

1: US 64 & Big Woods Road
Proposed Restaurant

Future (2004) AM Peak Hour (with site)
Timing Plan:

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	60	689	0	1	353	49	0	1	7	64	0	35
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	67	766	0	1	392	54	0	1	8	71	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	447			766			1136	1348	383	946	1321	223
vC1, stage 1 conf vol							899	899		422	422	
vC2, stage 2 conf vol							237	449		524	899	
vCu, unblocked vol	447			766			1136	1348	383	946	1321	223
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			100	100	99	78	100	95
cM capacity (veh/h)	1110			844			230	244	615	326	253	780
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	67	510	255	1	261	185	9	110				
Volume Left	67	0	0	1	0	0	0	71				
Volume Right	0	0	0	0	0	54	8	39				
cSH	1110	1700	1700	844	1700	1700	517	411				
Volume to Capacity	0.06	0.30	0.15	0.00	0.15	0.11	0.02	0.27				
Queue Length (ft)	5	0	0	0	0	0	1	27				
Control Delay (s)	8.5	0.0	0.0	9.3	0.0	0.0	12.1	16.9				
Lane LOS	A			A			B	C				
Approach Delay (s)	0.7			0.0			12.1	16.9				
Approach LOS							B	C				
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			47.5%				ICU Level of Service		A			