	23	0	0	23	3	1	0	0	4	6	1	10	0	17	96
Hourly Total	51	153	0	0	204	3	92	8	0	103	3	8	3	0	14	16	7	51	0	74	395
5:00 PM	8	53	1	0	62	0	20	2	0	22	0	2	0	0	2	4	1	9	0	14	100
5:15 PM	21	45	1	0	67	0	25	1	0	26	0	1	0	0	1	4	0	12	0	16	110
5:30 PM	13	38	2	0	53	0	27	2	0	29	1	1	0	0	2	5	2	9	0	16	100
5:45 PM	20	40	1	0	61	0	28	2	0	30	1	1	1	0	3	3	4	5	0	12	106
Hourly Total	62	176	5	0	243	0	100	7	0	107	2	5	1	0	8	16	7	35	0	58	416
Grand Total	163	404	7	0	574	9	435	21	0	465	7	28	10	0	45	37	26	160	0	223	1307
Approach %	28.4	70.4	1.2	-	-	1.9	93.5	4.5	-	-	15.6	62.2	22.2	-	-	16.6	11.7	71.7	-	-	-
Total %	12.5	30.9	0.5	-	43.9	0.7	33.3	1.6	-	35.6	0.5	2.1	0.8	-	3.4	2.8	2.0	12.2	-	17.1	-
Lights	155	395	6	-	556	8	427	18	-	453	7	26	8	-	41	30	26	157	-	213	1263
% Lights	95.1	97.8	85.7	-	96.9	88.9	98.2	85.7	-	97.4	100.0	92.9	80.0	-	91.1	81.1	100.0	98.1	-	95.5	96.6
Other Vehicles	8	8	1	-	17	1	6	1	-	8	0	2	2	-	4	1	0	3	-	4	33
% Other Vehicles	4.9	2.0	14.3	-	3.0	11.1	1.4	4.8	-	1.7	0.0	7.1	20.0	-	8.9	2.7	0.0	1.9	-	1.8	2.5
Bicycles on Road	0	1	0	-	1	0	2	2	-	4	0	0	0	-	0	6	0	0	-	6	11
% Bicycles on Road	0.0	0.2	0.0	-	0.2	0.0	0.5	9.5	-	0.9	0.0	0.0	0.0	-	0.0	16.2	0.0	0.0	-	2.7	0.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

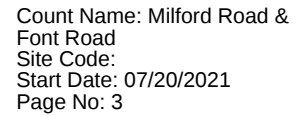


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Count Name: Milford Road &
Font Road
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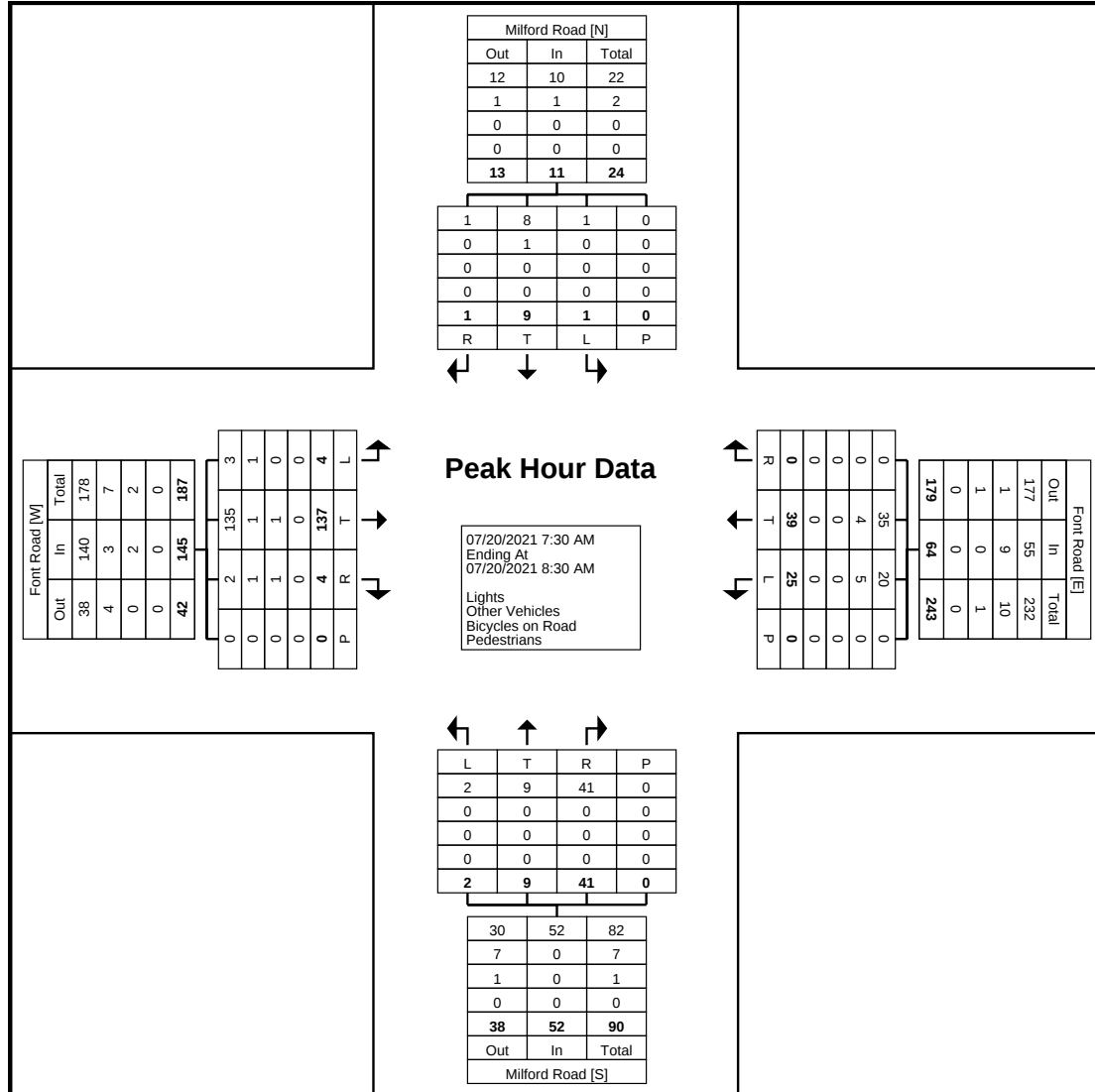
Turning Movement Data Plot

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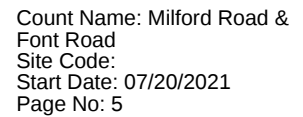


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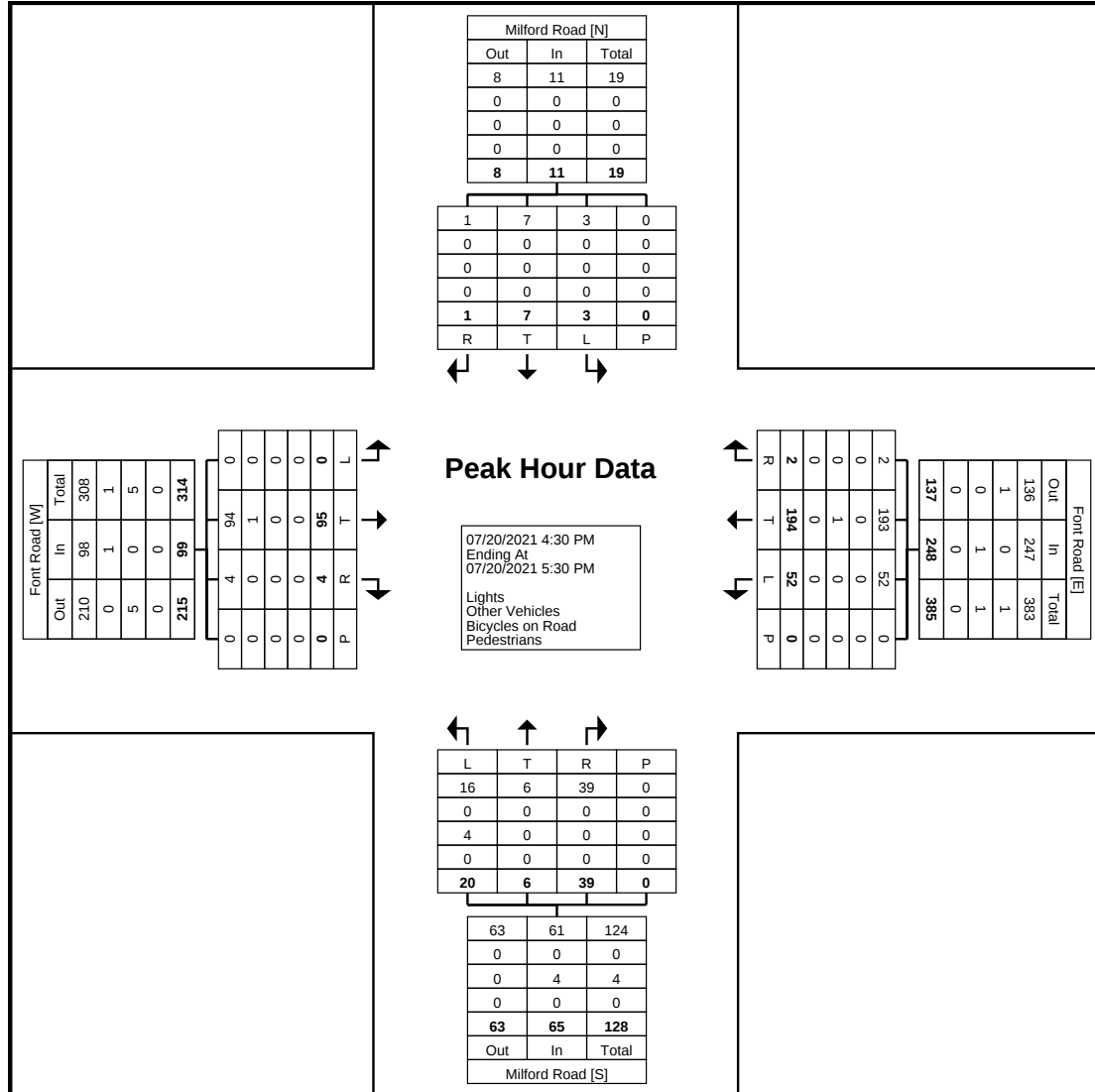
Turning Movement Peak Hour Data Plot (7:30 AM)





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Turning Movement Peak Hour Data Plot (4:30 PM)



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Counter:: MIO
Counted By:: JH
Weather:: Clear

Count Name: Milford Rd & Font
Rd Am/Pm
Site Code:
Start Date: 09/13/2016
Page No: 1

Turning Movement Data

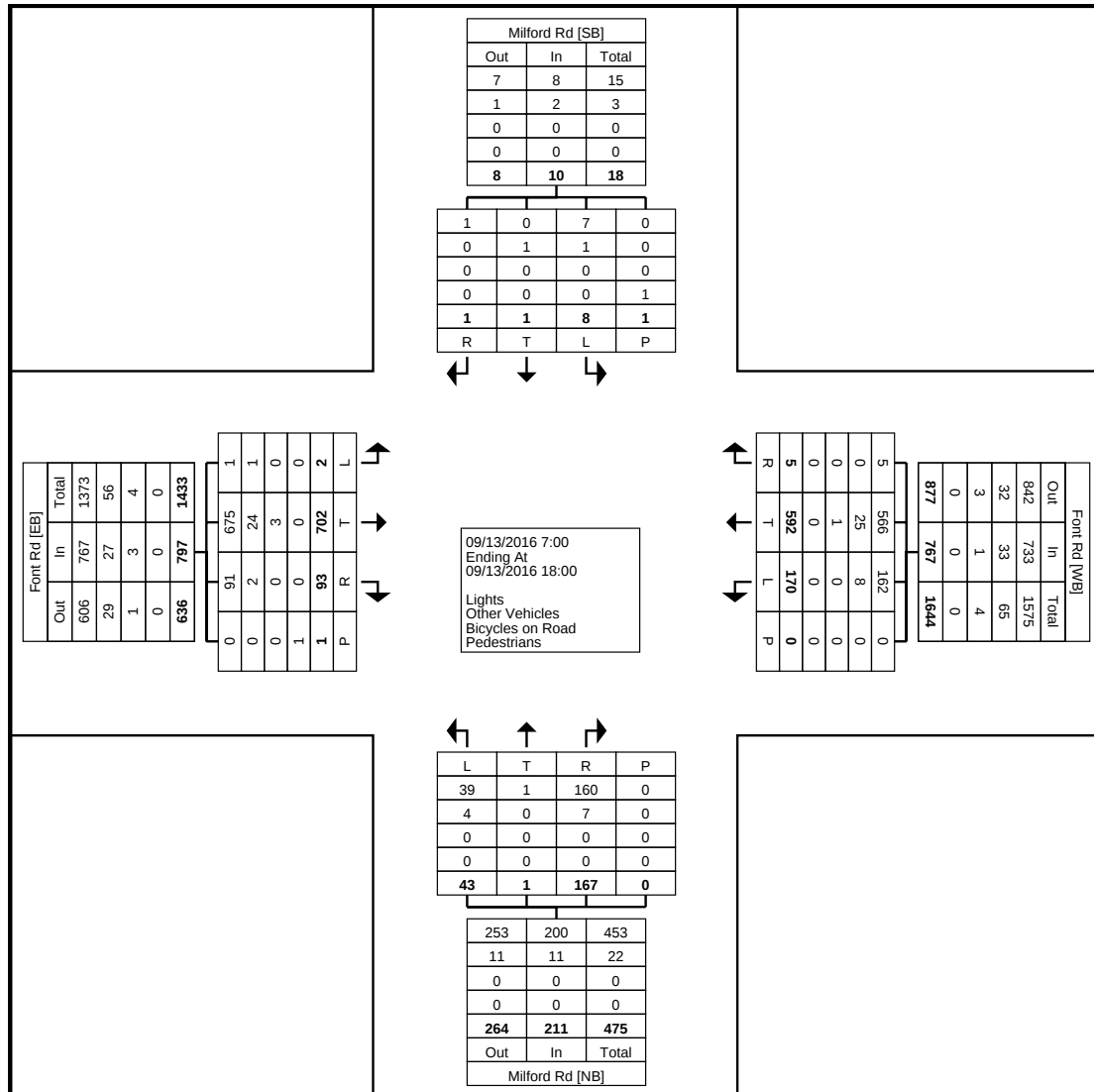
Start Time	Font Rd Eastbound					Font Rd Westbound					Milford Rd Northbound					Milford Rd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00	0	62	8	0	70	4	11	0	0	15	2	1	19	0	22	1	1	0	0	2	109
7:15	0	62	5	0	67	7	7	1	0	15	1	0	13	0	14	1	0	0	0	1	97
7:30	0	67	11	0	78	6	17	0	0	23	1	0	15	0	16	1	0	0	0	1	118
7:45	0	75	17	0	92	4	16	0	0	20	3	0	7	0	10	0	0	0	0	0	122
Hourly Total	0	266	41	0	307	21	51	1	0	73	7	1	54	0	62	3	1	0	0	4	446
8:00	0	67	15	0	82	5	18	0	0	23	3	0	9	0	12	1	0	0	1	1	118
8:15	0	66	5	0	71	8	14	0	0	22	1	0	8	0	9	0	0	0	0	0	102
8:30	1	52	4	0	57	5	17	0	0	22	2	0	11	0	13	0	0	0	0	0	92
8:45	0	29	6	0	35	7	10	0	0	17	3	0	11	0	14	0	0	0	0	0	66
Hourly Total	1	214	30	0	245	25	59	0	0	84	9	0	39	0	48	1	0	0	1	1	378
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	21	3	1	24	7	48	0	0	55	3	0	9	0	12	0	0	0	0	0	91
16:15	0	29	3	0	32	8	45	0	0	53	4	0	5	0	9	1	0	0	0	0	95
16:30	1	27	3	0	31	18	57	2	0	77	4	0	10	0	14	1	0	0	0	1	123
16:45	0	23	1	0	24	17	58	0	0	75	6	0	9	0	15	1	0	0	0	1	115
Hourly Total	1	100	10	1	111	50	208	2	0	260	17	0	33	0	50	3	0	0	0	3	424
17:00	0	26	4	0	30	15	69	1	0	85	5	0	5	0	10	1	0	1	0	2	127
17:15	0	29	0	0	29	20	57	0	0	77	0	0	7	0	7	0	0	0	0	0	113
17:30	0	31	5	0	36	19	85	1	0	105	3	0	17	0	20	0	0	0	0	0	161
17:45	0	36	3	0	39	20	63	0	0	83	2	0	12	0	14	0	0	0	0	0	136
Hourly Total	0	122	12	0	134	74	274	2	0	350	10	0	41	0	51	1	0	1	0	2	537
Grand Total	2	702	93	1	797	170	592	5	0	767	43	1	167	0	211	8	1	1	1	10	1785
Approach %	0.3	88.1	11.7	-	-	22.2	77.2	0.7	-	-	20.4	0.5	79.1	-	-	80.0	10.0	10.0	-	-	-
Total %	0.1	39.3	5.2	-	44.6	9.5	33.2	0.3	-	43.0	2.4	0.1	9.4	-	11.8	0.4	0.1	0.1	-	0.6	-
Lights	1	675	91	-	767	162	566	5	-	733	39	1	160	-	200	7	0	1	-	8	1708
% Lights	50.0	96.2	97.8	-	96.2	95.3	95.6	100.0	-	95.6	90.7	100.0	95.8	-	94.8	87.5	0.0	100.0	-	80.0	95.7
Other Vehicles	1	24	2	-	27	8	25	0	-	33	4	0	7	-	11	1	1	0	-	2	73
% Other Vehicles	50.0	3.4	2.2	-	3.4	4.7	4.2	0.0	-	4.3	9.3	0.0	4.2	-	5.2	12.5	100.0	0.0	-	20.0	4.1
Bicycles on Road	0	3	0	-	3	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	4
% Bicycles on Road	0.0	0.4	0.0	-	0.4	0.0	0.2	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Milford Rd & Font
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Site Code:
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Turning Movement Data Plot



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Turning Movement Peak Hour Data (7:30)

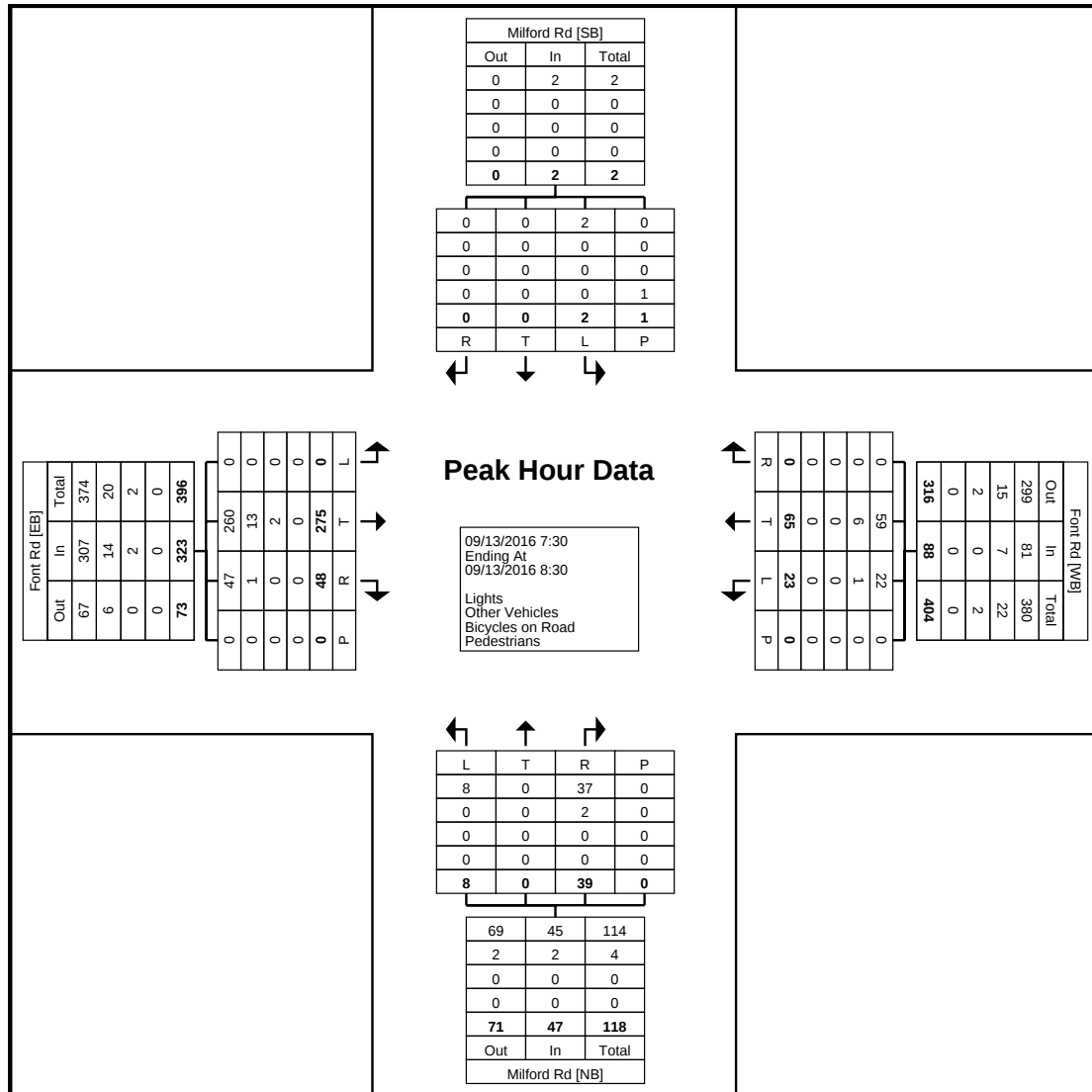
Start Time	Font Rd Eastbound					Font Rd Westbound					Milford Rd Northbound					Milford Rd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:30	0	67	11	0	78	6	17	0	0	23	1	0	15	0	16	1	0	0	0	1	118
7:45	0	75	17	0	92	4	16	0	0	20	3	0	7	0	10	0	0	0	0	0	122
8:00	0	67	15	0	82	5	18	0	0	23	3	0	9	0	12	1	0	0	1	1	118
8:15	0	66	5	0	71	8	14	0	0	22	1	0	8	0	9	0	0	0	0	0	102
Total	0	275	48	0	323	23	65	0	0	88	8	0	39	0	47	2	0	0	1	2	460
Approach %	0.0	85.1	14.9	-	-	26.1	73.9	0.0	-	-	17.0	0.0	83.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	59.8	10.4	-	70.2	5.0	14.1	0.0	-	19.1	1.7	0.0	8.5	-	10.2	0.4	0.0	0.0	-	0.4	-
PHF	0.000	0.917	0.706	-	0.878	0.719	0.903	0.000	-	0.957	0.667	0.000	0.650	-	0.734	0.500	0.000	0.000	-	0.500	0.943
Lights	0	260	47	-	307	22	59	0	-	81	8	0	37	-	45	2	0	0	-	2	435
% Lights	-	94.5	97.9	-	95.0	95.7	90.8	-	-	92.0	100.0	-	94.9	-	95.7	100.0	-	-	-	100.0	94.6
Other Vehicles	0	13	1	-	14	1	6	0	-	7	0	0	2	-	2	0	0	0	-	0	23
% Other Vehicles	-	4.7	2.1	-	4.3	4.3	9.2	-	-	8.0	0.0	-	5.1	-	4.3	0.0	-	-	-	0.0	5.0
Bicycles on Road	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	2
% Bicycles on Road	-	0.7	0.0	-	0.6	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	-	0.0	0.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



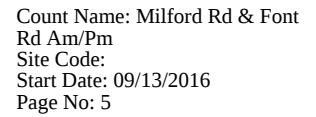
Traffic Planning and Design, Inc
2500 East High Street
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Pottstown, Pennsylvania, United States 19464
610.326.3100 mbressler@trafficpd.com

Counter:: MIO
Counted By:: JH
Weather:: Clear

Count Name: Milford Rd & Font
Rd Am/Pm
Site Code:
Start Date: 09/13/2016
Page No: 4



Turning Movement Peak Hour Data Plot (7:30)

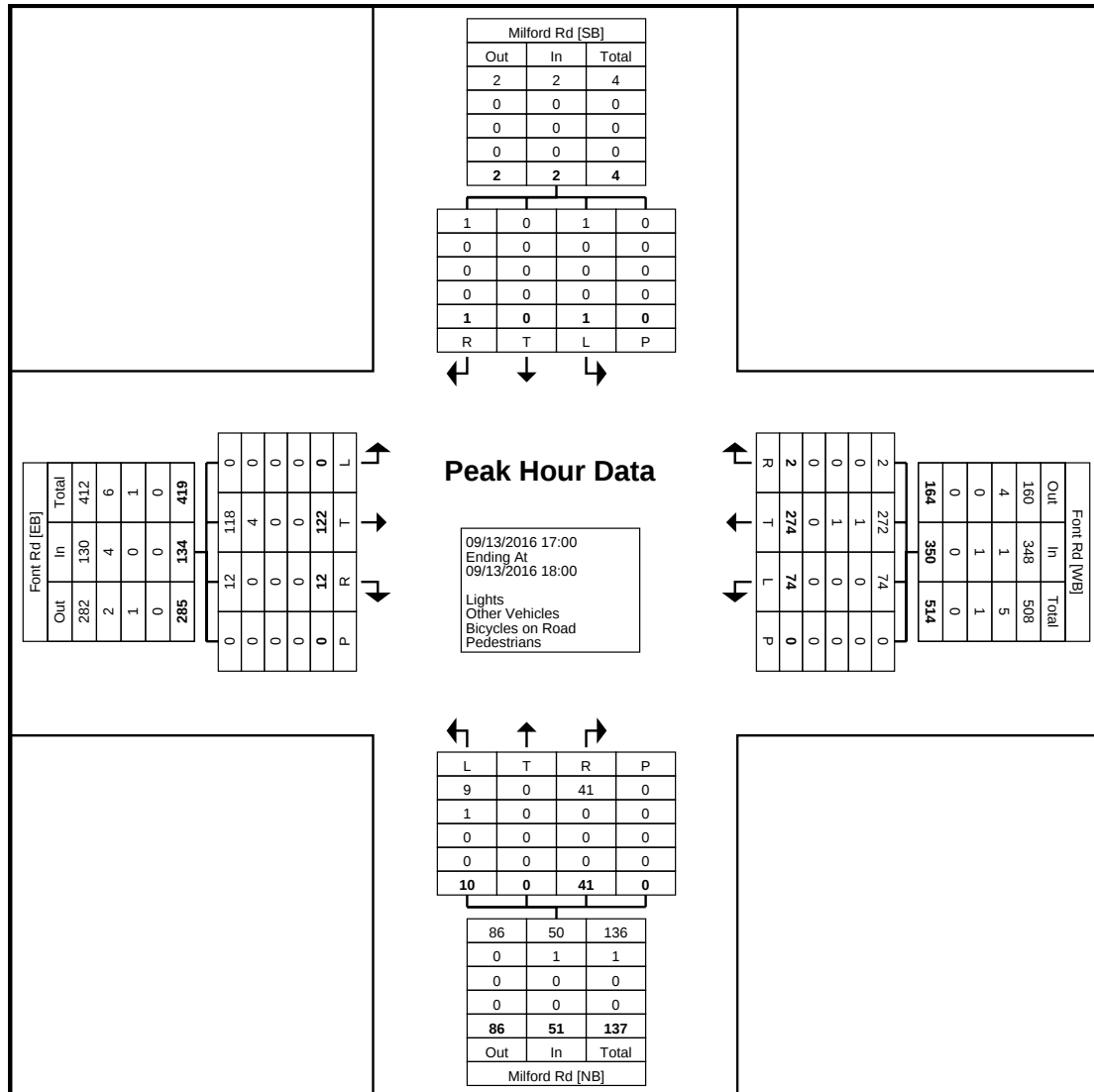
[illegible]



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Counter:: MIO
Counted By:: JH
Weather:: Clear

Count Name: Milford Rd & Font
Rd Am/Pm
Site Code:
Start Date: 09/13/2016
Page No: 6



Turning Movement Peak Hour Data Plot (17:00)

TPD# TOLB.00045

7/27/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Milford Road & Font Road											
12	Adjacent intersections:	West		East		North		South			

Time Period: Weekday A.M. Peak Hour

	Eastbound (Font Rd)			Westbound (Font Rd)			Northbound (Milford Rd)			Southbound (Milford Rd)			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Counts	4	137	4	25	39	0	2	9	41	1	9	1	272
2016 Counts	0	275	48	23	65	0	8	0	39	2	0	0	460
Difference	-4	138	44	-2	26	0	6	-9	-2	1	-9	-1	188
% Difference													69%

Time Period: Weekday P.M. Peak Hour

	Eastbound (Font Rd)			Westbound (Font Rd)			Northbound (Milford Rd)			Southbound (Milford Rd)			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Counts	0	95	4	52	194	2	20	6	39	3	7	1	423
2016 Counts	0	122	12	74	274	2	10	0	41	1	0	1	537
Difference	0	27	8	22	80	0	-10	-6	2	-2	-7	0	114
% Difference													27%

APPENDIX B:

Volume Development Worksheets

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Greenridge Road & Stonehedge Drive												
1	Adjacent intersections:	West		East		North		South				

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts	1	67			26	8				27		1	130
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	2	113	0	0	44	14	0	0	0	46	0	2	220
Base growth (0.61% compounded for 5 yrs)	0	3	0	0	1	0	0	0	0	1	0	0	5
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property													
McKee Feters Tract													
2026 Base Volumes	2	116	0	0	45	14	0	0	0	47	0	2	225
New Trips	2					1				5		5	
Pass By Trips													
													0
Total Trip Distribution	2	0	0	0	0	1	0	0	0	5	0	5	13
2026 Projected Volumes	4	116	0	0	45	15	0	0	0	52	0	7	238

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts	0	37			59	19				17		0	132
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	0	47	0	0	75	24	0	0	0	22	0	0	168
Base growth (0.61% compounded for 5 yrs)	0	1	0	0	2	1	0	0	0	1	0	0	5
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property													
McKee Feters Tract													
2026 Base Volumes	0	48	0	0	77	25	0	0	0	23	0	0	173
New Trips	6					5				3		3	
Pass By Trips													
0													
0													0
Total Trip Distribution	6	0	0	0	0	5	0	0	0	3	0	3	17
2026 Projected Volumes	6	48	0	0	77	30	0	0	0	26	0	3	190

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Styer Road & Greenridge Road												
2	Adjacent intersections:	West		East		North		South				

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts		72		14	22				25				133
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	0	122	0	24	37	0	0	0	42	0	0	0	225
Base growth (0.61% compounded for 5 yrs)	0	4	0	1	1	0	0	0	1	0	0	0	7
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property													
McKee Feters Tract													
2026 Base Volumes	0	126	0	25	38	0	0	0	43	0	0	0	232
New Trips		3		2	1				1				
Pass By Trips													
													0
Total Trip Distribution	0	3	0	2	1	0	0	0	1	0	0	0	7
2026 Projected Volumes	0	129	0	27	39	0	0	0	44	0	0	0	239

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts		42		35	72		1		25				175
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	0	53	0	44	91	0	1	0	32	0	0	0	222
Base growth (0.61% compounded for 5 yrs)	0	2	0	1	3	0	0	0	1	0	0	0	7
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property													
McKee Feters Tract													
2026 Base Volumes	0	55	0	45	94	0	1	0	33	0	0	0	229
New Trips		2		2	3				2				
Pass By Trips													
	0												0
	0												0
Total Trip Distribution	0	2	0	2	3	0	0	0	2	0	0	0	9
2026 Projected Volumes	0	57	0	47	97	0	1	0	35	0	0	0	238

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Styer Road & Extension												
8	Adjacent intersections:	West		East		North		South				

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Counts	12	24			15							25	76
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	20	41	0	0	25	0	0	0	0	0	0	42	128
Base growth (0.61% compounded for 5 yrs)	1	1	0	0	1	0	0	0	0	0	0	1	4
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property													
McKee Feters Tract													
2026 Base Volumes	21	42	0	0	26	0	0	0	0	0	0	43	132
New Trips		1			2							2	
Pass By Trips													
													0
Total Trip Distribution	0	1	0	0	2	0	0	0	0	0	0	2	5
2026 Projected Volumes	21	43	0	0	28	0	0	0	0	0	0	45	137

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Counts	8	26			35							16	85
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	10	33	0	0	44	0	0	0	0	0	0	20	108
Base growth (0.61% compounded for 5 yrs)	0	1	0	0	1	0	0	0	0	0	0	1	3
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property													
McKee Feters Tract													
2026 Base Volumes	10	34	0	0	45	0	0	0	0	0	0	21	111
New Trips	2	2			2							1	
Pass By Trips													
	0												0
	0												0
Total Trip Distribution	2	2	0	0	2	0	0	0	0	0	0	1	7
2026 Projected Volumes	12	36	0	0	47	0	0	0	0	0	0	22	118

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Greenridge Road & Extension											
9	Adjacent intersections:	West		East		North		South			

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Counts		72	25		22		12						131
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	0	122	42	0	37	0	20	0	0	0	0	0	221
Base growth (0.61% compounded for 5 yrs)	0	4	1	0	1	0	1	0	0	0	0	0	7
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property													
McKee Feters Tract													
2026 Base Volumes	0	126	43	0	38	0	21	0	0	0	0	0	228
New Trips		3	2		1								
Pass By Trips													
													0
Total Trip Distribution	0	3	2	0	1	0	0	0	0	0	0	0	6
2026 Projected Volumes	0	129	45	0	39	0	21	0	0	0	0	0	234

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Counts		42	15	1	72		8						138
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	0	53	19	1	91	0	10	0	0	0	0	0	175
Base growth (0.61% compounded for 5 yrs)	0	2	1	0	3	0	0	0	0	0	0	0	6
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property													
McKee Feters Tract													
2026 Base Volumes	0	55	20	1	94	0	10	0	0	0	0	0	181
New Trips		2	1		3		2						
Pass By Trips													
	0												0
	0												0
Total Trip Distribution	0	2	1	0	3	0	2	0	0	0	0	0	8
2026 Projected Volumes	0	57	21	1	97	0	12	0	0	0	0	0	189

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Krauser Road & Greenridge Road												
3	Adjacent intersections:	West		East		North		South				

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts		87	8	2	28		7		13				145
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	0	147	14	3	47	0	12	0	22	0	0	0	245
Base growth (0.61% compounded for 5 yrs)	0	5	0	0	1	0	0	0	1	0	0	0	7
Byers Station 5C				0					0				
Byers Station - 40 Town Homes				0					0				
Byers Station - Ewing Tract				0					0				
Byers Station - Parcel 6C				0					0				
Gunner Property				1					0				
McKee Feters Tract				0					0				
2026 Base Volumes	0	152	14	4	48	0	12	0	23	0	0	0	253
New Trips		1	3	3	2		1		1				
Pass By Trips													
													0
Total Trip Distribution	0	1	3	3	2	0	1	0	1	0	0	0	11
2026 Projected Volumes	0	153	17	7	50	0	13	0	24	0	0	0	264

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts		60	6	13	100		8		10				197
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	0	76	8	17	127	0	10	0	13	0	0	0	250
Base growth (0.61% compounded for 5 yrs)	0	2	0	1	4	0	0	0	0	0	0	0	7
Byers Station 5C				0					0				
Byers Station - 40 Town Homes				0					0				
Byers Station - Ewing Tract				0					0				
Byers Station - Parcel 6C				0					0				
Gunner Property				0					1				
McKee Feters Tract				0					0				
2026 Base Volumes	0	78	8	18	131	0	10	0	14	0	0	0	258
New Trips		2	2	2	2		3		3				
Pass By Trips													
	0												0
	0												0
Total Trip Distribution	0	2	2	2	2	0	3	0	3	0	0	0	14
2026 Projected Volumes	0	80	10	20	133	0	13	0	17	0	0	0	272

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Font Road & Greenridge Road/St. Andrews Lane												
4	Adjacent intersections:	West		East		North		South				

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts	6	14	83	7	4	0	21	19	5	0	69	4	232
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	10	24	140	12	7	0	35	32	8	0	117	7	392
Base growth (0.61% compounded for 5 yrs)	0	1	4	0	0	0	1	1	0	0	4	0	11
Byers Station 5C	0							2				0	
Byers Station - 40 Town Homes	0							1				0	
Byers Station - Ewing Tract	0							3			1	0	
Byers Station - Parcel 6C	0							1			1	0	
Gunner Property	0							1				1	
McKee Fetters Tract	0							7			4	0	
2026 Base Volumes	10	25	144	12	7	0	36	48	8	0	127	8	425
New Trips	7	2	17		1		6					2	
Pass By Trips													
													0
Total Trip Distribution	7	2	17	0	1	0	6	0	0	0	0	2	35
2026 Projected Volumes	17	27	161	12	8	0	42	48	8	0	127	10	460

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts	8	10	47	9	10	0	98	110	11	1	50	5	359
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	10	13	60	11	13	0	124	140	14	1	64	6	456
Base growth (0.61% compounded for 5 yrs)	0	0	2	0	0	0	4	4	0	0	2	0	12
Byers Station 5C	0							1			1	0	
Byers Station - 40 Town Homes	0										1	0	
Byers Station - Ewing Tract	0							2			3	0	
Byers Station - Parcel 6C	0							2			2	0	
Gunner Property	1										1	0	
McKee Fetters Tract	0							5			7	0	
2026 Base Volumes	11	13	62	11	13	0	128	154	14	1	81	6	494
New Trips	4	1	12		2		20					7	
Pass By Trips													
	0												0
	0												0
Total Trip Distribution	4	1	12	0	2	0	20	0	0	0	0	7	46
2026 Projected Volumes	15	14	74	11	15	0	148	154	14	1	81	13	540

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Milford Road & Krauser Road											
5	Adjacent intersections:	West		East		North		South			

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts	6	28			30	7				6		35	112
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	10	47	0	0	51	12	0	0	0	10	0	59	189
Base growth (0.61% compounded for 5 yrs)	0	1	0	0	2	0	0	0	0	0	0	2	5
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property											1		
McKee Fetters Tract		(9)	4	5	26		12		5				
2026 Base Volumes	10	57	4	5	79	12	12	0	5	10	1	61	256
New Trips	2											6	
Pass By Trips													
													0
Total Trip Distribution	2	0	0	0	0	0	0	0	0	0	0	6	8
2026 Projected Volumes	12	57	4	5	79	12	12	0	5	10	1	67	264

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts	20	36			50	7				13		16	142
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	25	46	0	0	64	9	0	0	0	17	0	20	180
Base growth (0.61% compounded for 5 yrs)	1	1	0	0	2	0	0	0	0	1	0	1	6
Byers Station 5C													
Byers Station - 40 Town Homes													
Byers Station - Ewing Tract													
Byers Station - Parcel 6C													
Gunner Property								1					
McKee Fetters Tract		17	8	9	20		9		3				
2026 Base Volumes	26	64	8	9	86	9	9	1	3	18	0	21	253
New Trips	6											4	
Pass By Trips													
	0												0
	0												0
Total Trip Distribution	6	0	0	0	0	0	0	0	0	0	0	4	10
2026 Projected Volumes	32	64	8	9	86	9	9	1	3	18	0	25	263

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Greenridge Road & Site Driveway												
6	Adjacent intersections:	West		East		North		South				

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts		100			30								130
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	0	169	0	0	51	0	0	0	0	0	0	0	220
Base growth (0.61% compounded for 5 yrs)	0	5	0	0	2	0	0	0	0	0	0	0	7
Byers Station 5C					0								
Byers Station - 40 Town Homes					0								
Byers Station - Ewing Tract					0								
Byers Station - Parcel 6C					0								
Gunner Property					1								
McKee Fetters Tract					0								
2026 Base Volumes	0	174	0	0	54	0	0	0	0	0	0	0	228
New Trips	2					9				26		5	
Pass By Trips													
													0
Total Trip Distribution	2	0	0	0	0	9	0	0	0	26	0	5	42
2026 Projected Volumes	2	174	0	0	54	9	0	0	0	26	0	5	270

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2021 Counts		70			113								183
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	0	89	0	0	144	0	0	0	0	0	0	0	232
Base growth (0.61% compounded for 5 yrs)	0	3	0	0	4	0	0	0	0	0	0	0	7
Byers Station 5C					0								
Byers Station - 40 Town Homes					0								
Byers Station - Ewing Tract					0								
Byers Station - Parcel 6C					0								
Gunner Property		(1)			0								
McKee Fetters Tract					0								
2026 Base Volumes	0	93	0	0	148	0	0	0	0	0	0	0	240
New Trips	5					29				17		4	
Pass By Trips													
	0												0
	0												0
Total Trip Distribution	5	0	0	0	0	29	0	0	0	17	0	4	55
2026 Projected Volumes	5	93	0	0	148	29	0	0	0	17	0	4	295

TPD# TOLB.00045

8/10/2021

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Stonehedge Drive & Site Driveway/Lauren Lane													
7	Adjacent intersections:	West		East		North		South					

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Counts		9			28								37
Adjustment	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	20
Existing Volumes (Adjusted)	0	15	0	0	47	0	0	0	0	0	0	0	63
Base growth (0.61% compounded for 5 yrs)	0	0	0	0	1	0	0	0	0	0	0	0	1
Byers Station 5C		0			0								
Byers Station - 40 Town Homes		0			0								
Byers Station - Ewing Tract		0			0								
Byers Station - Parcel 6C		0			0								
Gunner Property		0			0								
McKee Feters Tract		0			0								
2026 Base Volumes	0	15	0	0	48	0	0	0	0	0	0	0	64
New Trips			3				10						
Pass By Trips													
													0
Total Trip Distribution	0	0	3	0	0	0	10	0	0	0	0	0	13
2026 Projected Volumes	0	15	3	0	48	0	10	0	0	0	0	0	77

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2021 Counts		19			17								36
Adjustment	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	15
Existing Volumes (Adjusted)	0	24	0	0	22	0	0	0	0	0	0	0	46
Base growth (0.61% compounded for 5 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
Byers Station 5C		0			0								
Byers Station - 40 Town Homes		0			0								
Byers Station - Ewing Tract		0			0								
Byers Station - Parcel 6C		0			0								
Gunner Property		0			0								
McKee Feters Tract		0			0								
2026 Base Volumes	0	25	0	0	23	0	0	0	0	0	0	0	48
New Trips			11				6						
Pass By Trips													
	0												0
	0												0
Total Trip Distribution	0	0	11	0	0	0	6	0	0	0	0	0	17
2026 Projected Volumes	0	25	11	0	23	0	6	0	0	0	0	0	65

APPENDIX C:

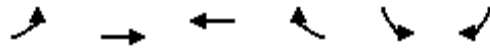
Capacity Analyses

Existing Conditions

1: Greenridge Road & Stonehedge Drive

Existing Conditions

Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	113	44	14	46	2
Future Volume (vph)	2	113	44	14	46	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	15	15
Grade (%)		-2%	-3%		-4%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		356	601		828	
Travel Time (s)		6.9	11.7		22.6	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	5%	15%	25%	4%	100%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

1: Greenridge Road & Stonehedge Drive

Existing Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 2 113 44 14 46 2

Future Vol, veh/h 2 113 44 14 46 2

Conflicting Peds, #/hr 1 0 0 1 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, % - -2 -3 - -4 -

Peak Hour Factor 79 79 79 79 79 79

Heavy Vehicles, % 0 5 15 25 4 100

Mvmt Flow 3 143 56 18 58 3

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All 75 0 - 0 215 66

Stage 1 - - - - 66 -

Stage 2 - - - - 149 -

Critical Hdwy 4.4 - - - 5.64 5.9

Critical Hdwy Stg 1 - - - - 4.64 -

Critical Hdwy Stg 2 - - - - 4.64 -

Follow-up Hdwy 3 - - - 3 3.2

Pot Cap-1 Maneuver 1129 - - - 936 1040

Stage 1 - - - - 1133 -

Stage 2 - - - - 1053 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1128 - - - 931 1039

Mov Cap-2 Maneuver - - - - 931 -

Stage 1 - - - - 1128 -

Stage 2 - - - - 1052 -

Approach	EB	WB	SB
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HCM Control Delay, s 0.1 0 9.1

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 1128 - - - 935

HCM Lane V/C Ratio 0.002 - - - 0.065

HCM Control Delay (s) 8.2 0 - - 9.1

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.2

2: Styer Road & Greenridge Road

Existing Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	122	0	24	37	0	42
Future Volume (vph)	122	0	24	37	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	10
Grade (%)	-10%			10%	2%	
Link Speed (mph)	35			35	35	
Link Distance (ft)	115			786	165	
Travel Time (s)	2.2			15.3	3.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	3%	0%	0%	5%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2: Styer Road & Greenridge Road

Existing Conditions

Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	0	24	37	0	42
Future Vol, veh/h	122	0	24	37	0	42
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	151	0	30	46	0	52
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.6	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	39%
Vol Thru, %	0%	100%	61%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	42	122	61
LT Vol	0	0	24
Through Vol	0	122	37
RT Vol	42	0	0
Lane Flow Rate	52	151	75
Geometry Grp	1	1	1
Degree of Util (X)	0.055	0.171	0.088
Departure Headway (Hd)	3.793	4.099	4.184
Convergence, Y/N	Yes	Yes	Yes
Cap	950	874	852
Service Time	1.793	2.135	2.234
HCM Lane V/C Ratio	0.055	0.173	0.088
HCM Control Delay	7	8	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	0.3

3: Krauser Road & Greenridge Road

Existing Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	147	14	3	47	12	22
Future Volume (vph)	147	14	3	47	12	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-7%			-3%	4%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	786			699	259	
Travel Time (s)	15.3			13.6	7.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	13%	0%	4%	14%	8%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Krauser Road & Greenridge Road

Existing Conditions

Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	14	3	47	12	22
Future Vol, veh/h	147	14	3	47	12	22
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, %	-7	-	-	-3	4	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	13	0	4	14	8
Mvmt Flow	171	16	3	55	14	26
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	240	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.3	-	7.34	6.68
Critical Hdwy Stg 1	-	-	-	-	6.34	-
Critical Hdwy Stg 2	-	-	-	-	6.34	-
Follow-up Hdwy	-	-	3	-	3.1	3.2
Pot Cap-1 Maneuver	-	-	1037	-	788	873
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	1071	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1037	-	786	873
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	1068	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		9.5	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	840	-	-	1037	-	
HCM Lane V/C Ratio	0.047	-	-	0.003	-	
HCM Control Delay (s)	9.5	-	-	8.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

4: Font Road & Greenridge Road/St. Andrews Lane

Existing Conditions

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	24	140	12	7	0	35	32	8	0	117	7
Future Volume (vph)	10	24	140	12	7	0	35	32	8	0	117	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		-2%			1%			-5%			1%	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1076			903			900			964	
Travel Time (s)		21.0			17.6			20.5			21.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	7%	2%	0%	0%	0%	5%	11%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

4: Font Road & Greenridge Road/St. Andrews Lane

Existing Conditions

Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	24	140	12	7	0	35	32	8	0	117	7
Future Vol, veh/h	10	24	140	12	7	0	35	32	8	0	117	7
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, %	-	-2	-	-	1	-	-	-5	-	-	1	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	7	2	0	0	0	5	11	0	0	1	0
Mvmt Flow	11	27	159	14	8	0	40	36	9	0	133	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	262	262	137	351	262	41	141	0	0	45	0	0
Stage 1	137	137	-	121	121	-	-	-	-	-	-	-
Stage 2	125	125	-	230	141	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.17	6.02	7.3	6.8	6.3	4.4	-	-	4.3	-	-
Critical Hdwy Stg 1	5.7	5.17	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.17	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3	4.063	3.1	3	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	820	653	979	679	632	1100	1071	-	-	1159	-	-
Stage 1	1022	786	-	1021	794	-	-	-	-	-	-	-
Stage 2	1037	794	-	882	778	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	788	628	979	534	608	1100	1071	-	-	1159	-	-
Mov Cap-2 Maneuver	788	628	-	534	608	-	-	-	-	-	-	-
Stage 1	983	786	-	982	764	-	-	-	-	-	-	-
Stage 2	987	764	-	713	778	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		11.7		4		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1071	-	-	897	559	1159	-
HCM Lane V/C Ratio	0.037	-	-	0.22	0.039	-	-
HCM Control Delay (s)	8.5	0	-	10.1	11.7	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0	-

5: Milford Road & Kauser Road

Existing Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	47	51	12	10	59
Future Volume (vph)	10	47	51	12	10	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	16	16
Grade (%)		1%	-1%		2%	
Link Speed (mph)		40	40		25	
Link Distance (ft)		1442	2003		508	
Travel Time (s)		24.6	34.1		13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	17%	11%	23%	14%	0%	6%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

5: Milford Road & Kauser Road

Existing Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 10 47 51 12 10 59

Future Vol, veh/h 10 47 51 12 10 59

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, % - 1 -1 - 2 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 17 11 23 14 0 6

Mvmt Flow 12 55 60 14 12 69

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All 74 0 - 0 146 67

Stage 1 - - - - 67 -

Stage 2 - - - - 79 -

Critical Hdwy 4.4 - - - 6.8 6.46

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy 3.1 - - - 3 3.2

Pot Cap-1 Maneuver 1095 - - - 967 1028

Stage 1 - - - - 1108 -

Stage 2 - - - - 1092 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1095 - - - 956 1028

Mov Cap-2 Maneuver - - - - 956 -

Stage 1 - - - - 1096 -

Stage 2 - - - - 1092 -

Approach	EB	WB	SB
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HCM Control Delay, s 1.5 0 8.8

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 1095 - - - 1017

HCM Lane V/C Ratio 0.011 - - - 0.08

HCM Control Delay (s) 8.3 0 - - 8.8

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.3

7: Greenridge Road & Site Driveway

Existing Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-2%	0%		0%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		1101	1076		881	
Travel Time (s)		21.4	21.0		24.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

7: Greenridge Road & Site Driveway

Existing Conditions

Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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, %	-	-2	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.3	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1199	-	-	-	1198	1160
Stage 1	-	-	-	-	1199	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1199	-	-	-	1198	1160
Mov Cap-2 Maneuver	-	-	-	-	1198	-
Stage 1	-	-	-	-	1199	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1199	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

8: Styer Road & Extension

Existing Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	41	25	0	0	42
Future Volume (vph)	20	41	25	0	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	10	10	12	12
Grade (%)		7%	2%		-15%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2939	165		120	
Travel Time (s)		57.3	3.2		3.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	33%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

8: Styer Road & Extension

Existing Conditions

Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	41	25	0	0	42
Future Vol, veh/h	20	41	25	0	0	42
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, %	-	7	2	-	-15	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	33	0	0	0	0	0
Mvmt Flow	24	49	30	0	0	51
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	30	0	-	0	127	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	4.43	-	-	-	4.4	5.2
Critical Hdwy Stg 1	-	-	-	-	2.4	-
Critical Hdwy Stg 2	-	-	-	-	2.4	-
Follow-up Hdwy	3.1	-	-	-	3	3.1
Pot Cap-1 Maneuver	1134	-	-	-	1083	1126
Stage 1	-	-	-	-	1191	-
Stage 2	-	-	-	-	1171	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1134	-	-	-	1059	1126
Mov Cap-2 Maneuver	-	-	-	-	1059	-
Stage 1	-	-	-	-	1165	-
Stage 2	-	-	-	-	1171	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.7	0		8.3		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1134	-	-	-	-	1126
HCM Lane V/C Ratio	0.021	-	-	-	-	0.045
HCM Control Delay (s)	8.2	0	-	-	-	8.3
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

9: Extension & Greenridge Road

Existing Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	122	42	0	37	20	0
Future Volume (vph)	122	42	0	37	20	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	14	14
Grade (%)	-10%			-3%	15%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	601			115	120	
Travel Time (s)	11.7			2.2	3.3	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	4%	4%	0%	0%	25%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

9: Extension & Greenridge Road

Existing Conditions

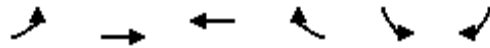
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	42	0	37	20	0
Future Vol, veh/h	122	42	0	37	20	0
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, %	-10	-	-	-3	15	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	4	4	0	0	25	0
Mvmt Flow	165	57	0	50	27	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	222	0	244	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.3	-	9.65	7.7
Critical Hdwy Stg 1	-	-	-	-	8.65	-
Critical Hdwy Stg 2	-	-	-	-	8.65	-
Follow-up Hdwy	-	-	3	-	3.1	3.1
Pot Cap-1 Maneuver	-	-	1008	-	669	833
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	1052	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1008	-	669	833
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	1052	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	669	-	-	1008	-	
HCM Lane V/C Ratio	0.04	-	-	-	-	
HCM Control Delay (s)	10.6	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

1: Greenridge Road & Stonehedge Drive

Existing Conditions

Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	47	75	24	22	0
Future Volume (vph)	0	47	75	24	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	15	15
Grade (%)		-2%	-3%		-4%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		356	601		828	
Travel Time (s)		6.9	11.7		22.6	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

1: Greenridge Road & Stonehedge Drive

Existing Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	47	75	24	22	0
Future Vol, veh/h	0	47	75	24	22	0
Conflicting Peds, #/hr	1	0	0	1	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, %	-	-2	-3	-	-4	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	54	86	28	25	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	115	0	0 155 101
Stage 1	-	-	- 101 -
Stage 2	-	-	- 54 -
Critical Hdwy	4.4	-	- 5.6 5.8
Critical Hdwy Stg 1	-	-	- 4.6 -
Critical Hdwy Stg 2	-	-	- 4.6 -
Follow-up Hdwy	3	-	- 3 3.1
Pot Cap-1 Maneuver	1093	-	- 1005 1030
Stage 1	-	-	- 1100 -
Stage 2	-	-	- 1145 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1092	-	- 1003 1029
Mov Cap-2 Maneuver	-	-	- 1003 -
Stage 1	-	-	- 1099 -
Stage 2	-	-	- 1144 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1092	-	-	-	1003
HCM Lane V/C Ratio	-	-	-	-	0.025
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

2: Styer Road & Greenridge Road

Existing Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	53	0	44	91	1	32
Future Volume (vph)	53	0	44	91	1	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	10
Grade (%)	-10%			10%	2%	
Link Speed (mph)	35			35	35	
Link Distance (ft)	115			786	165	
Travel Time (s)	2.2			15.3	3.2	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2: Styer Road & Greenridge Road

Existing Conditions

Timing Plan: PM Peak Hour

Intersection

Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	0	44	91	1	32
Future Vol, veh/h	53	0	44	91	1	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	56	0	46	96	1	34
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.4	7.9	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	3%	0%	33%
Vol Thru, %	0%	100%	67%
Vol Right, %	97%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	33	53	135
LT Vol	1	0	44
Through Vol	0	53	91
RT Vol	32	0	0
Lane Flow Rate	35	56	142
Geometry Grp	1	1	1
Degree of Util (X)	0.035	0.064	0.161
Departure Headway (Hd)	3.662	4.102	4.069
Convergence, Y/N	Yes	Yes	Yes
Cap	959	870	882
Service Time	1.755	2.14	2.089
HCM Lane V/C Ratio	0.036	0.064	0.161
HCM Control Delay	6.9	7.4	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.6

3: Krauser Road & Greenridge Road

Existing Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	76	8	17	127	10	13
Future Volume (vph)	76	8	17	127	10	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-7%			-3%	4%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	786			699	259	
Travel Time (s)	15.3			13.6	7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Krauser Road & Greenridge Road

Existing Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	8	17	127	10	13
Future Vol, veh/h	76	8	17	127	10	13
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, %	-7	-	-	-3	4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	0	0	1	0	0
Mvmt Flow	84	9	19	141	11	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	93
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1116
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1116
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	869	-	-	1116	-
HCM Lane V/C Ratio	0.029	-	-	0.017	-
HCM Control Delay (s)	9.3	-	-	8.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

4: Font Road & Greenridge Road/St. Andrews Lane

Existing Conditions

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	13	60	11	13	0	124	140	14	1	64	6
Future Volume (vph)	10	13	60	11	13	0	124	140	14	1	64	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		-2%			1%			-5%			1%	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1076			903			900			964	
Travel Time (s)		21.0			17.6			20.5			21.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	20%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

4: Font Road & Greenridge Road/St. Andrews Lane

Existing Conditions

Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	13	60	11	13	0	124	140	14	1	64	6
Future Vol, veh/h	10	13	60	11	13	0	124	140	14	1	64	6
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, %	-	-2	-	-	1	-	-	-5	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	0	0	0	1	0	0	0	0	20
Mvmt Flow	11	14	64	12	14	0	132	149	15	1	68	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	501	501	71	533	497	157	74	0	0	164	0	0
Stage 1	73	73	-	421	421	-	-	-	-	-	-	-
Stage 2	428	428	-	112	76	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.1	6.02	7.3	6.8	6.3	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	5.7	5.1	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.1	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3	4	3.1	3	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	578	502	1063	504	458	943	1133	-	-	1055	-	-
Stage 1	1102	845	-	681	579	-	-	-	-	-	-	-
Stage 2	724	617	-	1033	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	507	437	1063	417	399	943	1133	-	-	1055	-	-
Mov Cap-2 Maneuver	507	437	-	417	399	-	-	-	-	-	-	-
Stage 1	961	844	-	594	505	-	-	-	-	-	-	-
Stage 2	614	538	-	954	831	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		14.4		3.8		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	784	407	1055	-
HCM Lane V/C Ratio	0.116	-	-	0.113	0.063	0.001	-
HCM Control Delay (s)	8.6	0	-	10.2	14.4	8.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0.2	0	-

5: Milford Road & Kauser Road

Existing Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	46	64	9	17	20
Future Volume (vph)	25	46	64	9	17	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	16	16
Grade (%)		1%	-1%		2%	
Link Speed (mph)		40	40		25	
Link Distance (ft)		1442	2003		508	
Travel Time (s)		24.6	34.1		13.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	2%	0%	0%	6%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

5: Milford Road & Kauser Road

Existing Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
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Traffic Vol, veh/h	25	46	64	9	17	20
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Future Vol, veh/h	25	46	64	9	17	20
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
----------------	---	---	---	---	---	---

Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	1	-1	-	2	-
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Peak Hour Factor	96	96	96	96	96	96
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Heavy Vehicles, %	0	3	2	0	0	6
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Mvmt Flow	26	48	67	9	18	21
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	76	0	0
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Stage 1	-	-	-
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Stage 2	-	-	-
---------	---	---	---

Critical Hdwy	4.3	-	-
---------------	-----	---	---

Critical Hdwy Stg 1	-	-	-
---------------------	---	---	---

Critical Hdwy Stg 2	-	-	-
---------------------	---	---	---

Follow-up Hdwy	3	-	-
----------------	---	---	---

Pot Cap-1 Maneuver	1131	-	-
--------------------	------	---	---

Stage 1	-	-	-
---------	---	---	---

Stage 2	-	-	-
---------	---	---	---

Platoon blocked, %	-	-	-
--------------------	---	---	---

Mov Cap-1 Maneuver	1131	-	-
--------------------	------	---	---

Mov Cap-2 Maneuver	-	-	-
--------------------	---	---	---

Stage 1	-	-	-
---------	---	---	---

Stage 2	-	-	-
---------	---	---	---

Approach	EB	WB	SB
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HCM Control Delay, s	2.9	0	8.9
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HCM LOS			A
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1131	-	-	-	966
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HCM Lane V/C Ratio	0.023	-	-	-	0.04
--------------------	-------	---	---	---	------

HCM Control Delay (s)	8.3	0	-	-	8.9
-----------------------	-----	---	---	---	-----

HCM Lane LOS	A	A	-	-	A
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.1
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7: Greenridge Road & Site Driveway

Existing Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-2%	0%		0%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		1101	1076		881	
Travel Time (s)		21.4	21.0		24.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

7: Greenridge Road & Site Driveway

Existing Conditions

Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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, %	-	-2	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.3	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1199	-	-	-	1198	1160
Stage 1	-	-	-	-	1199	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1199	-	-	-	1198	1160
Mov Cap-2 Maneuver	-	-	-	-	1198	-
Stage 1	-	-	-	-	1199	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1199	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

8: Styer Road & Extension

Existing Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	33	44	0	0	20
Future Volume (vph)	10	33	44	0	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	10	10	12	12
Grade (%)		7%	2%		-15%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2939	165		120	
Travel Time (s)		57.3	3.2		3.3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

8: Styer Road & Extension

Existing Conditions

Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	33	44	0	0	20
Future Vol, veh/h	10	33	44	0	0	20
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, %	-	7	2	-	-15	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	46	62	0	0	28
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	62	0	-	0	136	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.3	-	-	-	4.4	5.2
Critical Hdwy Stg 1	-	-	-	-	2.4	-
Critical Hdwy Stg 2	-	-	-	-	2.4	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1143	-	-	-	1075	1090
Stage 1	-	-	-	-	1181	-
Stage 2	-	-	-	-	1178	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1143	-	-	-	1061	1090
Mov Cap-2 Maneuver	-	-	-	-	1061	-
Stage 1	-	-	-	-	1166	-
Stage 2	-	-	-	-	1178	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.9	0		8.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1143	-	-	-	1090	
HCM Lane V/C Ratio	0.012	-	-	-	0.026	
HCM Control Delay (s)	8.2	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

9: Extension & Greenridge Road

Existing Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	53	19	1	91	10	0
Future Volume (vph)	53	19	1	91	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	14	14
Grade (%)	-10%			-3%	15%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	601			115	120	
Travel Time (s)	11.7			2.2	3.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

9: Extension & Greenridge Road

Existing Conditions

Timing Plan: PM Peak Hour

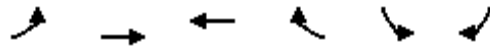
Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	19	1	91	10	0
Future Vol, veh/h	53	19	1	91	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-10	-	-	-3	15	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	58	21	1	100	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	171	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.3	-	9.4	7.7
Critical Hdwy Stg 1	-	-	-	-	8.4	-
Critical Hdwy Stg 2	-	-	-	-	8.4	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	1128	-	824	1032
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1128	-	823	1032
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	986	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		9.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	823	-	-	1128	-	
HCM Lane V/C Ratio	0.013	-	-	0.001	-	
HCM Control Delay (s)	9.4	-	-	8.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Base Conditions

1: Greenridge Road & Stonehedge Drive

2026 Base Conditions

Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	116	45	14	47	2
Future Volume (vph)	2	116	45	14	47	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	15	15
Grade (%)		-2%	-3%		-4%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		356	601		828	
Travel Time (s)		6.9	11.7		22.6	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	5%	15%	25%	4%	100%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

1: Greenridge Road & Stonehedge Drive

2026 Base Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 2

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 2 116 45 14 47 2

Future Vol, veh/h 2 116 45 14 47 2

Conflicting Peds, #/hr 1 0 0 1 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, % - -2 -3 - -4 -

Peak Hour Factor 79 79 79 79 79 79

Heavy Vehicles, % 0 5 15 25 4 100

Mvmt Flow 3 147 57 18 59 3

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 76 0 - 0 220 67

Stage 1 - - - - 67 -

Stage 2 - - - - 153 -

Critical Hdwy 4.4 - - - 5.64 5.9

Critical Hdwy Stg 1 - - - - 4.64 -

Critical Hdwy Stg 2 - - - - 4.64 -

Follow-up Hdwy 3 - - - 3 3.2

Pot Cap-1 Maneuver 1129 - - - 930 1038

Stage 1 - - - - 1132 -

Stage 2 - - - - 1049 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1128 - - - 925 1037

Mov Cap-2 Maneuver - - - - 925 -

Stage 1 - - - - 1127 -

Stage 2 - - - - 1048 -

Approach EB WB SB

HCM Control Delay, s 0.1 0 9.2

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1128 - - - 929

HCM Lane V/C Ratio 0.002 - - - 0.067

HCM Control Delay (s) 8.2 0 - - 9.2

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.2

2: Styer Road & Greenridge Road

2026 Base Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	126	0	25	38	0	43
Future Volume (vph)	126	0	25	38	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	10
Grade (%)	-10%			10%	2%	
Link Speed (mph)	35			35	35	
Link Distance (ft)	115			786	165	
Travel Time (s)	2.2			15.3	3.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	3%	0%	0%	5%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2: Styer Road & Greenridge Road

2026 Base Conditions

Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	126	0	25	38	0	43
Future Vol, veh/h	126	0	25	38	0	43
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	156	0	31	47	0	53
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	40%
Vol Thru, %	0%	100%	60%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	43	126	63
LT Vol	0	0	25
Through Vol	0	126	38
RT Vol	43	0	0
Lane Flow Rate	53	156	78
Geometry Grp	1	1	1
Degree of Util (X)	0.056	0.177	0.091
Departure Headway (Hd)	3.81	4.103	4.19
Convergence, Y/N	Yes	Yes	Yes
Cap	945	873	850
Service Time	1.81	2.139	2.242
HCM Lane V/C Ratio	0.056	0.179	0.092
HCM Control Delay	7	8	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	0.3

3: Krauser Road & Greenridge Road

2026 Base Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	152	14	4	48	12	23
Future Volume (vph)	152	14	4	48	12	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-7%			-3%	4%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	786			699	259	
Travel Time (s)	15.3			13.6	7.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	13%	0%	4%	14%	8%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Krauser Road & Greenridge Road

2026 Base Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	152	14	4	48	12	23
Future Vol, veh/h	152	14	4	48	12	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, %	-7	-	-	-3	4	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	13	0	4	14	8
Mvmt Flow	177	16	5	56	14	27

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	193
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1032
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1032
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	830	-	-	1032	-
HCM Lane V/C Ratio	0.049	-	-	0.005	-
HCM Control Delay (s)	9.6	-	-	8.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

4: Font Road & Greenridge Road/St. Andrews Lane

2026 Base Conditions

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	25	144	12	7	0	36	48	8	0	127	8
Future Volume (vph)	10	25	144	12	7	0	36	48	8	0	127	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		-2%			1%			-5%			1%	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1076			903			900			964	
Travel Time (s)		21.0			17.6			20.5			21.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	7%	2%	0%	0%	0%	5%	11%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

4: Font Road & Greenridge Road/St. Andrews Lane

2026 Base Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	25	144	12	7	0	36	48	8	0	127	8
Future Vol, veh/h	10	25	144	12	7	0	36	48	8	0	127	8
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, %	-	-2	-	-	1	-	-	-5	-	-	1	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	7	2	0	0	0	5	11	0	0	1	0
Mvmt Flow	11	28	164	14	8	0	41	55	9	0	144	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	295	295	149	387	295	60	153	0	0	64	0	0
Stage 1	149	149	-	142	142	-	-	-	-	-	-	-
Stage 2	146	146	-	245	153	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.17	6.02	7.3	6.8	6.3	4.4	-	-	4.3	-	-
Critical Hdwy Stg 1	5.7	5.17	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.17	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3	4.063	3.1	3	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	782	628	964	640	605	1073	1060	-	-	1142	-	-
Stage 1	1008	777	-	992	777	-	-	-	-	-	-	-
Stage 2	1011	779	-	864	768	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	750	603	964	497	581	1073	1060	-	-	1142	-	-
Mov Cap-2 Maneuver	750	603	-	497	581	-	-	-	-	-	-	-
Stage 1	968	777	-	952	746	-	-	-	-	-	-	-
Stage 2	960	748	-	691	768	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		12.2		3.3		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1060	-	-	877 525	1142	-	-
HCM Lane V/C Ratio	0.039	-	-	0.232 0.041	-	-	-
HCM Control Delay (s)	8.5	0	-	10.3 12.2	0	-	-
HCM Lane LOS	A	A	-	B B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9 0.1	0	-	-

5: Future Driveway/Kauser Road & Milford Road

2026 Base Conditions

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	57	4	5	79	12	12	0	5	10	1	61
Future Volume (vph)	10	57	4	5	79	12	12	0	5	10	1	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10	12	12	12	16	12	16
Grade (%)		1%			-1%			0%			2%	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1442			2003			524			508	
Travel Time (s)		24.6			34.1			14.3			13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	17%	11%	2%	2%	23%	14%	2%	2%	2%	0%	2%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

5: Future Driveway/Kauser Road & Milford Road

2026 Base Conditions

Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	57	4	5	79	12	12	0	5	10	1	61
Future Vol, veh/h	10	57	4	5	79	12	12	0	5	10	1	61
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, %	-	1	-	-	-1	-	-	0	-	-	2	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	17	11	2	2	23	14	2	2	2	0	2	6
Mvmt Flow	12	67	5	6	93	14	14	0	6	12	1	72
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	107	0	0	72	0	0	243	213	70	209	208	100
Stage 1	-	-	-	-	-	-	94	94	-	112	112	-
Stage 2	-	-	-	-	-	-	149	119	-	97	96	-
Critical Hdwy	4.4	-	-	4.4	-	-	7.12	6.52	6.22	7.5	6.92	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.5	5.92	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.5	5.92	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3	4.018	3.2	3	4.018	3.2
Pot Cap-1 Maneuver	1067	-	-	1097	-	-	820	684	1028	846	673	983
Stage 1	-	-	-	-	-	-	1063	817	-	1027	793	-
Stage 2	-	-	-	-	-	-	991	797	-	1048	807	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1067	-	-	1097	-	-	749	672	1028	830	661	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	672	-	830	661	-
Stage 1	-	-	-	-	-	-	1050	807	-	1015	788	-
Stage 2	-	-	-	-	-	-	912	792	-	1029	797	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.4			9.5			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	814	1067	-	-	1097	-	-	952				
HCM Lane V/C Ratio	0.025	0.011	-	-	0.005	-	-	0.089				
HCM Control Delay (s)	9.5	8.4	0	-	8.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3				

7: Greenridge Road & Site Driveway

2026 Base Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-2%	0%		0%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		1101	1076		881	
Travel Time (s)		21.4	21.0		24.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

7: Greenridge Road & Site Driveway

2026 Base Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h 0 0 0 0 0 0

Future Vol, veh/h 0 0 0 0 0 0

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, % - -2 0 - 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 0 0 0 0 0

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All 1 0 - 0 1 1

Stage 1 - - - - 1 -

Stage 2 - - - - 0 -

Critical Hdwy 4.3 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 3 - - - 3 3.1

Pot Cap-1 Maneuver 1199 - - - 1198 1160

Stage 1 - - - - 1199 -

Stage 2 - - - - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1199 - - - 1198 1160

Mov Cap-2 Maneuver - - - - 1198 -

Stage 1 - - - - 1199 -

Stage 2 - - - - - -

Approach	EB	WB	SB
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HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h) 1199 - - - -

HCM Lane V/C Ratio - - - -

HCM Control Delay (s) 0 - - - 0

HCM Lane LOS A - - - A

HCM 95th %tile Q(veh) 0 - - - -

8: Styer Road & Extension

2026 Base Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	42	26	0	0	43
Future Volume (vph)	21	42	26	0	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	10	10	12	12
Grade (%)		7%	2%		-15%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2939	165		120	
Travel Time (s)		57.3	3.2		3.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	33%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

8: Styer Road & Extension

2026 Base Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	21	42	26	0	0	43
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Future Vol, veh/h	21	42	26	0	0	43
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	7	2	-	-15	-
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Peak Hour Factor	83	83	83	83	83	83
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Heavy Vehicles, %	33	0	0	0	0	0
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Mvmt Flow	25	51	31	0	0	52
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	31	0	0	132	31
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Stage 1	-	-	-	31	-
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Stage 2	-	-	-	101	-
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Critical Hdwy	4.43	-	-	4.4	5.2
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Critical Hdwy Stg 1	-	-	-	2.4	-
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Critical Hdwy Stg 2	-	-	-	2.4	-
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Follow-up Hdwy	3.1	-	-	3	3.1
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Pot Cap-1 Maneuver	1133	-	-	1078	1125
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Stage 1	-	-	-	1191	-
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Stage 2	-	-	-	1170	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1133	-	-	1053	1125
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Mov Cap-2 Maneuver	-	-	-	1053	-
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Stage 1	-	-	-	1164	-
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Stage 2	-	-	-	1170	-
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Approach	EB	WB	SB
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HCM Control Delay, s	2.8	0	8.4
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HCM LOS			A
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1133	-	-	-	1125
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HCM Lane V/C Ratio	0.022	-	-	-	0.046
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HCM Control Delay (s)	8.2	0	-	-	8.4
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HCM Lane LOS	A	A	-	-	A
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.1
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9: Extension & Greenridge Road

2026 Base Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	126	43	0	38	21	0
Future Volume (vph)	126	43	0	38	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	14	14
Grade (%)	-10%			-3%	15%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	601			115	120	
Travel Time (s)	11.7			2.2	3.3	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	4%	4%	0%	0%	25%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

9: Extension & Greenridge Road

2026 Base Conditions

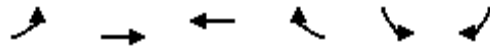
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	126	43	0	38	21	0
Future Vol, veh/h	126	43	0	38	21	0
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, %	-10	-	-	-3	15	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	4	4	0	0	25	0
Mvmt Flow	170	58	0	51	28	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	250	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.3	-	9.65	7.7
Critical Hdwy Stg 1	-	-	-	-	8.65	-
Critical Hdwy Stg 2	-	-	-	-	8.65	-
Follow-up Hdwy	-	-	3	-	3.1	3.1
Pot Cap-1 Maneuver	-	-	1003	-	660	826
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	1050	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1003	-	660	826
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	1050	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	660	-	-	1003	-	
HCM Lane V/C Ratio	0.043	-	-	-	-	
HCM Control Delay (s)	10.7	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

1: Greenridge Road & Stonehedge Drive

2026 Base Conditions

Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	48	77	25	23	0
Future Volume (vph)	0	48	77	25	23	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	15	15
Grade (%)		-2%	-3%		-4%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		356	601		828	
Travel Time (s)		6.9	11.7		22.6	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

1: Greenridge Road & Stonehedge Drive

2026 Base Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h 0 48 77 25 23 0

Future Vol, veh/h 0 48 77 25 23 0

Conflicting Peds, #/hr 1 0 0 1 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, % - -2 -3 - -4 -

Peak Hour Factor 87 87 87 87 87 87

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 0 55 89 29 26 0

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All 119 0 - 0 160 105

Stage 1 - - - - 105 -

Stage 2 - - - - 55 -

Critical Hdwy 4.4 - - - 5.6 5.8

Critical Hdwy Stg 1 - - - - 4.6 -

Critical Hdwy Stg 2 - - - - 4.6 -

Follow-up Hdwy 3 - - - 3 3.1

Pot Cap-1 Maneuver 1090 - - - 999 1026

Stage 1 - - - - 1096 -

Stage 2 - - - - 1144 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1089 - - - 997 1025

Mov Cap-2 Maneuver - - - - 997 -

Stage 1 - - - - 1095 -

Stage 2 - - - - 1143 -

Approach	EB	WB	SB
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HCM Control Delay, s 0 0 8.7

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h) 1089 - - - 997

HCM Lane V/C Ratio - - - - 0.027

HCM Control Delay (s) 0 - - - 8.7

HCM Lane LOS A - - - A

HCM 95th %tile Q(veh) 0 - - - 0.1

2: Styer Road & Greenridge Road

2026 Base Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	0	45	94	1	33
Future Volume (vph)	55	0	45	94	1	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	10
Grade (%)	-10%			10%	2%	
Link Speed (mph)	35			35	35	
Link Distance (ft)	115			786	165	
Travel Time (s)	2.2			15.3	3.2	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2: Styer Road & Greenridge Road

2026 Base Conditions

Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	0	45	94	1	33
Future Vol, veh/h	55	0	45	94	1	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	58	0	47	99	1	35
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.4	7.9	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	3%	0%	32%
Vol Thru, %	0%	100%	68%
Vol Right, %	97%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	34	55	139
LT Vol	1	0	45
Through Vol	0	55	94
RT Vol	33	0	0
Lane Flow Rate	36	58	146
Geometry Grp	1	1	1
Degree of Util (X)	0.036	0.066	0.165
Departure Headway (Hd)	3.671	4.107	4.071
Convergence, Y/N	Yes	Yes	Yes
Cap	957	870	882
Service Time	1.765	2.145	2.092
HCM Lane V/C Ratio	0.038	0.067	0.166
HCM Control Delay	6.9	7.4	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.6

3: Krauser Road & Greenridge Road

2026 Base Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	78	8	18	131	10	14
Future Volume (vph)	78	8	18	131	10	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-7%			-3%	4%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	786			699	259	
Travel Time (s)	15.3			13.6	7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Krauser Road & Greenridge Road

2026 Base Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	8	18	131	10	14
Future Vol, veh/h	78	8	18	131	10	14
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, %	-7	-	-	-3	4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	0	0	1	0	0
Mvmt Flow	87	9	20	146	11	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	96
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1113
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1113
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	864	-	-	1113	-
HCM Lane V/C Ratio	0.031	-	-	0.018	-
HCM Control Delay (s)	9.3	-	-	8.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

4: Font Road & Greenridge Road/St. Andrews Lane

2026 Base Conditions

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	13	62	11	13	0	128	154	14	1	81	6
Future Volume (vph)	11	13	62	11	13	0	128	154	14	1	81	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		-2%			1%			-5%			1%	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1076			903			900			964	
Travel Time (s)		21.0			17.6			20.5			21.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	20%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

4: Font Road & Greenridge Road/St. Andrews Lane

2026 Base Conditions

Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	13	62	11	13	0	128	154	14	1	81	6
Future Vol, veh/h	11	13	62	11	13	0	128	154	14	1	81	6
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, %	-	-2	-	-	1	-	-	-5	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	0	0	0	1	0	0	0	0	20
Mvmt Flow	12	14	66	12	14	0	136	164	15	1	86	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	542	542	89	575	538	172	92	0	0	179	0	0
Stage 1	91	91	-	444	444	-	-	-	-	-	-	-
Stage 2	451	451	-	131	94	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.1	6.02	7.3	6.8	6.3	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	5.7	5.1	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.1	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3	4	3.1	3	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	544	478	1040	471	433	925	1117	-	-	1043	-	-
Stage 1	1079	832	-	660	565	-	-	-	-	-	-	-
Stage 2	705	604	-	1007	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	474	413	1040	385	374	925	1117	-	-	1043	-	-
Mov Cap-2 Maneuver	474	413	-	385	374	-	-	-	-	-	-	-
Stage 1	933	831	-	571	489	-	-	-	-	-	-	-
Stage 2	593	522	-	927	816	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		15.2		3.7		0.1					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1117	-	-	752	379	1043	-	-				
HCM Lane V/C Ratio	0.122	-	-	0.122	0.067	0.001	-	-				
HCM Control Delay (s)	8.7	0	-	10.4	15.2	8.5	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0.2	0	-	-				

5: Future Driveway/Kauser Road & Milford Road

2026 Base Conditions

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	64	8	9	86	9	9	1	3	18	0	21
Future Volume (vph)	26	64	8	9	86	9	9	1	3	18	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10	12	12	12	16	12	16
Grade (%)		1%			-1%			0%			2%	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1442			2003			577			508	
Travel Time (s)		24.6			34.1			15.7			13.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	2%	2%	2%	0%	2%	2%	2%	0%	2%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

5: Future Driveway/Kauser Road & Milford Road

2026 Base Conditions

Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	64	8	9	86	9	9	1	3	18	0	21
Future Vol, veh/h	26	64	8	9	86	9	9	1	3	18	0	21
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, %	-	1	-	-	-1	-	-	0	-	-	2	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	2	2	2	0	2	2	2	0	2	6
Mvmt Flow	27	67	8	9	90	9	9	1	3	19	0	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	75	0	0	249	242	71	240	242	95
Stage 1	-	-	-	-	-	-	125	125	-	113	113	-
Stage 2	-	-	-	-	-	-	124	117	-	127	129	-
Critical Hdwy	4.3	-	-	4.3	-	-	7.12	6.52	6.22	7.5	6.92	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.5	5.92	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.5	5.92	-
Follow-up Hdwy	3	-	-	3	-	-	3	4.018	3.2	3	4.018	3.2
Pot Cap-1 Maneuver	1111	-	-	1132	-	-	812	660	1027	803	642	989
Stage 1	-	-	-	-	-	-	1022	792	-	1025	792	-
Stage 2	-	-	-	-	-	-	1023	799	-	1005	778	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1111	-	-	1132	-	-	774	638	1027	780	621	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	774	638	-	780	621	-
Stage 1	-	-	-	-	-	-	996	772	-	999	786	-
Stage 2	-	-	-	-	-	-	992	793	-	976	759	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0.7			9.5			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	807	1111	-	-	1132	-	-	880				
HCM Lane V/C Ratio	0.017	0.024	-	-	0.008	-	-	0.046				
HCM Control Delay (s)	9.5	8.3	0	-	8.2	0	-	9.3				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1				

7: Greenridge Road & Site Driveway

2026 Base Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-2%	0%		0%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		1101	1076		881	
Travel Time (s)		21.4	21.0		24.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

7: Greenridge Road & Site Driveway

2026 Base Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 0 0 0 0 0 0

Future Vol, veh/h 0 0 0 0 0 0

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, % - -2 0 - 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 0 0 0 0 0

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All 1 0 - 0 1 1

Stage 1 - - - - 1 -

Stage 2 - - - - 0 -

Critical Hdwy 4.3 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 3 - - - 3 3.1

Pot Cap-1 Maneuver 1199 - - - 1198 1160

Stage 1 - - - - 1199 -

Stage 2 - - - - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1199 - - - 1198 1160

Mov Cap-2 Maneuver - - - - 1198 -

Stage 1 - - - - 1199 -

Stage 2 - - - - - -

Approach	EB	WB	SB
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HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 1199 - - - -

HCM Lane V/C Ratio - - - -

HCM Control Delay (s) 0 - - - 0

HCM Lane LOS A - - - A

HCM 95th %tile Q(veh) 0 - - - -

8: Styer Road & Extension

2026 Base Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	34	45	0	0	21
Future Volume (vph)	10	34	45	0	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	10	10	12	12
Grade (%)		7%	2%		-15%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2939	165		120	
Travel Time (s)		57.3	3.2		3.3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

8: Styer Road & Extension

2026 Base Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	34	45	0	0	21
Future Vol, veh/h	10	34	45	0	0	21
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, %	-	7	2	-	-15	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	48	63	0	0	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	63	0	139
Stage 1	-	-	63
Stage 2	-	-	76
Critical Hdwy	4.3	-	4.4
Critical Hdwy Stg 1	-	-	2.4
Critical Hdwy Stg 2	-	-	2.4
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	1142	-	1072
Stage 1	-	-	1181
Stage 2	-	-	1177
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1142	-	1058
Mov Cap-2 Maneuver	-	-	1058
Stage 1	-	-	1166
Stage 2	-	-	1177

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1142	-	-	-	1089
HCM Lane V/C Ratio	0.012	-	-	-	0.027
HCM Control Delay (s)	8.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

9: Extension & Greenridge Road

2026 Base Conditions

Timing Plan: PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	
Traffic Volume (vph)	55	20	1	94	10	0
Future Volume (vph)	55	20	1	94	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	14	14
Grade (%)	-10%			-3%	15%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	601			115	120	
Travel Time (s)	11.7			2.2	3.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

9: Extension & Greenridge Road

2026 Base Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 0.6

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 55 20 1 94 10 0

Future Vol, veh/h 55 20 1 94 10 0

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, % -10 - - -3 15 -

Peak Hour Factor 91 91 91 91 91 91

Heavy Vehicles, % 2 0 0 0 0 0

Mvmt Flow 60 22 1 103 11 0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 82 0 176 71

Stage 1 - - - - 71 -

Stage 2 - - - - 105 -

Critical Hdwy - - 4.3 - 9.4 7.7

Critical Hdwy Stg 1 - - - - 8.4 -

Critical Hdwy Stg 2 - - - - 8.4 -

Follow-up Hdwy - - 3 - 3 3.1

Pot Cap-1 Maneuver - - 1126 - 815 1028

Stage 1 - - - - 1047 -

Stage 2 - - - - 981 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 1126 - 814 1028

Mov Cap-2 Maneuver - - - - 814 -

Stage 1 - - - - 1047 -

Stage 2 - - - - 980 -

Approach EB WB NB

HCM Control Delay, s 0 0.1 9.5

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 814 - - 1126 -

HCM Lane V/C Ratio 0.014 - - 0.001 -

HCM Control Delay (s) 9.5 - - 8.2 0

HCM Lane LOS A - - A A

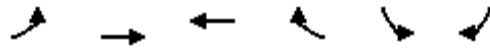
HCM 95th %tile Q(veh) 0 - - 0 -

Projected Conditions

1: Greenridge Road & Stonehedge Drive

2026 Projected Conditions

Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	116	45	15	52	7
Future Volume (vph)	4	116	45	15	52	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	15	15
Grade (%)		-2%	-3%		-4%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		356	601		828	
Travel Time (s)		6.9	11.7		22.6	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	5%	15%	25%	4%	100%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

1: Greenridge Road & Stonehedge Drive

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 4 116 45 15 52 7

Future Vol, veh/h 4 116 45 15 52 7

Conflicting Peds, #/hr 1 0 0 1 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, % - -2 -3 - -4 -

Peak Hour Factor 79 79 79 79 79 79

Heavy Vehicles, % 0 5 15 25 4 100

Mvmt Flow 5 147 57 19 66 9

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All 77 0 - 0 225 68

Stage 1 - - - - 68 -

Stage 2 - - - - 157 -

Critical Hdwy 4.4 - - - 5.64 5.9

Critical Hdwy Stg 1 - - - - 4.64 -

Critical Hdwy Stg 2 - - - - 4.64 -

Follow-up Hdwy 3 - - - 3 3.2

Pot Cap-1 Maneuver 1128 - - - 925 1037

Stage 1 - - - - 1131 -

Stage 2 - - - - 1046 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1127 - - - 919 1036

Mov Cap-2 Maneuver - - - - 919 -

Stage 1 - - - - 1124 -

Stage 2 - - - - 1045 -

Approach	EB	WB	SB
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HCM Control Delay, s 0.3 0 9.2

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h) 1127 - - - 931

HCM Lane V/C Ratio 0.004 - - - 0.08

HCM Control Delay (s) 8.2 0 - - 9.2

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.3

2: Styer Road & Greenridge Road

2026 Projected Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	129	0	27	39	0	44
Future Volume (vph)	129	0	27	39	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	10
Grade (%)	-10%			10%	2%	
Link Speed (mph)	35			35	35	
Link Distance (ft)	115			786	165	
Travel Time (s)	2.2			15.3	3.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	3%	0%	0%	5%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2: Styer Road & Greenridge Road

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection

Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	0	27	39	0	44
Future Vol, veh/h	129	0	27	39	0	44
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	159	0	33	48	0	54
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	7.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	0%	0%	41%
Vol Thru, %	0%	100%	59%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	44	129	66
LT Vol	0	0	27
Through Vol	0	129	39
RT Vol	44	0	0
Lane Flow Rate	54	159	81
Geometry Grp	1	1	1
Degree of Util (X)	0.058	0.182	0.095
Departure Headway (Hd)	3.827	4.107	4.198
Convergence, Y/N	Yes	Yes	Yes
Cap	941	871	848
Service Time	1.827	2.147	2.252
HCM Lane V/C Ratio	0.057	0.183	0.096
HCM Control Delay	7.1	8.1	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.7	0.3

3: Krauser Road & Greenridge Road

2026 Projected Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	153	17	7	50	13	24
Future Volume (vph)	153	17	7	50	13	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-7%			-3%	4%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	786			699	259	
Travel Time (s)	15.3			13.6	7.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	13%	0%	4%	14%	8%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Krauser Road & Greenridge Road

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	17	7	50	13	24
Future Vol, veh/h	153	17	7	50	13	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, %	-7	-	-	-3	4	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	13	0	4	14	8
Mvmt Flow	178	20	8	58	15	28

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	198
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1028
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1028
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	1028	-
HCM Lane V/C Ratio	0.052	-	-	0.008	-
HCM Control Delay (s)	9.6	-	-	8.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

4: Font Road & Greenridge Road/St. Andrews Lane

2026 Projected Conditions

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	27	161	12	8	0	42	48	8	0	127	10
Future Volume (vph)	17	27	161	12	8	0	42	48	8	0	127	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		-2%			1%			-5%			1%	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1076			903			900			964	
Travel Time (s)		21.0			17.6			20.5			21.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	7%	2%	0%	0%	0%	5%	11%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

4: Font Road & Greenridge Road/St. Andrews Lane

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	27	161	12	8	0	42	48	8	0	127	10
Future Vol, veh/h	17	27	161	12	8	0	42	48	8	0	127	10
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, %	-	-2	-	-	1	-	-	-5	-	-	1	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	7	2	0	0	0	5	11	0	0	1	0
Mvmt Flow	19	31	183	14	9	0	48	55	9	0	144	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	310	310	150	413	311	60	155	0	0	64	0	0
Stage 1	150	150	-	156	156	-	-	-	-	-	-	-
Stage 2	160	160	-	257	155	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.17	6.02	7.3	6.8	6.3	4.4	-	-	4.3	-	-
Critical Hdwy Stg 1	5.7	5.17	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.17	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3	4.063	3.1	3	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	765	617	963	614	592	1073	1058	-	-	1142	-	-
Stage 1	1007	777	-	974	766	-	-	-	-	-	-	-
Stage 2	995	770	-	850	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	728	588	963	461	564	1073	1058	-	-	1142	-	-
Mov Cap-2 Maneuver	728	588	-	461	564	-	-	-	-	-	-	-
Stage 1	960	777	-	928	730	-	-	-	-	-	-	-
Stage 2	936	734	-	661	767	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		12.6		3.7		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1058	-	-	867	497	1142	-	-				
HCM Lane V/C Ratio	0.045	-	-	0.269	0.046	-	-	-				
HCM Control Delay (s)	8.6	0	-	10.7	12.6	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.1	0	-	-				

5: Future Driveway/Kauser Road & Milford Road

2026 Projected Conditions

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	57	4	5	79	12	12	0	5	10	1	67
Future Volume (vph)	12	57	4	5	79	12	12	0	5	10	1	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10	12	12	12	16	12	16
Grade (%)		1%			-1%			0%			2%	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1442			2003			524			508	
Travel Time (s)		24.6			34.1			14.3			13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	17%	11%	2%	2%	23%	14%	2%	2%	2%	0%	2%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

5: Future Driveway/Kauser Road & Milford Road

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	57	4	5	79	12	12	0	5	10	1	67
Future Vol, veh/h	12	57	4	5	79	12	12	0	5	10	1	67
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, %	-	1	-	-	-1	-	-	0	-	-	2	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	17	11	2	2	23	14	2	2	2	0	2	6
Mvmt Flow	14	67	5	6	93	14	14	0	6	12	1	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	107	0	0	72	0	0	250	217	70	213	212	100
Stage 1	-	-	-	-	-	-	98	98	-	112	112	-
Stage 2	-	-	-	-	-	-	152	119	-	101	100	-
Critical Hdwy	4.4	-	-	4.4	-	-	7.12	6.52	6.22	7.5	6.92	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.5	5.92	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.5	5.92	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3	4.018	3.2	3	4.018	3.2
Pot Cap-1 Maneuver	1067	-	-	1097	-	-	811	681	1028	840	669	983
Stage 1	-	-	-	-	-	-	1058	814	-	1027	793	-
Stage 2	-	-	-	-	-	-	987	797	-	1043	803	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1067	-	-	1097	-	-	734	667	1028	822	656	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	667	-	822	656	-
Stage 1	-	-	-	-	-	-	1043	803	-	1013	788	-
Stage 2	-	-	-	-	-	-	901	792	-	1023	792	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.4	9.6	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	801	1067	-	-	1097	-	-	953
HCM Lane V/C Ratio	0.025	0.013	-	-	0.005	-	-	0.096
HCM Control Delay (s)	9.6	8.4	0	-	8.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

6: Greenridge Road & Site Driveway

2026 Projected Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	174	54	9	26	5
Future Volume (vph)	2	174	54	9	26	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-2%	0%		0%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		1101	1076		881	
Travel Time (s)		21.4	21.0		24.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

6: Greenridge Road & Site Driveway

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	174	54	9	26	5
Future Vol, veh/h	2	174	54	9	26	5
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, %	-	-2	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	189	59	10	28	5
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	69	0	-	0	257	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.3	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1137	-	-	-	843	1069
Stage 1	-	-	-	-	1119	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1137	-	-	-	841	1069
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	1117	-
Stage 2	-	-	-	-	972	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		9.3		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1137	-	-	-	871	
HCM Lane V/C Ratio	0.002	-	-	-	0.039	
HCM Control Delay (s)	8.2	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

7: Site Driveway & Stonehedge Drive

2026 Projected Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	15	3	0	48	10	0
Future Volume (vph)	15	3	0	48	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	1086			335	499	
Travel Time (s)	29.6			9.1	13.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

7: Site Driveway & Stonehedge Drive

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	3	0	48	10	0
Future Vol, veh/h	15	3	0	48	10	0
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	16	3	0	52	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	19
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1182
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1182
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1090	-	-	1182	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	8.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

8: Styer Road & Extension

2026 Projected Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	43	28	0	0	45
Future Volume (vph)	21	43	28	0	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	10	10	12	12
Grade (%)		7%	2%		-15%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2939	165		120	
Travel Time (s)		57.3	3.2		3.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	33%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

8: Styer Road & Extension

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 21 43 28 0 0 45

Future Vol, veh/h 21 43 28 0 0 45

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, % - 7 2 - -15 -

Peak Hour Factor 83 83 83 83 83 83

Heavy Vehicles, % 33 0 0 0 0 0

Mvmt Flow 25 52 34 0 0 54

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All 34 0 - 0 136 34

Stage 1 - - - - 34 -

Stage 2 - - - - 102 -

Critical Hdwy 4.43 - - - 4.4 5.2

Critical Hdwy Stg 1 - - - - 2.4 -

Critical Hdwy Stg 2 - - - - 2.4 -

Follow-up Hdwy 3.1 - - - 3 3.1

Pot Cap-1 Maneuver 1130 - - - 1075 1122

Stage 1 - - - - 1190 -

Stage 2 - - - - 1169 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1130 - - - 1050 1122

Mov Cap-2 Maneuver - - - - 1050 -

Stage 1 - - - - 1163 -

Stage 2 - - - - 1169 -

Approach	EB	WB	SB
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HCM Control Delay, s 2.7 0 8.4

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h) 1130 - - - 1122

HCM Lane V/C Ratio 0.022 - - - 0.048

HCM Control Delay (s) 8.3 0 - - 8.4

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0.1 - - - 0.2

9: Extension & Greenridge Road

2026 Projected Conditions

Timing Plan: AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	129	45	0	39	21	0
Future Volume (vph)	129	45	0	39	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	14	14
Grade (%)	-10%			-3%	15%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	601			115	120	
Travel Time (s)	11.7			2.2	3.3	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	4%	4%	0%	0%	25%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

9: Extension & Greenridge Road

2026 Projected Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	45	0	39	21	0
Future Vol, veh/h	129	45	0	39	21	0
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, %	-10	-	-	-3	15	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	4	4	0	0	25	0
Mvmt Flow	174	61	0	53	28	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	235
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	998
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	998
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

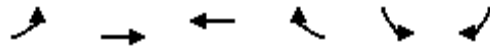
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	649	-	-	998	-
HCM Lane V/C Ratio	0.044	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

1: Greenridge Road & Stonehedge Drive

2026 Projected Conditions

Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	48	77	30	26	3
Future Volume (vph)	6	48	77	30	26	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	15	15
Grade (%)		-2%	-3%		-4%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		356	601		828	
Travel Time (s)		6.9	11.7		22.6	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

1: Greenridge Road & Stonehedge Drive

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1.6

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 6 48 77 30 26 3

Future Vol, veh/h 6 48 77 30 26 3

Conflicting Peds, #/hr 1 0 0 1 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, % - -2 -3 - -4 -

Peak Hour Factor 87 87 87 87 87 87

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 7 55 89 34 30 3

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 124 0 - 0 176 107

Stage 1 - - - - 107 -

Stage 2 - - - - 69 -

Critical Hdwy 4.4 - - - 5.6 5.8

Critical Hdwy Stg 1 - - - - 4.6 -

Critical Hdwy Stg 2 - - - - 4.6 -

Follow-up Hdwy 3 - - - 3 3.1

Pot Cap-1 Maneuver 1085 - - - 981 1023

Stage 1 - - - - 1094 -

Stage 2 - - - - 1131 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1084 - - - 972 1022

Mov Cap-2 Maneuver - - - - 972 -

Stage 1 - - - - 1085 -

Stage 2 - - - - 1130 -

Approach EB WB SB

HCM Control Delay, s 0.9 0 8.8

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1084 - - - 977

HCM Lane V/C Ratio 0.006 - - - 0.034

HCM Control Delay (s) 8.3 0 - - 8.8

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.1

2: Styer Road & Greenridge Road

2026 Projected Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	57	0	47	97	1	35
Future Volume (vph)	57	0	47	97	1	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	10
Grade (%)	-10%			10%	2%	
Link Speed (mph)	35			35	35	
Link Distance (ft)	115			786	165	
Travel Time (s)	2.2			15.3	3.2	
Confl. Peds. (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2: Styer Road & Greenridge Road

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	0	47	97	1	35
Future Vol, veh/h	57	0	47	97	1	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	60	0	49	102	1	37
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	8	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	3%	0%	33%
Vol Thru, %	0%	100%	67%
Vol Right, %	97%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	36	57	144
LT Vol	1	0	47
Through Vol	0	57	97
RT Vol	35	0	0
Lane Flow Rate	38	60	152
Geometry Grp	1	1	1
Degree of Util (X)	0.04	0.069	0.172
Departure Headway (Hd)	3.783	4.115	4.077
Convergence, Y/N	Yes	Yes	Yes
Cap	952	866	879
Service Time	1.783	2.159	2.103
HCM Lane V/C Ratio	0.04	0.069	0.173
HCM Control Delay	6.9	7.5	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.6

3: Krauser Road & Greenridge Road

2026 Projected Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	80	10	20	133	13	17
Future Volume (vph)	80	10	20	133	13	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-7%			-3%	4%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	786			699	259	
Travel Time (s)	15.3			13.6	7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Krauser Road & Greenridge Road

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	10	20	133	13	17
Future Vol, veh/h	80	10	20	133	13	17
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, %	-7	-	-	-3	4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	0	0	1	0	0
Mvmt Flow	89	11	22	148	14	19
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	287	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	-	-	4.3	-	7.2	6.6
Critical Hdwy Stg 1	-	-	-	-	6.2	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	-	-	3	-	3.1	3.2
Pot Cap-1 Maneuver	-	-	1110	-	738	986
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1110	-	722	986
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	885	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		9.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	851	-	-	1110	-	
HCM Lane V/C Ratio	0.039	-	-	0.02	-	
HCM Control Delay (s)	9.4	-	-	8.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

4: Font Road & Greenridge Road/St. Andrews Lane

2026 Projected Conditions

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	14	74	11	15	0	148	154	14	1	81	13
Future Volume (vph)	15	14	74	11	15	0	148	154	14	1	81	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		-2%			1%			-5%			1%	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1076			903			900			964	
Travel Time (s)		21.0			17.6			20.5			21.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	20%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

4: Font Road & Greenridge Road/St. Andrews Lane

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	14	74	11	15	0	148	154	14	1	81	13
Future Vol, veh/h	15	14	74	11	15	0	148	154	14	1	81	13
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, %	-	-2	-	-	1	-	-	-5	-	-	1	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	0	0	0	1	0	0	0	0	20
Mvmt Flow	16	15	79	12	16	0	157	164	15	1	86	14
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	589	588	93	628	588	172	100	0	0	179	0	0
Stage 1	95	95	-	486	486	-	-	-	-	-	-	-
Stage 2	494	493	-	142	102	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.1	6.02	7.3	6.8	6.3	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	5.7	5.1	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.1	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3	4	3.1	3	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	507	453	1034	431	404	925	1110	-	-	1043	-	-
Stage 1	1074	829	-	623	540	-	-	-	-	-	-	-
Stage 2	670	581	-	992	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	430	381	1034	340	340	925	1110	-	-	1043	-	-
Mov Cap-2 Maneuver	430	381	-	340	340	-	-	-	-	-	-	-
Stage 1	905	828	-	525	455	-	-	-	-	-	-	-
Stage 2	545	490	-	899	809	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.9		16.5		4.1		0.1					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1110	-	-	719	340	1043	-	-				
HCM Lane V/C Ratio	0.142	-	-	0.152	0.081	0.001	-	-				
HCM Control Delay (s)	8.8	0	-	10.9	16.5	8.5	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.5	-	-	0.5	0.3	0	-	-				

5: Future Driveway/Kauser Road & Milford Road

2026 Projected Conditions

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	64	8	9	86	9	9	1	3	18	0	25
Future Volume (vph)	32	64	8	9	86	9	9	1	3	18	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10	12	12	12	16	12	16
Grade (%)		1%			-1%			0%			2%	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1442			2003			577			508	
Travel Time (s)		24.6			34.1			15.7			13.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	2%	2%	2%	0%	2%	2%	2%	0%	2%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

5: Future Driveway/Kauser Road & Milford Road

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	64	8	9	86	9	9	1	3	18	0	25
Future Vol, veh/h	32	64	8	9	86	9	9	1	3	18	0	25
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, %	-	1	-	-	-1	-	-	0	-	-	2	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	2	2	2	0	2	2	2	0	2	6
Mvmt Flow	33	67	8	9	90	9	9	1	3	19	0	26
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	75	0	0	263	254	71	252	254	95
Stage 1	-	-	-	-	-	-	137	137	-	113	113	-
Stage 2	-	-	-	-	-	-	126	117	-	139	141	-
Critical Hdwy	4.3	-	-	4.3	-	-	7.12	6.52	6.22	7.5	6.92	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.5	5.92	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.5	5.92	-
Follow-up Hdwy	3	-	-	3	-	-	3	4.018	3.2	3	4.018	3.2
Pot Cap-1 Maneuver	1111	-	-	1132	-	-	794	650	1027	787	631	989
Stage 1	-	-	-	-	-	-	1006	783	-	1025	792	-
Stage 2	-	-	-	-	-	-	1020	799	-	989	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1111	-	-	1132	-	-	750	625	1027	760	606	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	750	625	-	760	606	-
Stage 1	-	-	-	-	-	-	975	759	-	993	786	-
Stage 2	-	-	-	-	-	-	985	793	-	954	744	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0.7			9.7			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	787	1111	-	-	1132	-	-	878				
HCM Lane V/C Ratio	0.017	0.03	-	-	0.008	-	-	0.051				
HCM Control Delay (s)	9.7	8.3	0	-	8.2	0	-	9.3				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2				

6: Greenridge Road & Site Driveway

2026 Projected Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	93	148	29	17	4
Future Volume (vph)	5	93	148	29	17	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-2%	0%		0%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		1101	1076		881	
Travel Time (s)		21.4	21.0		24.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

6: Greenridge Road & Site Driveway

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	93	148	29	17	4
Future Vol, veh/h	5	93	148	29	17	4
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, %	-	-2	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	101	161	32	18	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	193	0	-	0	288	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	4.3	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1032	-	-	-	808	922
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1063	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1032	-	-	-	804	922
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	1063	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		9.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1032	-	-	-	824	
HCM Lane V/C Ratio	0.005	-	-	-	0.028	
HCM Control Delay (s)	8.5	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

7: Site Driveway & Stonehedge Drive

2026 Projected Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	25	11	0	23	6	0
Future Volume (vph)	25	11	0	23	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	1088			391	532	
Travel Time (s)	29.7			10.7	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

7: Site Driveway & Stonehedge Drive

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	11	0	23	6	0
Future Vol, veh/h	25	11	0	23	6	0
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	27	12	0	25	7	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	39
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1164
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1164
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1108	-	-	1164	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

8: Styer Road & Extension

2026 Projected Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	36	47	0	0	22
Future Volume (vph)	12	36	47	0	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	10	10	12	12
Grade (%)		7%	2%		-15%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2939	165		120	
Travel Time (s)		57.3	3.2		3.3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

8: Styer Road & Extension

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	36	47	0	0	22
Future Vol, veh/h	12	36	47	0	0	22
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, %	-	7	2	-	-15	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	51	66	0	0	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	66	0	0 151 66
Stage 1	-	-	- - 66 -
Stage 2	-	-	- - 85 -
Critical Hdwy	4.3	-	- - 4.4 5.2
Critical Hdwy Stg 1	-	-	- - 2.4 -
Critical Hdwy Stg 2	-	-	- - 2.4 -
Follow-up Hdwy	3	-	- - 3 3.1
Pot Cap-1 Maneuver	1140	-	- - 1062 1086
Stage 1	-	-	- - 1180 -
Stage 2	-	-	- - 1175 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1140	-	- - 1046 1086
Mov Cap-2 Maneuver	-	-	- - 1046 -
Stage 1	-	-	- - 1162 -
Stage 2	-	-	- - 1175 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1140	-	-	-	1086
HCM Lane V/C Ratio	0.015	-	-	-	0.029
HCM Control Delay (s)	8.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

9: Extension & Greenridge Road

2026 Projected Conditions

Timing Plan: PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	57	21	1	97	12	0
Future Volume (vph)	57	21	1	97	12	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	14	14
Grade (%)	-10%			-3%	15%	
Link Speed (mph)	35			35	25	
Link Distance (ft)	601			115	120	
Travel Time (s)	11.7			2.2	3.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

9: Extension & Greenridge Road

2026 Projected Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	21	1	97	12	0
Future Vol, veh/h	57	21	1	97	12	0
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, %	-10	-	-	-3	15	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	63	23	1	107	13	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	86
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1122
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1122
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	800	-	-	1122	-
HCM Lane V/C Ratio	0.016	-	-	0.001	-
HCM Control Delay (s)	9.6	-	-	8.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX D:

Auxiliary Turn Lane Warrant Analyses

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Upper Uwchlan Township County: Chester County PennDOT Engineering District: 6	Analysis Date: 8/5/2021 Conducted By: SL Checked By: Agency/Company Name: Traffic Planning and Design, Inc.
Intersection & Approach Description: Greenridge Road & Site Driveway	
Analysis Period: 2026 Projected Design Hour: AM Peak Hour Intersection Control: Unsignalized Posted Speed Limit (MPH): 35 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	2	2.0%	3
	Through	-	174	2.0%	176
	Right	Yes	0	2.0%	0
Opposing	Left	Yes	0	2.0%	0
	Through	-	54	2.0%	55
	Right	Yes	9	2.0%	10
Advancing Volume: 179 Opposing Volume: 65 Left Turn Volume: 3 % Left Turns in Advancing Volume: 1.68%					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	54	2.0%	N/A
	Right	-	9	2.0%	N/A
Advancing Volume: N/A Right Turn Volume: N/A					

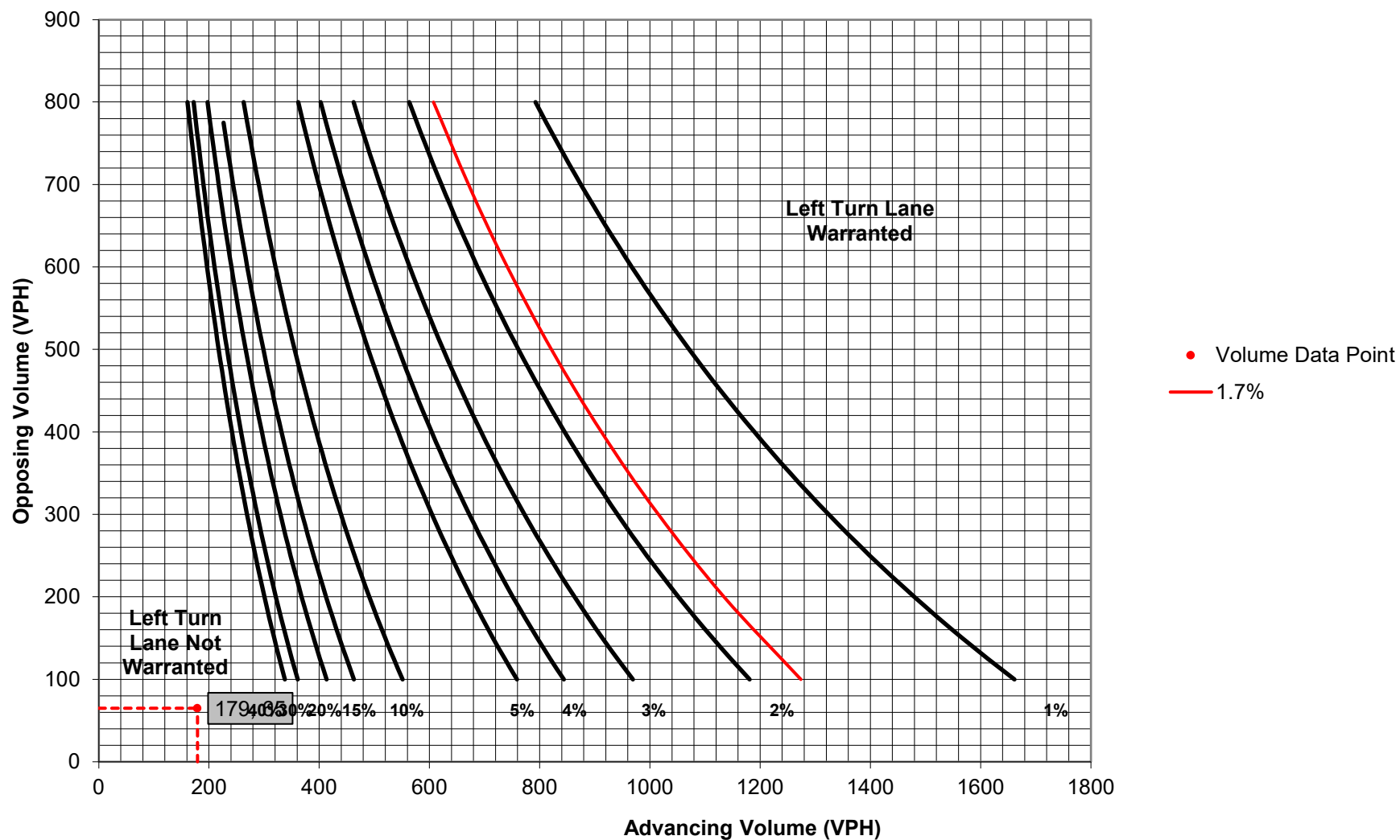
TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: Figure 1 Warrant Met?: No	Applicable Warrant Figure: N/A Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control: Unsignalized Design Hour Volume of Turning Lane: 3 Cycles Per Hour (Assumed): 60 Cycles Per Hour (If Known): 	Average # of Vehicles/Cycle: N/A																																							
PennDOT Publication 46, Exhibit 11-6																																								
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <th rowspan="4">Type of Traffic Control</th> <th colspan="6">Speed (MPH)</th> </tr> <tr> <th colspan="2">25-35</th> <th colspan="2" rowspan="2">40-45</th> <th colspan="2" rowspan="2">50-60</th> </tr> <tr> <th colspan="6">Turn Demand Volume</th> </tr> <tr> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> </tr> <tr> <td>Signalized</td> <td>A</td> <td>A</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> </tr> <tr> <td>Unsignalized</td> <td>A</td> <td>A</td> <td>C</td> <td>B</td> <td>B or C</td> <td>B</td> </tr> </table>		Type of Traffic Control	Speed (MPH)						25-35		40-45		50-60		Turn Demand Volume						High	Low	High	Low	High	Low	Signalized	A	A	B or C	B or C	B or C	B or C	Unsignalized	A	A	C	B	B or C	B
Type of Traffic Control	Speed (MPH)																																							
	25-35		40-45		50-60																																			
	Turn Demand Volume																																							
	High	Low	High	Low	High	Low																																		
Signalized	A	A	B or C	B or C	B or C	B or C																																		
Unsignalized	A	A	C	B	B or C	B																																		
Left Turn Lane Storage Length, Condition A: N/A Feet Condition B: N/A Feet Condition C: N/A Feet Required Left Turn Lane Storage Length: N/A Feet																																								
Additional Findings: N/A																																								
Additional Comments / Justifications: 																																								

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
 (L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Upper Uwchlan Township County: Chester County PennDOT Engineering District: 6	Analysis Date: 8/5/2021 Conducted By: SL Checked By: Agency/Company Name: Traffic Planning and Design, Inc.
Intersection & Approach Description: Greenridge Road & Site Driveway	
Analysis Period: 2026 Projected Design Hour: AM Peak Hour Intersection Control: Unsignalized Posted Speed Limit (MPH): 35 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	2	2.0%	N/A
	Through	-	174	2.0%	N/A
	Right	Yes	0	2.0%	N/A
Opposing	Left	Yes	0	2.0%	N/A
	Through	-	54	2.0%	N/A
	Right	Yes	9	2.0%	N/A
Advancing Volume: N/A Opposing Volume: N/A Left Turn Volume: N/A % Left Turns in Advancing Volume: N/A					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	54	2.0%	55
	Right	-	9	2.0%	10
Advancing Volume: 65 Right Turn Volume: 10					

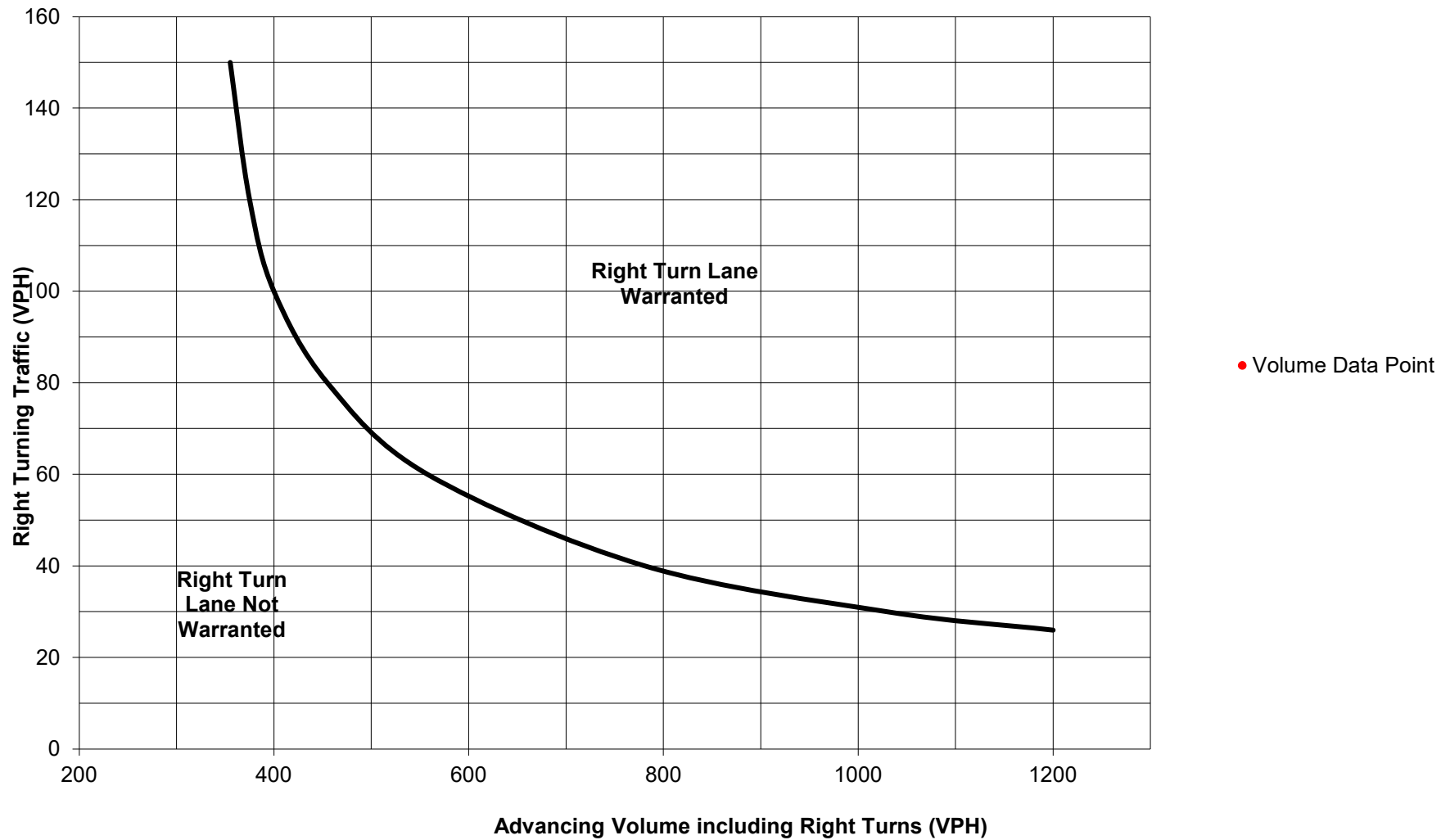
TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: N/A Warrant Met?: N/A	Applicable Warrant Figure: Figure 9 Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control: Unsignalized Design Hour Volume of Turning Lane: 10 Cycles Per Hour (Assumed): 60 Cycles Per Hour (If Known): 	Average # of Vehicles/Cycle: N/A																																								
PennDOT Publication 46, Exhibit 11-6																																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th rowspan="3">Type of Traffic Control</th> <th colspan="6">Speed (MPH)</th> </tr> <tr> <th colspan="2">25-35</th> <th colspan="2" rowspan="2">40-45</th> <th colspan="2" rowspan="2">50-60</th> </tr> <tr> <th colspan="6">Turn Demand Volume</th> </tr> <tr> <th></th> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> </tr> <tr> <td>Signalized</td> <td>A</td> <td>A</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> </tr> <tr> <td>Unsignalized</td> <td>A</td> <td>A</td> <td>C</td> <td>B</td> <td>B or C</td> <td>B</td> </tr> </table>		Type of Traffic Control	Speed (MPH)						25-35		40-45		50-60		Turn Demand Volume							High	Low	High	Low	High	Low	Signalized	A	A	B or C	B or C	B or C	B or C	Unsignalized	A	A	C	B	B or C	B
Type of Traffic Control	Speed (MPH)																																								
	25-35		40-45		50-60																																				
	Turn Demand Volume																																								
	High	Low	High	Low	High	Low																																			
Signalized	A	A	B or C	B or C	B or C	B or C																																			
Unsignalized	A	A	C	B	B or C	B																																			
Right Turn Lane Storage Length, Condition A: N/A Feet Condition B: N/A Feet Condition C: N/A Feet Required Right Turn Lane Storage Length: N/A Feet																																									
Additional Findings: N/A																																									
Additional Comments / Justifications: 																																									

**Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)**



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Upper Uwchlan Township County: Chester County PennDOT Engineering District: 6	Analysis Date: 8/5/2021 Conducted By: SL Checked By: Agency/Company Name: Traffic Planning and Design, Inc.
Intersection & Approach Description: Greenridge Road & Site Driveway	
Analysis Period: 2026 Projected Design Hour: PM Peak Hour Intersection Control: Unsignalized Posted Speed Limit (MPH): 35 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	6
	Through	-	93	2.0%	94
	Right	Yes	0	2.0%	0
Opposing	Left	Yes	0	2.0%	0
	Through	-	148	2.0%	150
	Right	Yes	29	2.0%	30
Advancing Volume: 100 Opposing Volume: 180 Left Turn Volume: 6 % Left Turns in Advancing Volume: 6.00%					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	148	2.0%	N/A
	Right	-	29	2.0%	N/A
Advancing Volume: N/A Right Turn Volume: N/A					

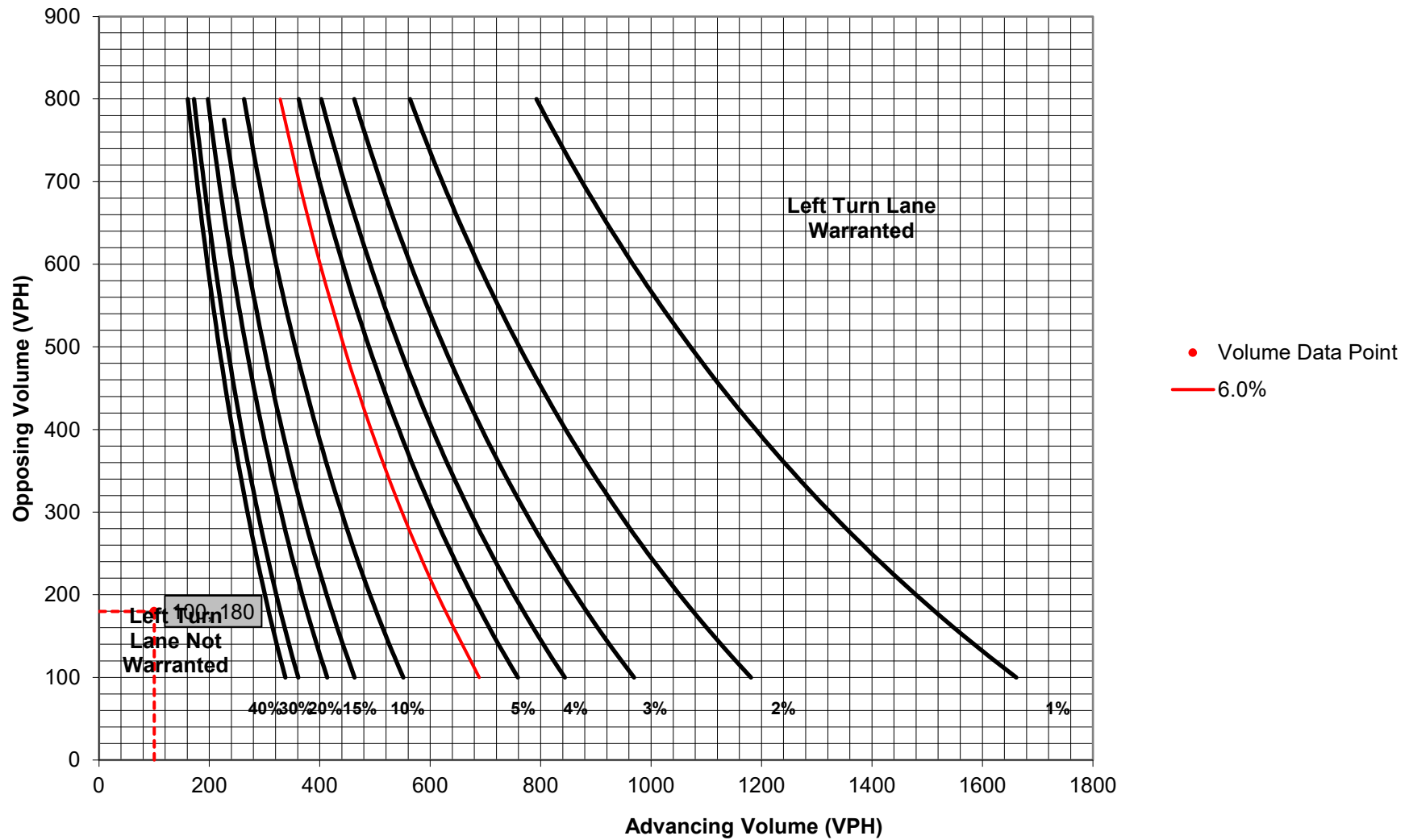
TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: Figure 1 Warrant Met?: No	Applicable Warrant Figure: N/A Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control: Unsignalized Design Hour Volume of Turning Lane: 6 Cycles Per Hour (Assumed): 60 Cycles Per Hour (If Known): 	Average # of Vehicles/Cycle: N/A																																							
PennDOT Publication 46, Exhibit 11-6																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th rowspan="4" style="width: 15%;">Type of Traffic Control</th> <th colspan="6" style="background-color: #f5deb3;">Speed (MPH)</th> </tr> <tr> <th colspan="2" style="background-color: #f5deb3;">25-35</th> <th colspan="2" style="background-color: #f5deb3;">40-45</th> <th colspan="2" style="background-color: #f5deb3;">50-60</th> </tr> <tr> <th colspan="6" style="background-color: #f5deb3;">Turn Demand Volume</th> </tr> <tr> <th style="background-color: #f5deb3;">High</th> <th style="background-color: #f5deb3;">Low</th> <th style="background-color: #f5deb3;">High</th> <th style="background-color: #f5deb3;">Low</th> <th style="background-color: #f5deb3;">High</th> <th style="background-color: #f5deb3;">Low</th> </tr> <tr> <td style="text-align: center;">Signalized</td> <td style="text-align: center;">A</td> <td style="text-align: center;">A</td> <td style="text-align: center;">B or C</td> <td style="text-align: center;">B or C</td> <td style="text-align: center;">B or C</td> <td style="text-align: center;">B or C</td> </tr> <tr> <td style="text-align: center;">Unsignalized</td> <td style="text-align: center;">A</td> <td style="text-align: center;">A</td> <td style="text-align: center;">C</td> <td style="text-align: center;">B</td> <td style="text-align: center;">B or C</td> <td style="text-align: center;">B</td> </tr> </table>		Type of Traffic Control	Speed (MPH)						25-35		40-45		50-60		Turn Demand Volume						High	Low	High	Low	High	Low	Signalized	A	A	B or C	B or C	B or C	B or C	Unsignalized	A	A	C	B	B or C	B
Type of Traffic Control	Speed (MPH)																																							
	25-35		40-45		50-60																																			
	Turn Demand Volume																																							
	High	Low	High	Low	High	Low																																		
Signalized	A	A	B or C	B or C	B or C	B or C																																		
Unsignalized	A	A	C	B	B or C	B																																		
Left Turn Lane Storage Length, Condition A: N/A Feet Condition B: N/A Feet Condition C: N/A Feet Required Left Turn Lane Storage Length: N/A Feet																																								
Additional Findings: N/A																																								
Additional Comments / Justifications: 																																								

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
 (L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Upper Uwchlan Township County: Chester County PennDOT Engineering District: 6	Analysis Date: 8/5/2021 Conducted By: SL Checked By: Agency/Company Name: Traffic Planning and Design, Inc.
Intersection & Approach Description: Greenridge Road & Site Driveway	
Analysis Period: 2026 Projected Design Hour: PM Peak Hour Intersection Control: Unsignalized Posted Speed Limit (MPH): 35 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	N/A
	Through	-	93	2.0%	N/A
	Right	Yes	0	2.0%	N/A
Opposing	Left	Yes	0	2.0%	N/A
	Through	-	148	2.0%	N/A
	Right	Yes	29	2.0%	N/A
Advancing Volume: N/A Opposing Volume: N/A Left Turn Volume: N/A % Left Turns in Advancing Volume: N/A					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	148	2.0%	150
	Right	-	29	2.0%	30
Advancing Volume: 180 Right Turn Volume: 30					

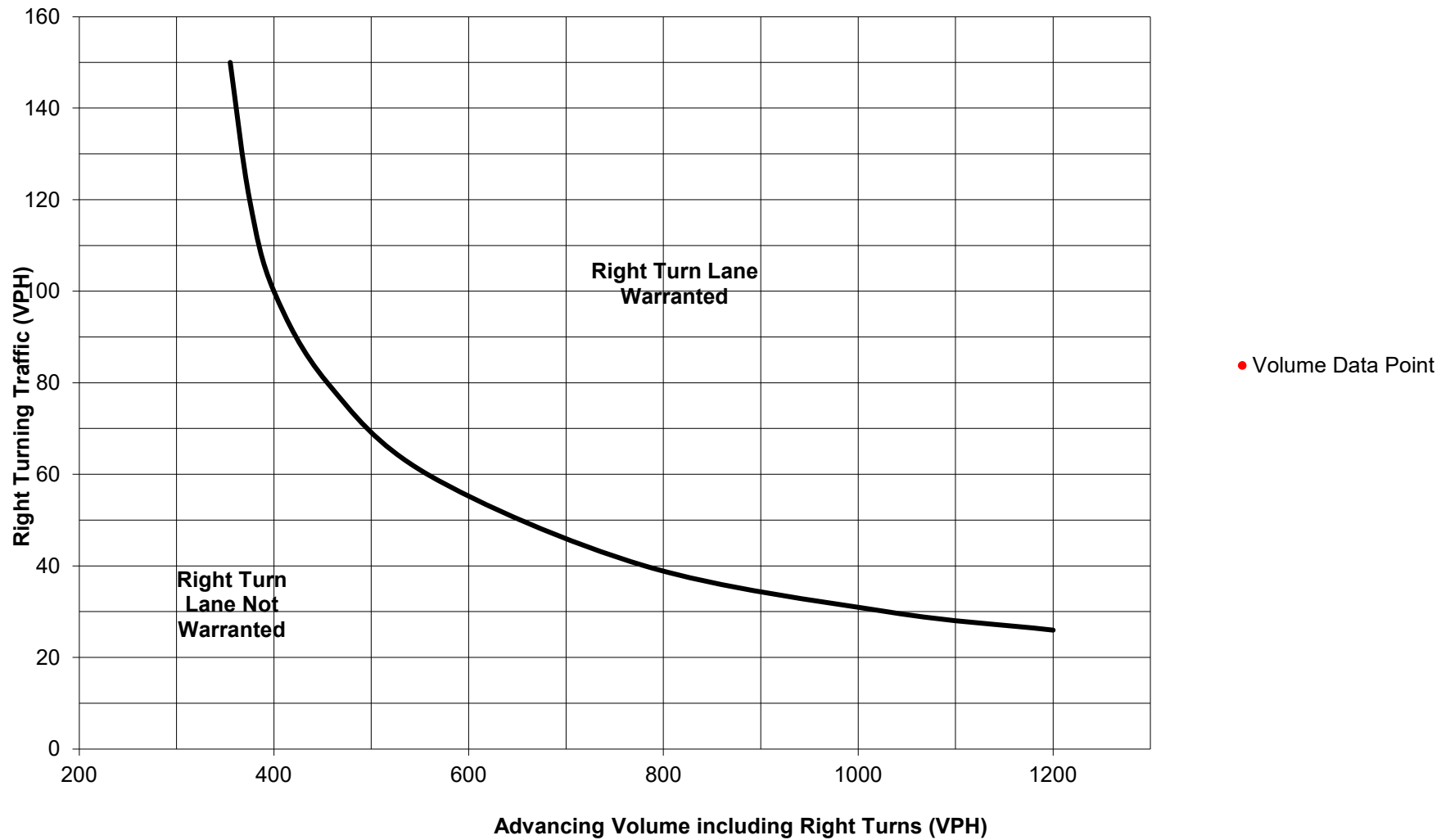
TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: N/A Warrant Met?: N/A	Applicable Warrant Figure: Figure 9 Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control: Unsignalized Design Hour Volume of Turning Lane: 30 Cycles Per Hour (Assumed): 60 Cycles Per Hour (If Known): 	Average # of Vehicles/Cycle: N/A																																							
PennDOT Publication 46, Exhibit 11-6																																								
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <th rowspan="4" style="width: 20%;">Type of Traffic Control</th> <th colspan="6">Speed (MPH)</th> </tr> <tr> <th colspan="2">25-35</th> <th colspan="2" rowspan="2">40-45</th> <th colspan="2" rowspan="2">50-60</th> </tr> <tr> <th colspan="6">Turn Demand Volume</th> </tr> <tr> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> </tr> <tr> <td>Signalized</td> <td>A</td> <td>A</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> </tr> <tr> <td>Unsignalized</td> <td>A</td> <td>A</td> <td>C</td> <td>B</td> <td>B or C</td> <td>B</td> </tr> </table>		Type of Traffic Control	Speed (MPH)						25-35		40-45		50-60		Turn Demand Volume						High	Low	High	Low	High	Low	Signalized	A	A	B or C	B or C	B or C	B or C	Unsignalized	A	A	C	B	B or C	B
Type of Traffic Control	Speed (MPH)																																							
	25-35		40-45		50-60																																			
	Turn Demand Volume																																							
	High	Low	High	Low	High	Low																																		
Signalized	A	A	B or C	B or C	B or C	B or C																																		
Unsignalized	A	A	C	B	B or C	B																																		
Right Turn Lane Storage Length, Condition A: N/A Feet Condition B: N/A Feet Condition C: N/A Feet Required Right Turn Lane Storage Length: N/A Feet																																								
Additional Findings: N/A																																								
Additional Comments / Justifications: 																																								

**Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)**



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Upper Uwchlan Township County: Chester County PennDOT Engineering District: 6	Analysis Date: 8/5/2021 Conducted By: SL Checked By: Agency/Company Name: Traffic Planning and Design, Inc.
Intersection & Approach Description: Stonehedge Road & Site Driveway/Lauren Lane	
Analysis Period: 2026 Projected Design Hour: AM Peak Hour Intersection Control: Unsignalized Posted Speed Limit (MPH): 25 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	48	2.0%	49
	Right	Yes	0	2.0%	0
Opposing	Left	Yes	0	2.0%	0
	Through	-	15	2.0%	16
	Right	Yes	3	2.0%	4
Advancing Volume: 49 Opposing Volume: 20 Left Turn Volume: 0 % Left Turns in Advancing Volume: 0.00%					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	15	2.0%	N/A
	Right	-	3	2.0%	N/A
Advancing Volume: N/A Right Turn Volume: N/A					

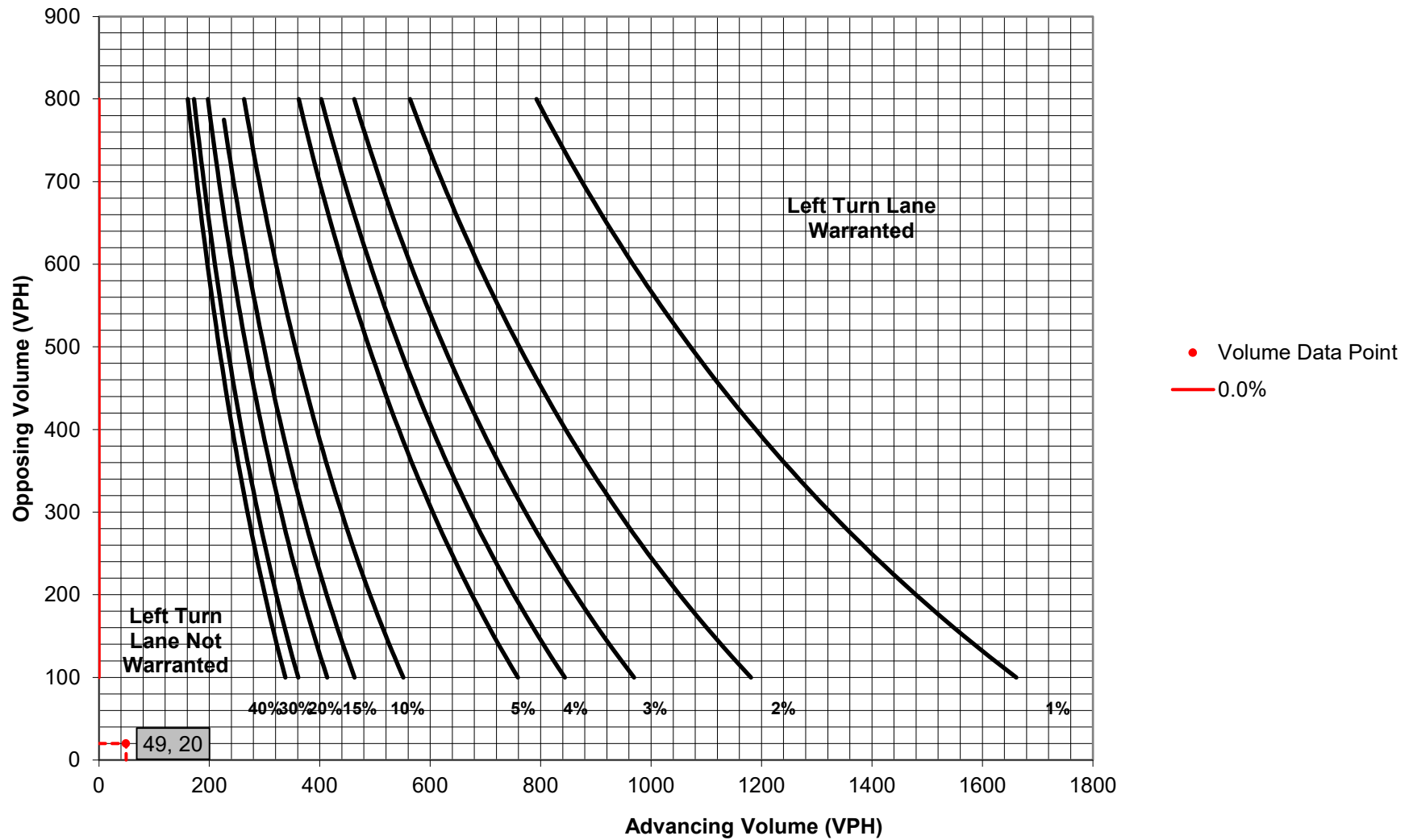
TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: Figure 1 Warrant Met?: #DIV/0!	Applicable Warrant Figure: N/A Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control: Unsignalized Design Hour Volume of Turning Lane: 0 Cycles Per Hour (Assumed): 60 Cycles Per Hour (If Known):	Average # of Vehicles/Cycle: #DIV/0!																																								
PennDOT Publication 46, Exhibit 11-6																																									
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <th rowspan="3">Type of Traffic Control</th> <th colspan="6">Speed (MPH)</th> </tr> <tr> <th colspan="2">25-35</th> <th colspan="2" rowspan="2">40-45</th> <th colspan="2" rowspan="2">50-60</th> </tr> <tr> <th colspan="6">Turn Demand Volume</th> </tr> <tr> <th></th> <th>High</th><th>Low</th> <th>High</th><th>Low</th> <th>High</th><th>Low</th> </tr> <tr> <td>Signalized</td> <td>A</td><td>A</td> <td>B or C</td><td>B or C</td> <td>B or C</td><td>B or C</td> </tr> <tr> <td>Unsignalized</td> <td>A</td><td>A</td> <td>C</td><td>B</td> <td>B or C</td><td>B</td> </tr> </table>		Type of Traffic Control	Speed (MPH)						25-35		40-45		50-60		Turn Demand Volume							High	Low	High	Low	High	Low	Signalized	A	A	B or C	B or C	B or C	B or C	Unsignalized	A	A	C	B	B or C	B
Type of Traffic Control	Speed (MPH)																																								
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	Turn Demand Volume																																								
	High	Low	High	Low	High	Low																																			
Signalized	A	A	B or C	B or C	B or C	B or C																																			
Unsignalized	A	A	C	B	B or C	B																																			
Left Turn Lane Storage Length, Condition A: #DIV/0! Feet Condition B: #DIV/0! Feet Condition C: #DIV/0! Feet Required Left Turn Lane Storage Length: #DIV/0! Feet																																									
Additional Findings: #DIV/0!																																									
Additional Comments / Justifications: 																																									

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
 (L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality: Upper Uwchlan Township County: Chester County PennDOT Engineering District: 6	Analysis Date: 8/5/2021 Conducted By: SL Checked By: Agency/Company Name: Traffic Planning and Design, Inc.
Intersection & Approach Description: Stonehedge Road & Site Driveway/Lauren Lane	
Analysis Period: 2026 Projected Design Hour: AM Peak Hour Intersection Control: Unsignalized Posted Speed Limit (MPH): 25 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	48	2.0%	N/A
	Right	Yes	0	2.0%	N/A
Opposing	Left	Yes	0	2.0%	N/A
	Through	-	15	2.0%	N/A
	Right	Yes	3	2.0%	N/A
Advancing Volume: N/A Opposing Volume: N/A Left Turn Volume: N/A % Left Turns in Advancing Volume: N/A					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	15	2.0%	16
	Right	-	3	2.0%	4
Advancing Volume: 20 Right Turn Volume: 4					

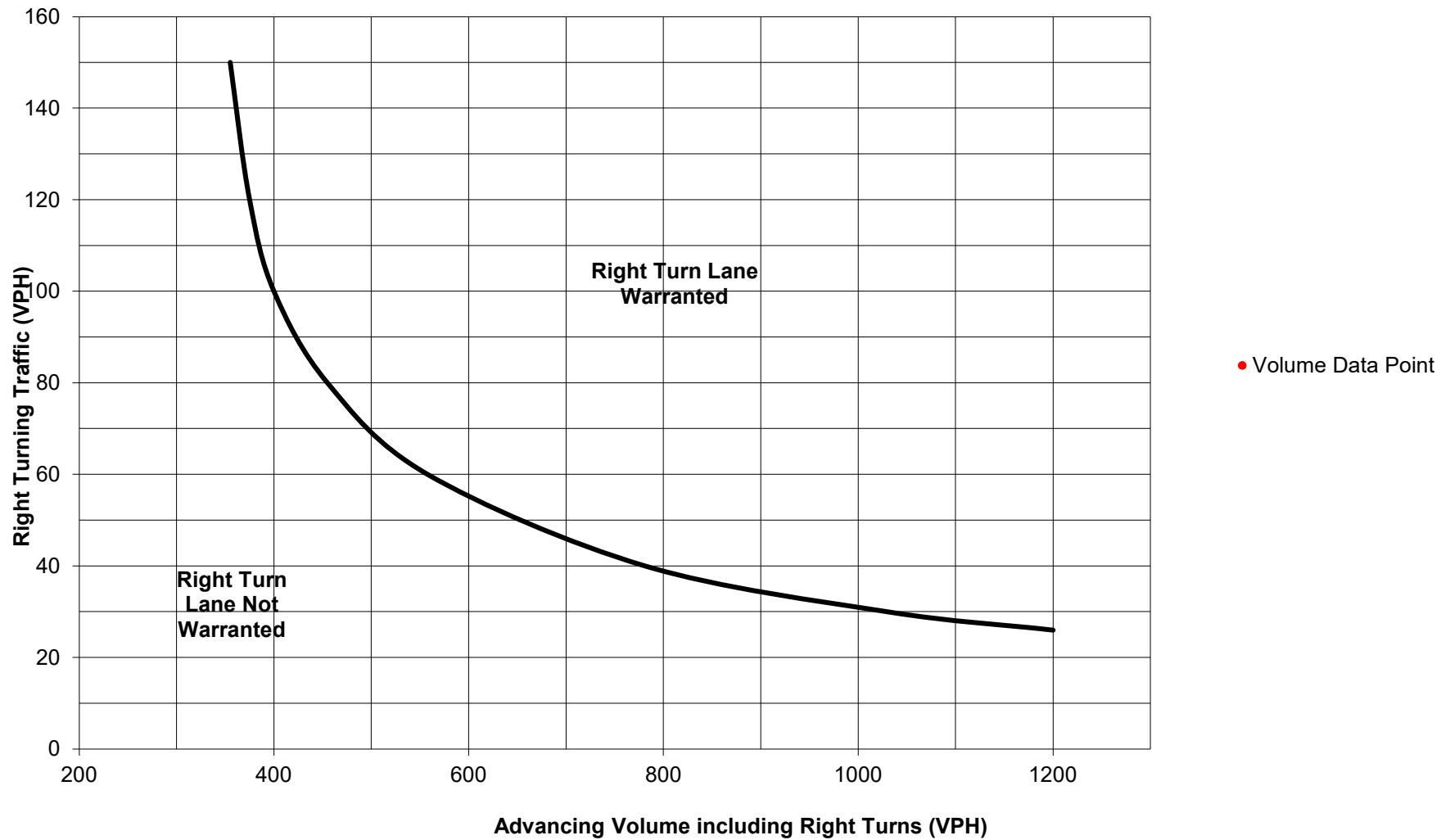
TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: N/A Warrant Met?: N/A	Applicable Warrant Figure: Figure 9 Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control: Unsignalized Design Hour Volume of Turning Lane: 4 Cycles Per Hour (Assumed): 60 Cycles Per Hour (If Known): 	Average # of Vehicles/Cycle: N/A																																								
PennDOT Publication 46, Exhibit 11-6 <table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="3">Type of Traffic Control</th> <th colspan="6">Speed (MPH)</th> </tr> <tr> <th colspan="2">25-35</th> <th colspan="2">40-45</th> <th colspan="2">50-60</th> </tr> <tr> <th colspan="6">Turn Demand Volume</th> </tr> <tr> <th></th> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> <th>High</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Signalized</td> <td>A</td> <td>A</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> <td>B or C</td> </tr> <tr> <td>Unsignalized</td> <td>A</td> <td>A</td> <td>C</td> <td>B</td> <td>B or C</td> <td>B</td> </tr> </tbody> </table>		Type of Traffic Control	Speed (MPH)						25-35		40-45		50-60		Turn Demand Volume							High	Low	High	Low	High	Low	Signalized	A	A	B or C	B or C	B or C	B or C	Unsignalized	A	A	C	B	B or C	B
Type of Traffic Control	Speed (MPH)																																								
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	High	Low	High	Low	High	Low																																			
Signalized	A	A	B or C	B or C	B or C	B or C																																			
Unsignalized	A	A	C	B	B or C	B																																			
Right Turn Lane Storage Length, Condition A: N/A Feet Condition B: N/A Feet Condition C: N/A Feet Required Right Turn Lane Storage Length: N/A Feet																																									
Additional Findings: N/A																																									
Additional Comments / Justifications:																																									

**Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)**



Turn Lane Warrant and Length Analysis Workbook

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Analysis Period: 2026 Projected Design Hour: PM Peak Hour Intersection Control: Unsignalized Posted Speed Limit (MPH): 25 Type of Terrain: Level	Number of Approach Lanes: 1 Undivided or Divided Highway: Undivided Type of Analysis Left or Right-Turn Lane Analysis?: Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	23	2.0%	24
	Right	Yes	0	2.0%	0
Opposing	Left	Yes	0	2.0%	0
	Through	-	25	2.0%	26
	Right	Yes	11	2.0%	12
Advancing Volume: 24 Opposing Volume: 38 Left Turn Volume: 0 % Left Turns in Advancing Volume: 0.00%					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	25	2.0%	N/A
	Right	-	11	2.0%	N/A
Advancing Volume: N/A Right Turn Volume: N/A					

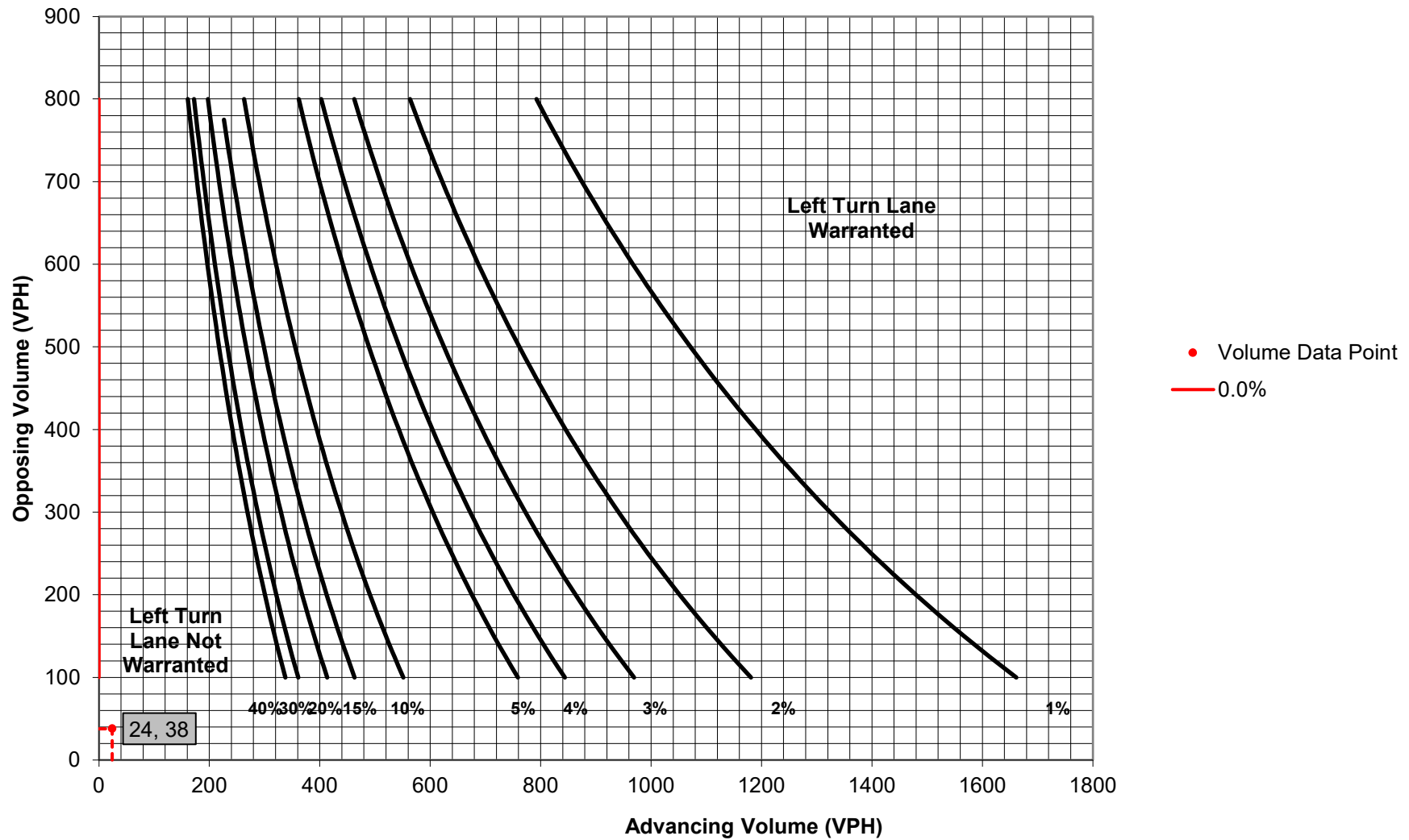
TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: Figure 1 Warrant Met?: #DIV/0!	Applicable Warrant Figure: N/A Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control: Unsignalized Design Hour Volume of Turning Lane: 0 Cycles Per Hour (Assumed): 60 Cycles Per Hour (If Known):	Average # of Vehicles/Cycle: #DIV/0!																																								
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	High	Low	High	Low	High	Low																																			
Signalized	A	A	B or C	B or C	B or C	B or C																																			
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Left Turn Lane Storage Length, Condition A: #DIV/0! Feet Condition B: #DIV/0! Feet Condition C: #DIV/0! Feet Required Left Turn Lane Storage Length: #DIV/0! Feet Additional Findings: #DIV/0!																																									
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Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
 (L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

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VOLUME CALCULATIONS

Left Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	23	2.0%	N/A
	Right	Yes	0	2.0%	N/A
Opposing	Left	Yes	0	2.0%	N/A
	Through	-	25	2.0%	N/A
	Right	Yes	11	2.0%	N/A
Advancing Volume: N/A Opposing Volume: N/A Left Turn Volume: N/A % Left Turns in Advancing Volume: N/A					
Right Turn Lane Volume Calculations					
Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	25	2.0%	26
	Right	-	11	2.0%	12
Advancing Volume: 38 Right Turn Volume: 12					

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings	Right Turn Lane Warrant Findings
Applicable Warrant Figure: N/A Warrant Met?: N/A	Applicable Warrant Figure: Figure 9 Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control: Unsignalized Design Hour Volume of Turning Lane: 12 Cycles Per Hour (Assumed): 60 Cycles Per Hour (If Known):	Average # of Vehicles/Cycle: N/A																																							
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th rowspan="4" style="width: 15%;">Type of Traffic Control</th> <th colspan="6" style="background-color: #f5deb3;">Speed (MPH)</th> </tr> <tr> <th colspan="2" style="background-color: #f5deb3;">25-35</th> <th colspan="2" style="background-color: #f5deb3;">40-45</th> <th colspan="2" style="background-color: #f5deb3;">50-60</th> </tr> <tr> <th colspan="6" style="background-color: #f5deb3;">Turn Demand Volume</th> </tr> <tr> <th style="background-color: #f5deb3;">High</th> <th style="background-color: #f5deb3;">Low</th> <th style="background-color: #f5deb3;">High</th> <th style="background-color: #f5deb3;">Low</th> <th style="background-color: #f5deb3;">High</th> <th style="background-color: #f5deb3;">Low</th> </tr> <tr> <td style="text-align: center;">Signalized</td> <td style="text-align: center;">A</td> <td style="text-align: center;">A</td> <td style="text-align: center;">B or C</td> <td style="text-align: center;">B or C</td> <td style="text-align: center;">B or C</td> <td style="text-align: center;">B or C</td> </tr> <tr> <td style="text-align: center;">Unsignalized</td> <td style="text-align: center;">A</td> <td style="text-align: center;">A</td> <td style="text-align: center;">C</td> <td style="text-align: center;">B</td> <td style="text-align: center;">B or C</td> <td style="text-align: center;">B</td> </tr> </table>		Type of Traffic Control	Speed (MPH)						25-35		40-45		50-60		Turn Demand Volume						High	Low	High	Low	High	Low	Signalized	A	A	B or C	B or C	B or C	B or C	Unsignalized	A	A	C	B	B or C	B
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	High	Low	High	Low	High	Low																																		
Signalized	A	A	B or C	B or C	B or C	B or C																																		
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Right Turn Lane Storage Length, Condition A: N/A Feet Condition B: N/A Feet Condition C: N/A Feet Required Right Turn Lane Storage Length: N/A Feet																																								
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