

1: US 64 & Big Woods Road
Proposed Restaurant

Future (2004) PM 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)	31	355	6	13	676	60	1	1	1	63	0	43
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)	34	394	7	14	751	67	1	1	1	70	0	48
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	818			401			919	1313	201	1081	1283	409
vC1, stage 1 conf vol							467	467		813	813	
vC2, stage 2 conf vol							452	847		268	470	
vCu, unblocked vol	818			401			919	1313	201	1081	1283	409
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 %	96			99			100	100	100	74	100	92
cM capacity (veh/h)	806			1154			317	251	807	266	270	592
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	34	263	138	14	501	317	3	118				
Volume Left	34	0	0	14	0	0	1	70				
Volume Right	0	0	7	0	0	67	1	48				
cSH	806	1700	1700	1154	1700	1700	358	342				
Volume to Capacity	0.04	0.15	0.08	0.01	0.29	0.19	0.01	0.34				
Queue Length (ft)	3	0	0	1	0	0	1	37				
Control Delay (s)	9.7	0.0	0.0	8.2	0.0	0.0	15.1	20.9				
Lane LOS	A			A			C	C				
Approach Delay (s)	0.8			0.1			15.1	20.9				
Approach LOS							C	C				
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			43.0%		ICU Level of Service				A			