

Traffic



TRAFFICENGINEERING.com
BY CHET SKWARCAN



Level of Service Analysis

RaceTrac

Stafford Road at Ronald Reagan Parkway
Plainfield, Indiana

Submitted by:

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May 21, 2024

RaceTrac - Plainfield, IN

Vistro File: C:\...\LOS Model - RaceTrac - Plainfield IN
05202024 bjf brw.vistro

Scenario 1 AM PH - 2024 Existing

Report File: C:\...\Unsignalized LOS - AM Peak Hour - 2024
Existing 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Right	0.001	8.9	A
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	EB Thru	0.001	0.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↩		↩↪		↩	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	102	1	1	260	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	2.00	2.00	5.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	1	1	260	0	1
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	0	0	81	0	0
Total Analysis Volume [veh/h]	128	1	1	325	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.47	0.00	11.41	8.91
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.08	0.08
d_A, Approach Delay [s/veh]	0.00		0.02		8.91	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	88	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	22.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	88	1	0	0
Peak Hour Factor	1.0000	0.8800	0.8800	0.8800	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	25	0	0	0
Total Analysis Volume [veh/h]	0	0	100	1	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.22	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.22		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

RaceTrac - Plainfield, IN

Vistro File: C:\...\LOS Model - RaceTrac - Plainfield IN
05202024 bjf brw.vistro

Scenario 1 AM PH - 2024 Existing

Report File: C:\...\Unsignalized LOS - AM Peak Hour - 2024
Existing 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

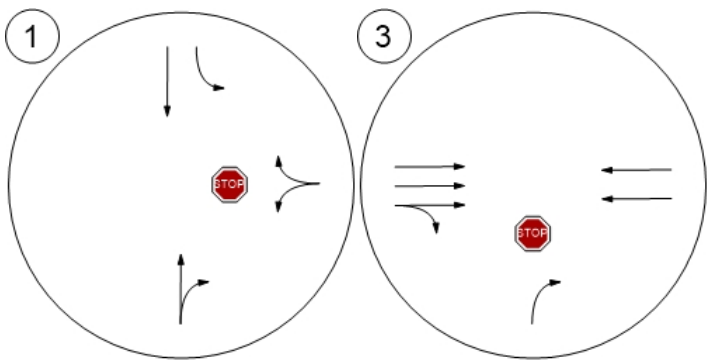
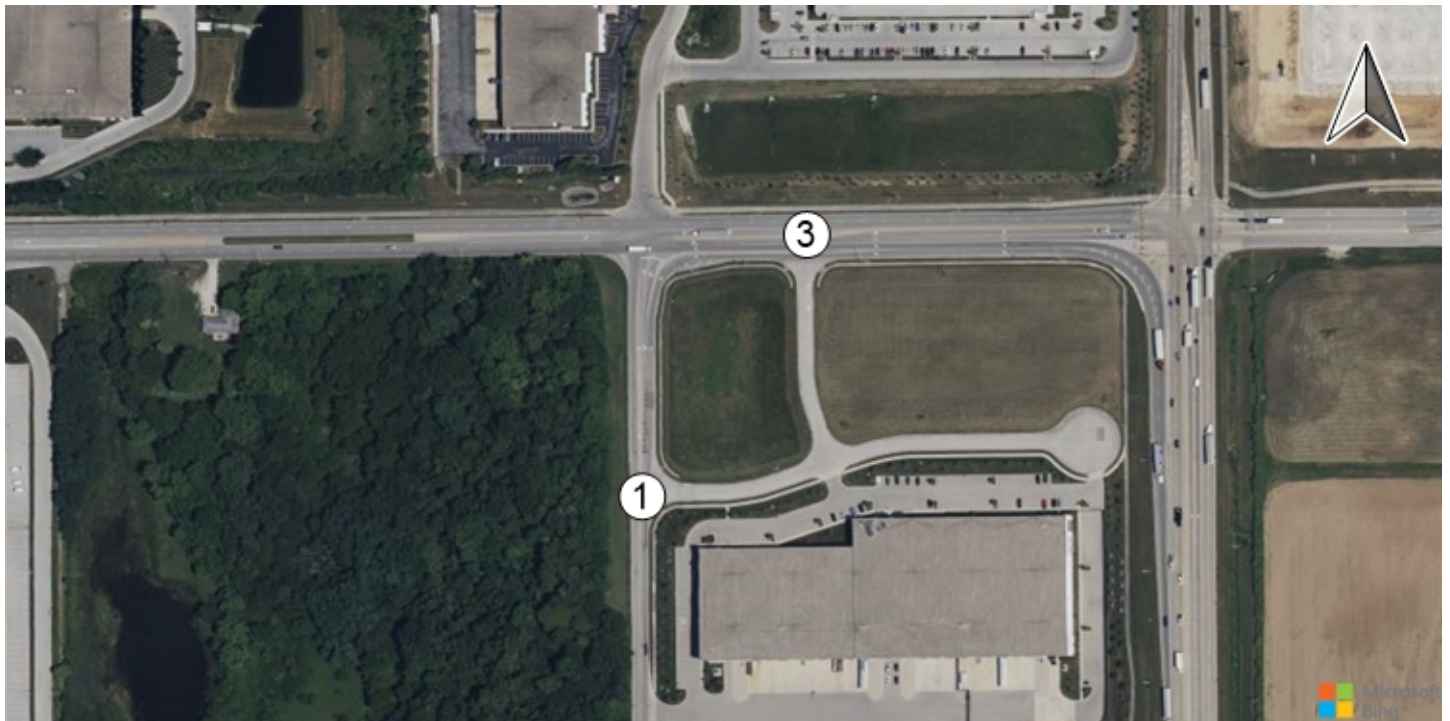
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	102	1	1	260	0	1	365
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	102	1	1	260	0	1	365

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	0	88	1	0	89
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	0	0	0	0	0
		Other	0	0	0	0	0
		Future Total	0	88	1	0	89

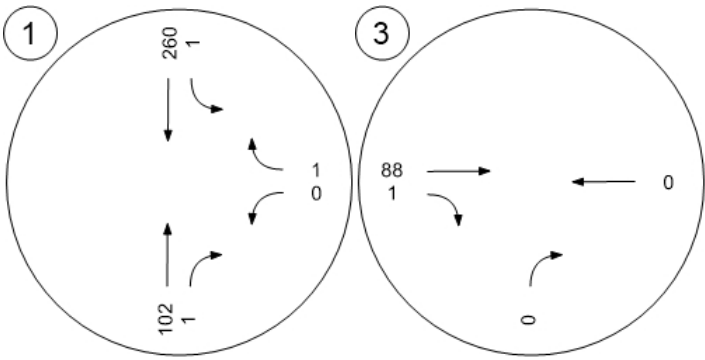
Study Intersections



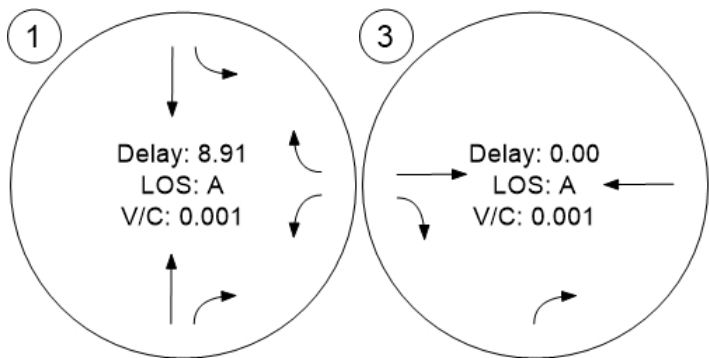
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Conditions



RaceTrac - Plainfield, IN

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Scenario 2 AM PH - 2026 Existing + BG

Report File: C:\...\Unsignalized LOS - AM Peak Hour - 2026
Existing plus BG 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Right	0.001	8.9	A
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	EB Thru	0.001	0.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↩		↩↪		↪	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	102	1	1	260	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	2.00	2.00	5.00	2.00	2.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	1	1	271	0	1
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	0	0	85	0	0
Total Analysis Volume [veh/h]	133	1	1	339	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.48	0.00	11.57	8.94
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.08	0.08
d_A, Approach Delay [s/veh]	0.00		0.02		8.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	88	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	22.00	2.00	2.00	2.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	92	1	0	0
Peak Hour Factor	1.0000	0.8800	0.8800	0.8800	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	26	0	0	0
Total Analysis Volume [veh/h]	0	0	105	1	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.23	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.23		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

RaceTrac - Plainfield, IN

Scenario 2 AM PH - 2026 Existing + BG

Vistro File: C:\...\LOS Model - RaceTrac - Plainfield IN
05202024 bjf brw.vistro

Report File: C:\...\Unsignalized LOS - AM Peak Hour - 2026
Existing plus BG 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

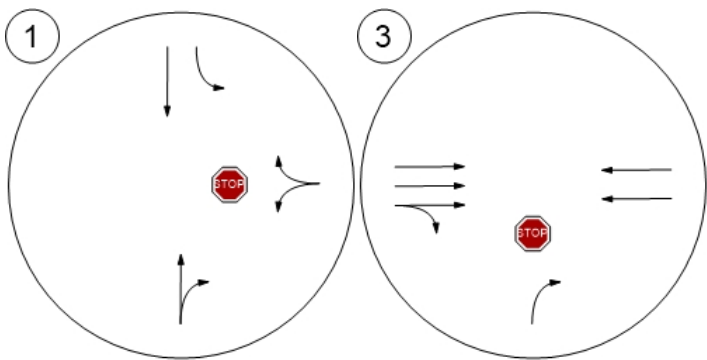
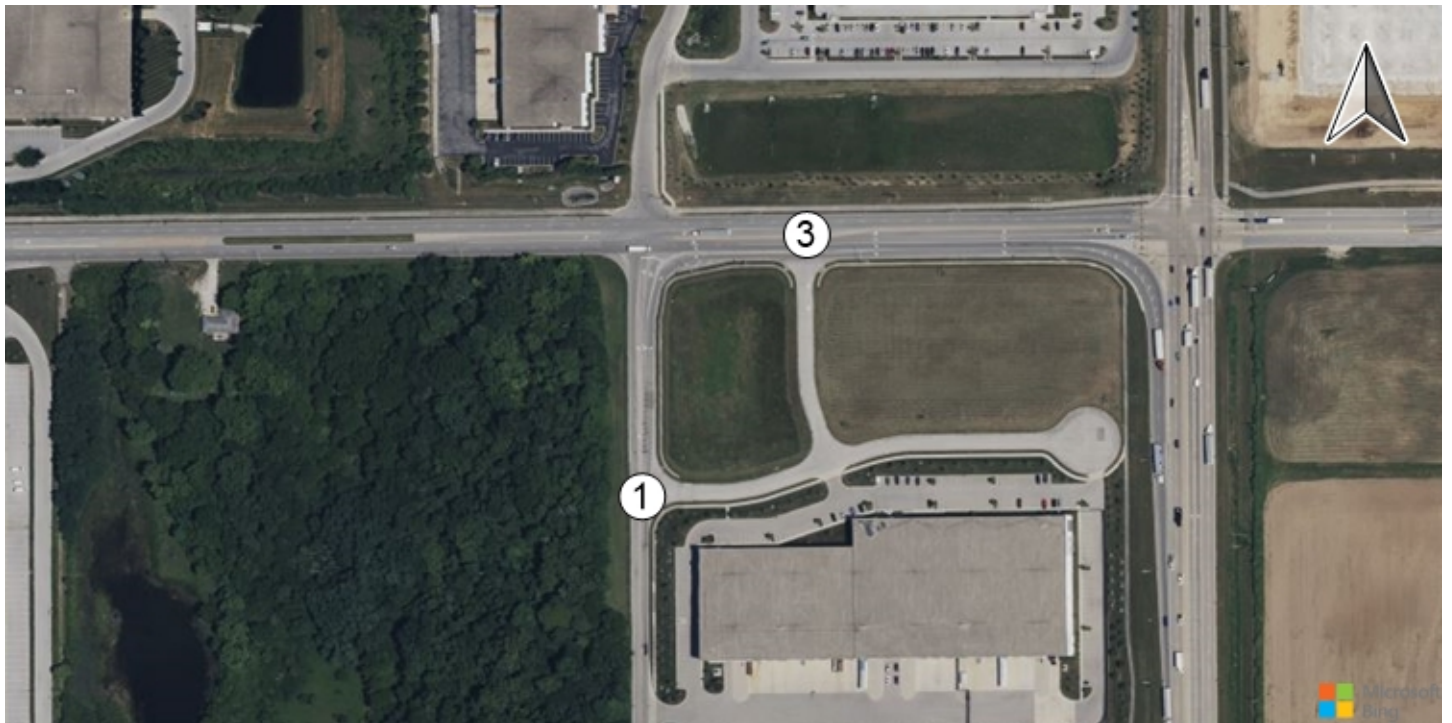
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	102	1	1	260	0	1	365
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	106	1	1	271	0	1	380

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	0	88	1	0	89
		Growth Factor	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0
		Net New Trips	0	0	0	0	0
		Other	0	0	0	0	0
		Future Total	0	92	1	0	93

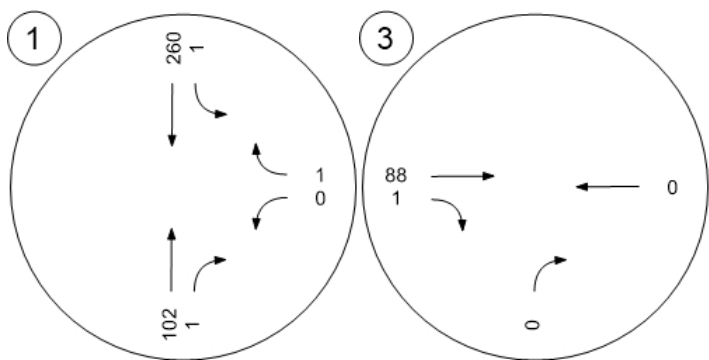
Study Intersections



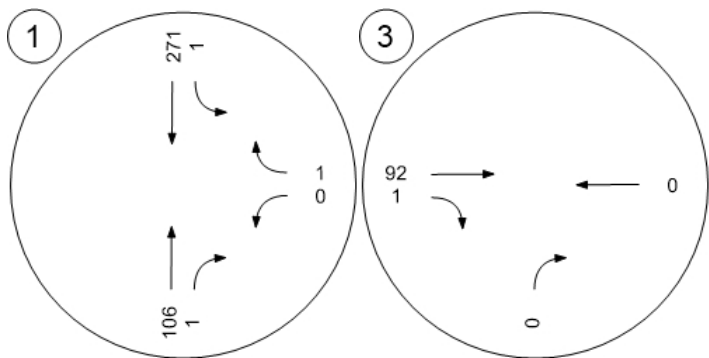
Lane Configuration and Traffic Control



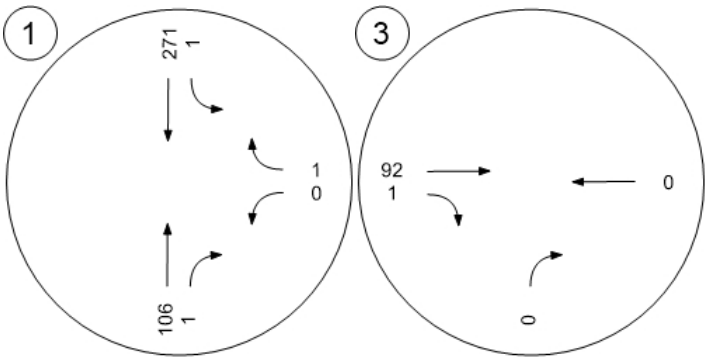
Traffic Volume - Base Volume



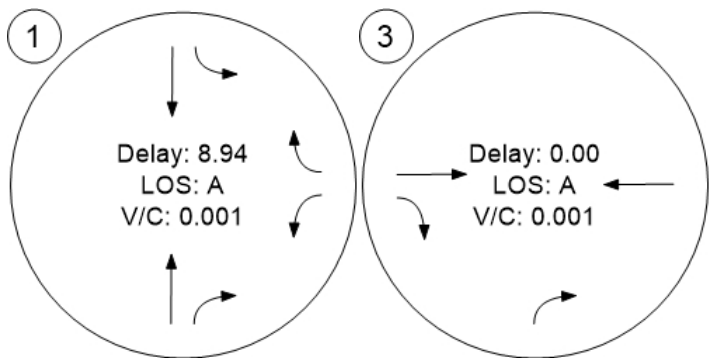
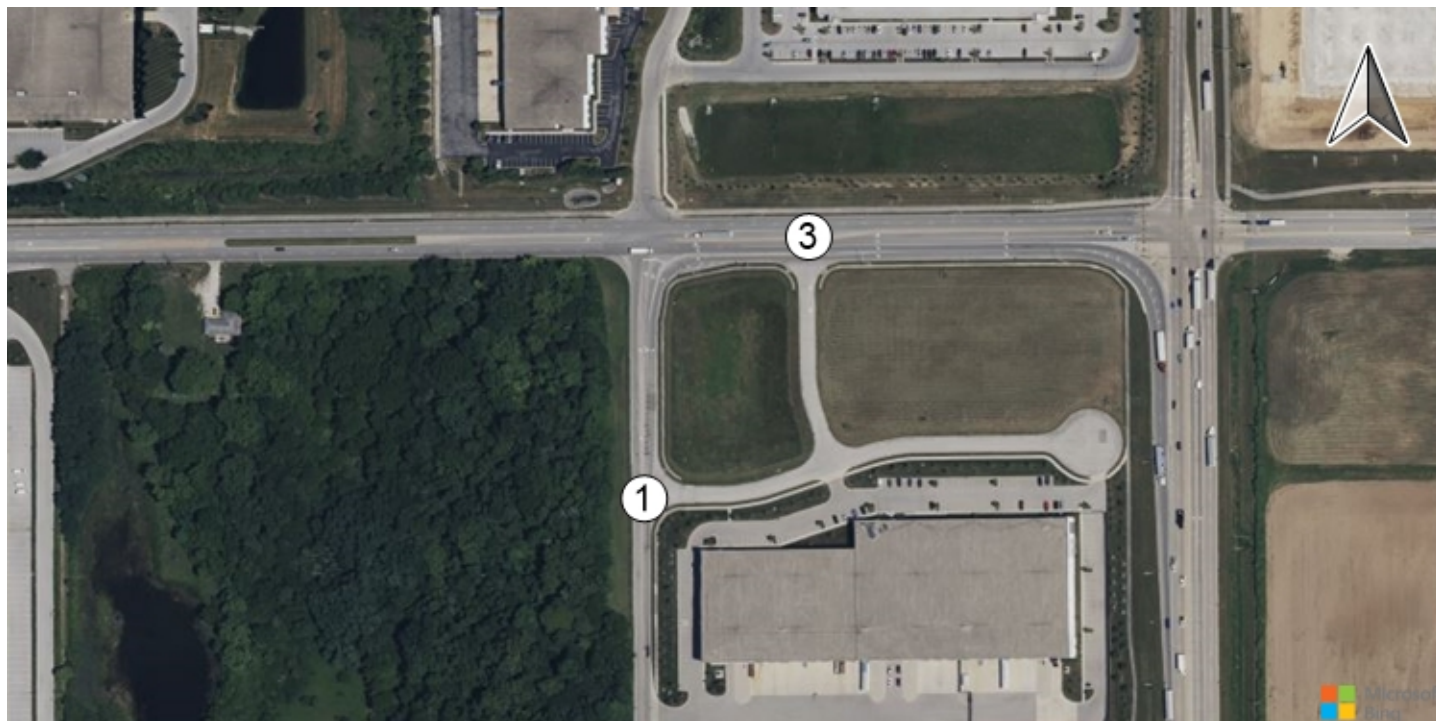
Traffic Volume - Future Background Volume



Traffic Volume - Future Total Volume



Traffic Conditions



RaceTrac - Plainfield, IN

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05202024 bjf brw.vistro

Scenario 3 AM PH - 2036 Existing + BG

Report File: C:\...\Unsignalized LOS - AM Peak Hour - 2036
Existing plus BG 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Right	0.001	9.1	A
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	EB Thru	0.001	0.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↷		↶↷		↷	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	102	1	1	260	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	2.00	2.00	5.00	2.00	2.00
Growth Factor	1.2682	1.2682	1.2682	1.2682	1.2682	1.2682
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	1	1	330	0	1
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	0	0	103	0	0
Total Analysis Volume [veh/h]	161	1	1	413	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.54	0.00	12.53	9.08
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.00	0.08	0.08
d_A, Approach Delay [s/veh]	0.00		0.02		9.08	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	88	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	22.00	2.00	2.00	2.00
Growth Factor	1.2682	1.2682	1.2682	1.2682	1.2682	1.2682
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	112	1	0	0
Peak Hour Factor	1.0000	0.8800	0.8800	0.8800	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	32	0	0	0
Total Analysis Volume [veh/h]	0	0	127	1	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.30	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.30		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

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Scenario 3 AM PH - 2036 Existing + BG

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Existing plus BG 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

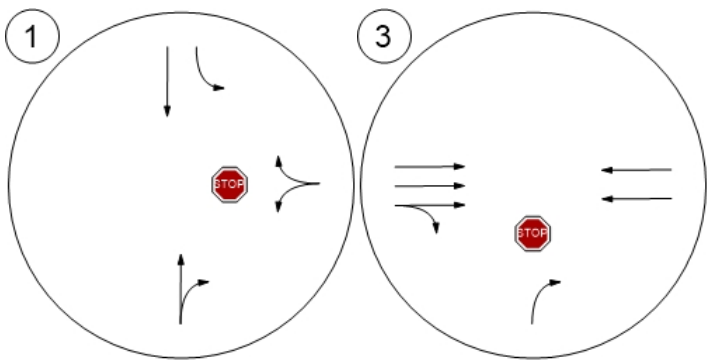
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	102	1	1	260	0	1	365
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	129	1	1	330	0	1	462

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	0	88	1	0	89
		Growth Factor	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0
		Net New Trips	0	0	0	0	0
		Other	0	0	0	0	0
		Future Total	0	112	1	0	113

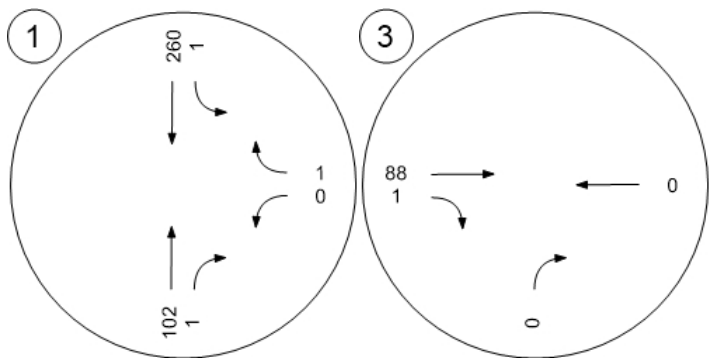
Study Intersections



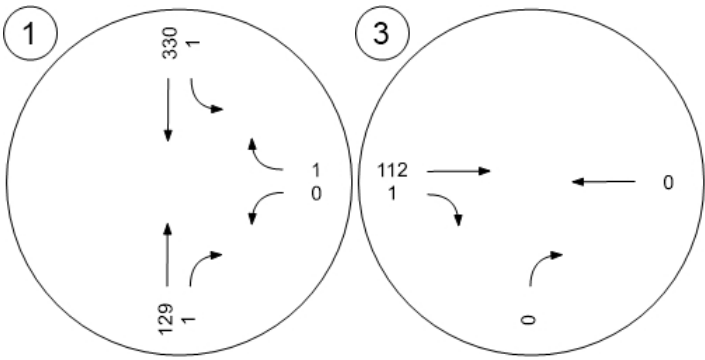
Lane Configuration and Traffic Control



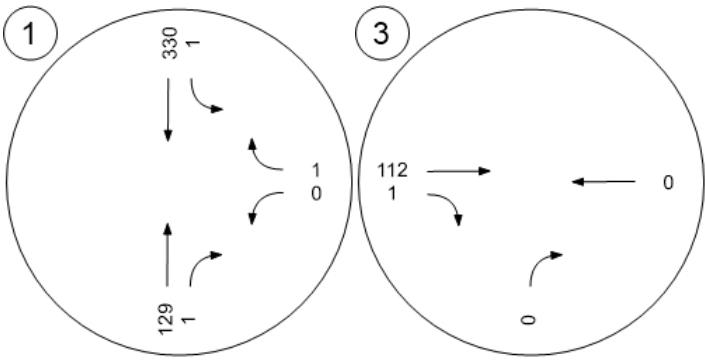
Traffic Volume - Base Volume



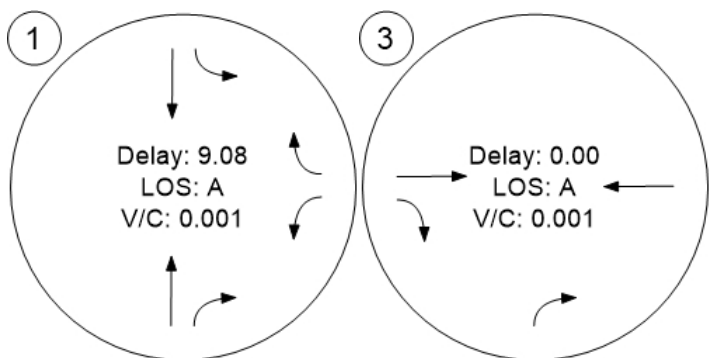
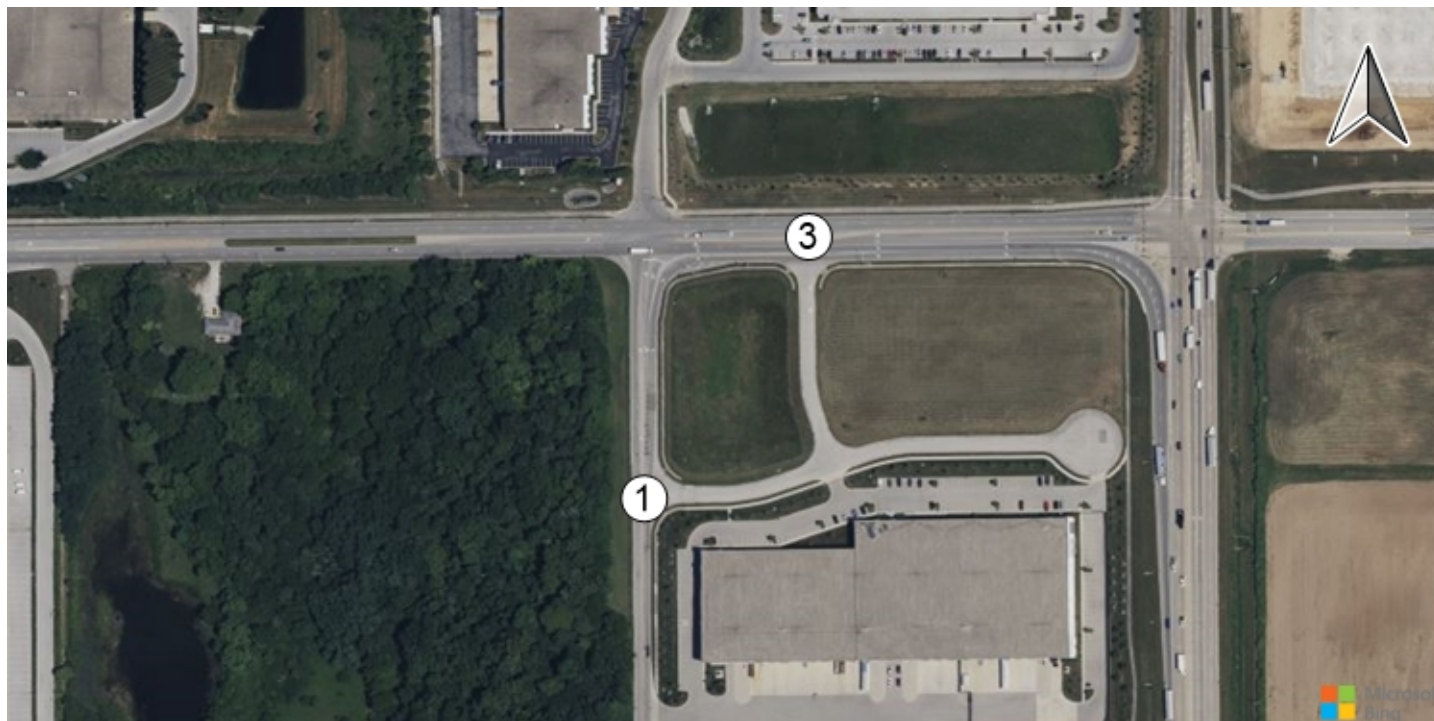
Traffic Volume - Future Background Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 4 AM PH - 2026 Existing + BG + Site

Report File: C:\...\Unsignalized LOS - AM Peak Hour - 2026
Existing plus BG plus Site 05212024.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Left	0.275	35.9	E
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	NB Right	0.109	9.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	35.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↩		↩		↩	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	102	1	1	260	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	16.00	16.00	5.00	17.00	17.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	67	0	7	56
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-9	9	210	-27	27	126
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	17	278	244	34	183
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	5	87	76	11	57
Total Analysis Volume [veh/h]	121	21	348	305	43	229
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.26	0.00	0.28	0.26
d_M, Delay for Movement [s/veh]	0.00	0.00	8.56	0.00	35.95	16.98
Movement LOS	A	A	A	A	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.02	0.00	3.13	3.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	25.60	0.00	78.26	78.26
d_A, Approach Delay [s/veh]	0.00		4.56		19.98	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.88					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.109

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	88	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	22.00	2.00	2.00	2.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	26	0	0	37
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	69	0	2	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	80	118	3	0	37
Peak Hour Factor	1.0000	0.8800	0.8800	0.8800	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	34	1	0	11
Total Analysis Volume [veh/h]	0	91	134	3	0	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.86	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.37	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.17	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.86		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.32					
Intersection LOS	A					

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Scenario 4 AM PH - 2026 Existing + BG + Site

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Existing plus BG plus Site 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

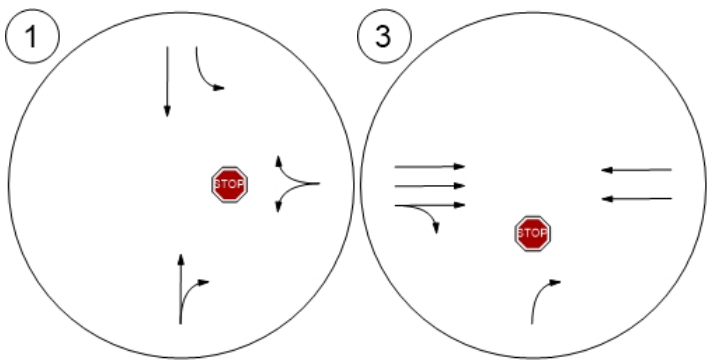
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	102	1	1	260	0	1	365
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	-9	16	277	-27	34	182	473
		Other	0	0	0	0	0	0	0
		Future Total	97	17	278	244	34	183	853

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	0	88	1	0	89
		Growth Factor	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0
		Net New Trips	80	26	2	37	145
		Other	0	0	0	0	0
		Future Total	80	118	3	37	238

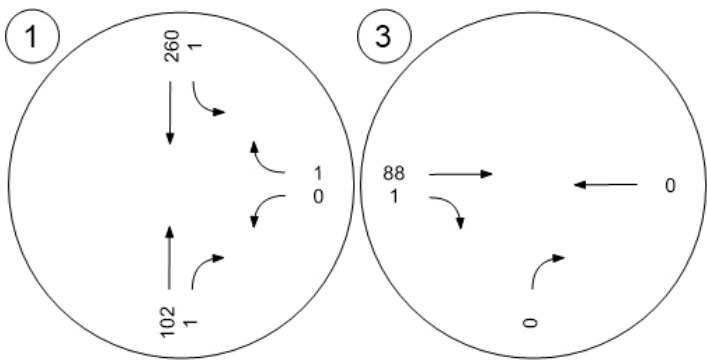
Study Intersections



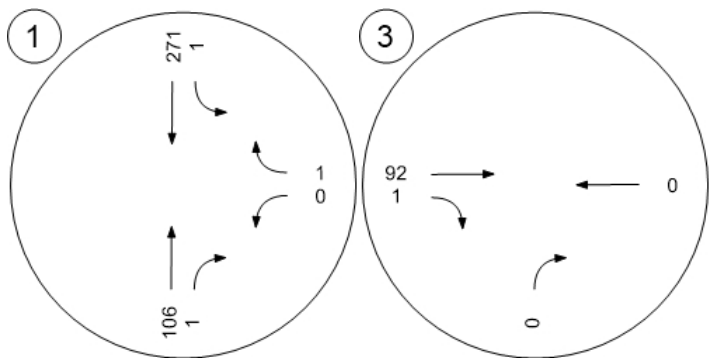
Lane Configuration and Traffic Control



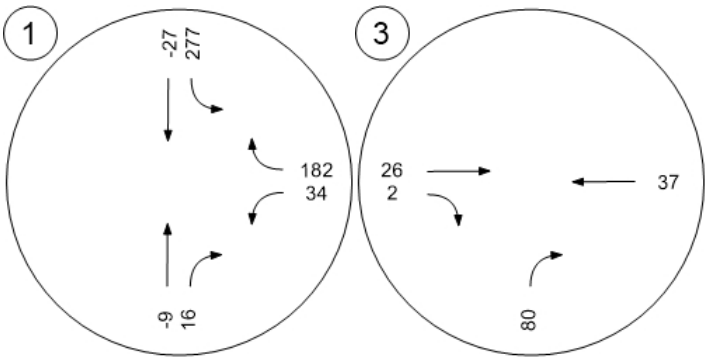
Traffic Volume - Base Volume



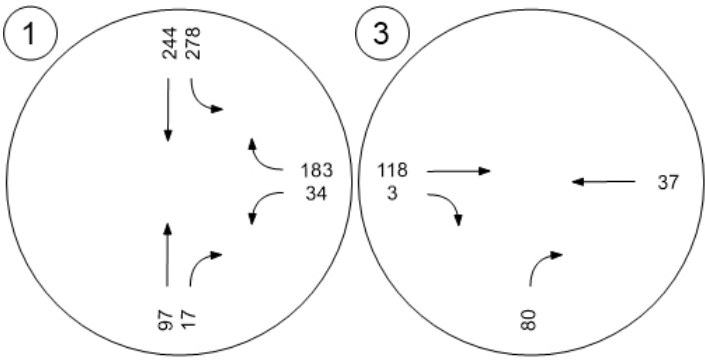
Traffic Volume - Future Background Volume



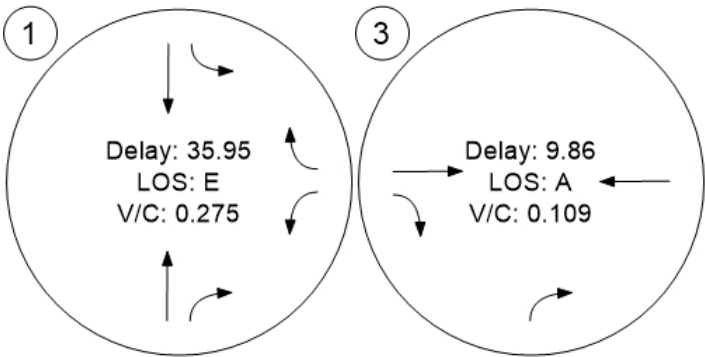
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 5 AM PH - 2036 Existing + BG + Site

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Existing plus BG plus Site 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Left	0.321	42.6	E
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	NB Right	0.111	9.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	42.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.321

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↩		↩↪		↪	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	102	1	1	260	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	16.00	16.00	5.00	17.00	17.00
Growth Factor	1.2682	1.2682	1.2682	1.2682	1.2682	1.2682
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	67	0	7	56
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-9	9	210	-27	27	126
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	17	278	303	34	183
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	5	87	95	11	57
Total Analysis Volume [veh/h]	150	21	348	379	43	229
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.26	0.00	0.32	0.27
d_M, Delay for Movement [s/veh]	0.00	0.00	8.68	0.00	42.65	19.99
Movement LOS	A	A	A	A	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.06	0.00	3.75	3.75
95th-Percentile Queue Length [ft/ln]	0.00	0.00	26.47	0.00	93.78	93.78
d_A, Approach Delay [s/veh]	0.00		4.15		23.57	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	8.06					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	88	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	22.00	2.00	2.00	2.00
Growth Factor	1.2682	1.2682	1.2682	1.2682	1.2682	1.2682
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	26	0	0	37
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	69	0	2	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	80	138	3	0	37
Peak Hour Factor	1.0000	0.8800	0.8800	0.8800	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	39	1	0	11
Total Analysis Volume [veh/h]	0	91	157	3	0	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.95	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.37	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.95		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.09					
Intersection LOS	A					

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Scenario 5 AM PH - 2036 Existing + BG + Site

Report File: C:\...\Unsignalized LOS - AM Peak Hour - 2036
Existing plus BG plus Site 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

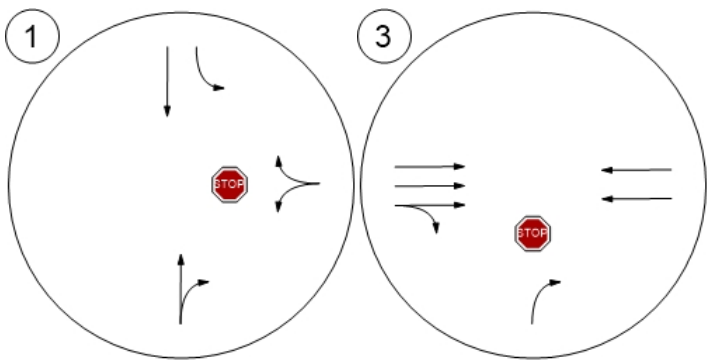
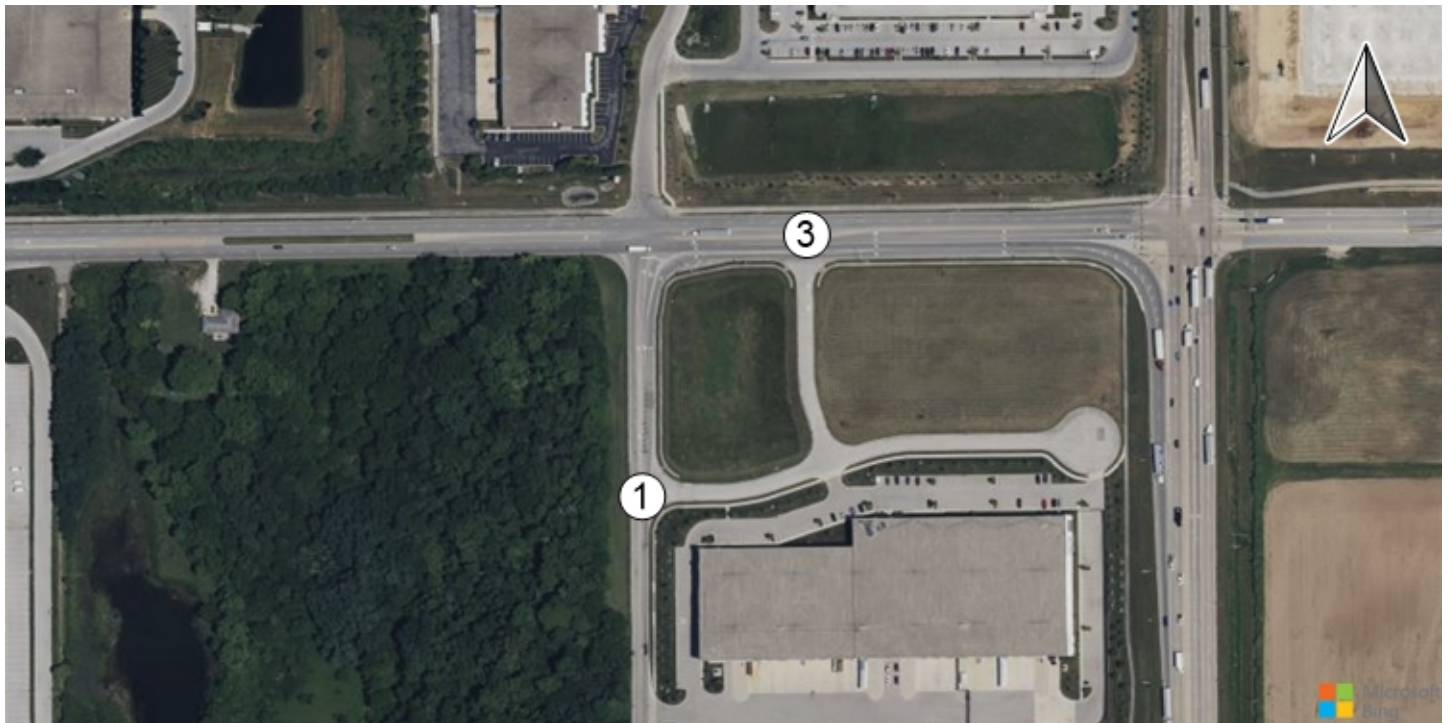
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	102	1	1	260	0	1	365
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	-9	16	277	-27	34	182	473
		Other	0	0	0	0	0	0	0
		Future Total	120	17	278	303	34	183	935

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	0	88	1	0	89
		Growth Factor	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0
		Net New Trips	80	26	2	37	145
		Other	0	0	0	0	0
		Future Total	80	138	3	37	258

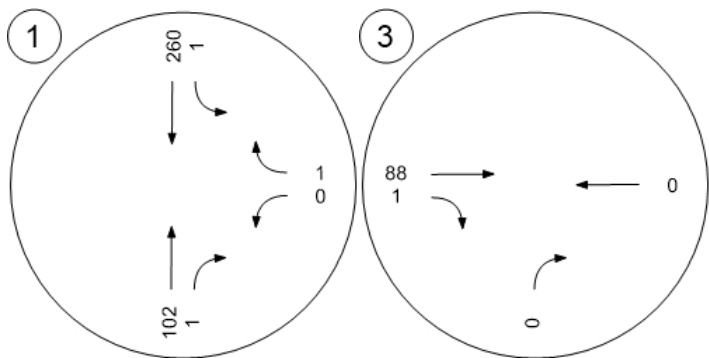
Study Intersections



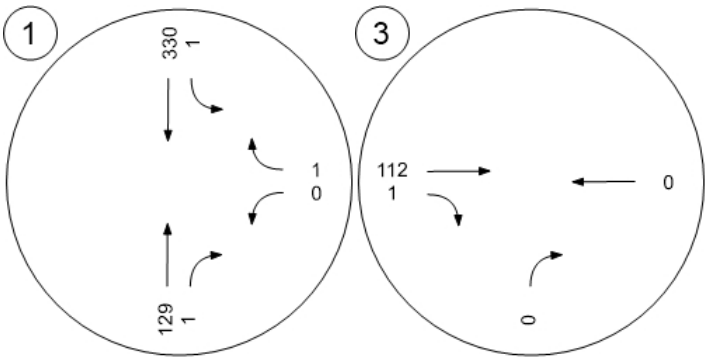
Lane Configuration and Traffic Control



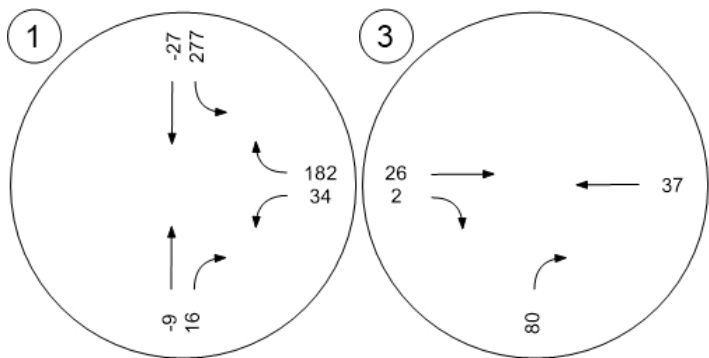
Traffic Volume - Base Volume



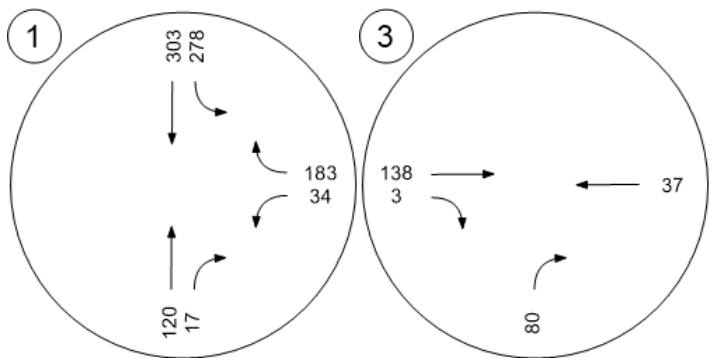
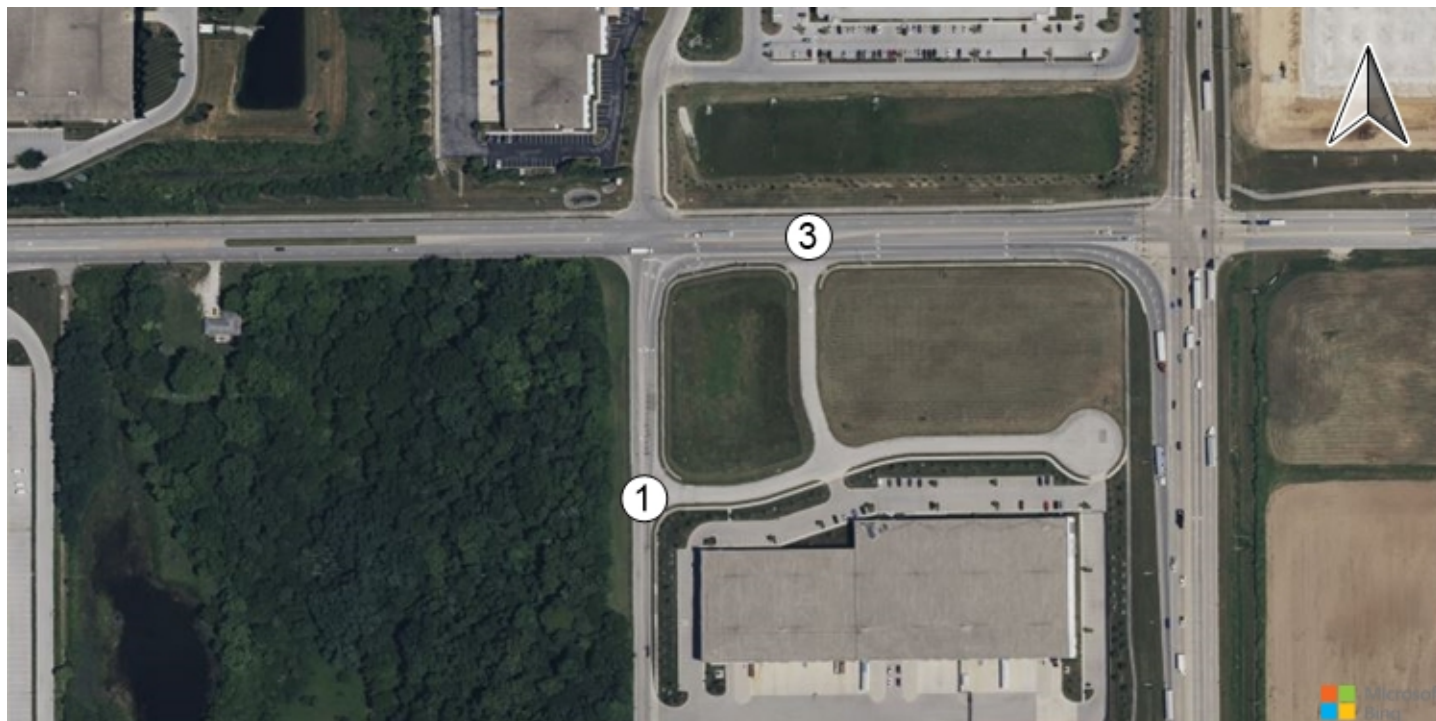
Traffic Volume - Future Background Volume



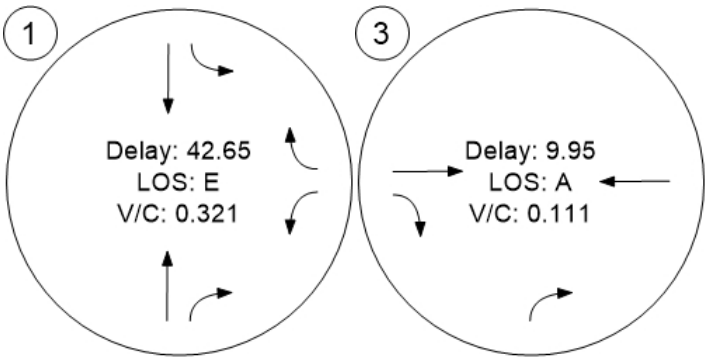
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



RaceTrac - Plainfield, IN

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Scenario 6 PM PH - 2024 Existing

Report File: C:\...\Unsignalized LOS - PM Peak Hour - 2024
Existing 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Right	0.003	10.3	B
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	NB Right	0.008	9.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↩		↩↪		↩	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	237	1	1	63	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	2.00	2.00	30.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	1	1	63	0	1
Peak Hour Factor	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	0	0	24	0	0
Total Analysis Volume [veh/h]	365	2	2	97	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.03	0.00	11.52	10.32
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.13	0.00	0.22	0.22
d_A, Approach Delay [s/veh]	0.00		0.16		10.32	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	5	162	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	20.00	7.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	162	1	0	0
Peak Hour Factor	1.0000	0.7700	0.7700	0.7700	1.0000	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	53	0	0	0
Total Analysis Volume [veh/h]	0	6	210	1	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.85	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.85		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	A					

RaceTrac - Plainfield, IN

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Scenario 6 PM PH - 2024 Existing

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Existing 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

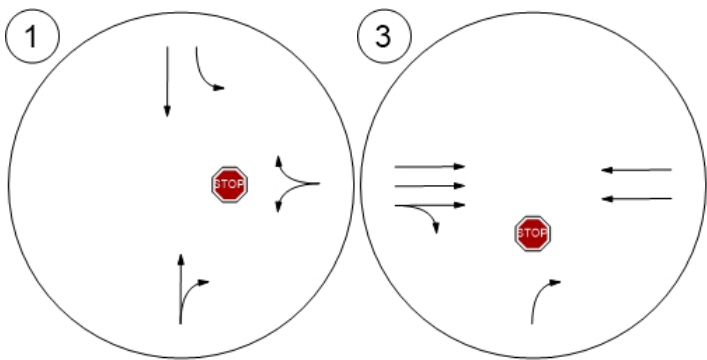
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	237	1	1	63	0	1	303
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	237	1	1	63	0	1	303

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	5	162	1	0	168
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	0	0	0	0	0
		Other	0	0	0	0	0
		Future Total	5	162	1	0	168

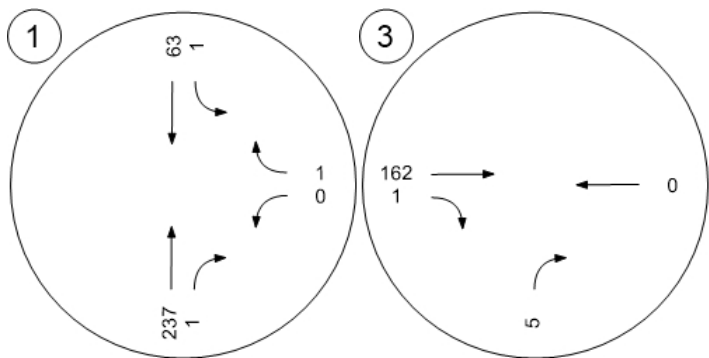
Study Intersections



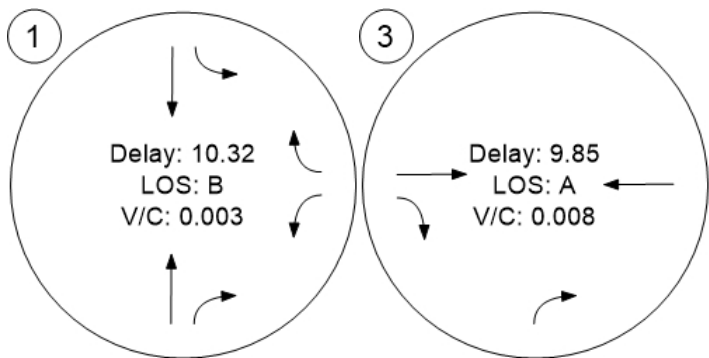
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Conditions



RaceTrac - Plainfield, IN

Scenario 7 PM PH - 2026 Existing + BG

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05202024 bjf brw.vistro

Report File: C:\...\Unsignalized LOS - PM Peak Hour - 2026
Existing plus BG 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Right	0.003	10.4	B
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	NB Right	0.008	9.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↷		↶↷		↷	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	237	1	1	63	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	2.00	2.00	30.00	2.00	2.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	1	1	66	0	1
Peak Hour Factor	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	0	0	25	0	0
Total Analysis Volume [veh/h]	380	2	2	102	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.07	0.00	11.70	10.42
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.13	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.00		0.16		10.42	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	5	162	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	20.00	7.00	2.00	2.00	2.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	169	1	0	0
Peak Hour Factor	1.0000	0.7700	0.7700	0.7700	1.0000	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	55	0	0	0
Total Analysis Volume [veh/h]	0	6	219	1	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.89	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.61	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.89		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	A					

RaceTrac - Plainfield, IN

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Scenario 7 PM PH - 2026 Existing + BG

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Existing plus BG 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

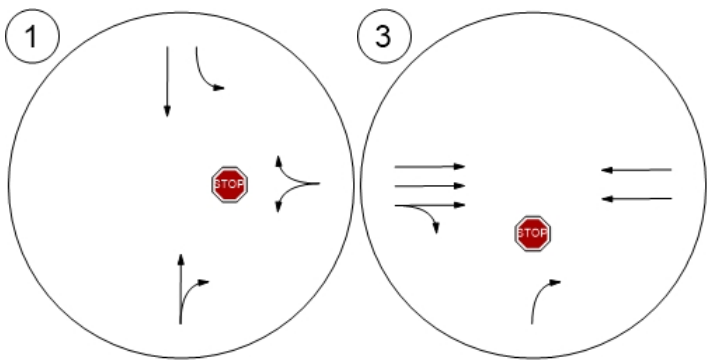
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	237	1	1	63	0	1	303
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	247	1	1	66	0	1	316

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	5	162	1	0	168
		Growth Factor	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0
		Net New Trips	0	0	0	0	0
		Other	0	0	0	0	0
		Future Total	5	169	1	0	175

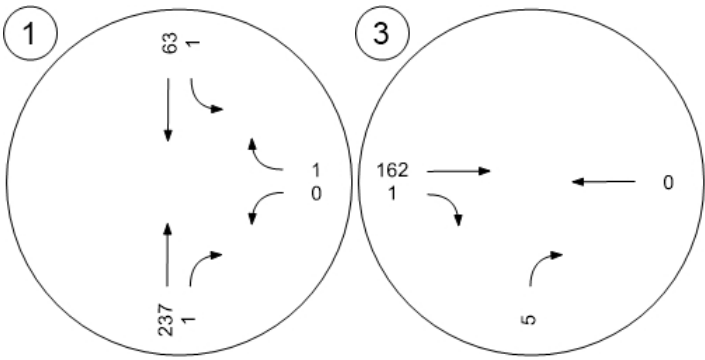
Study Intersections



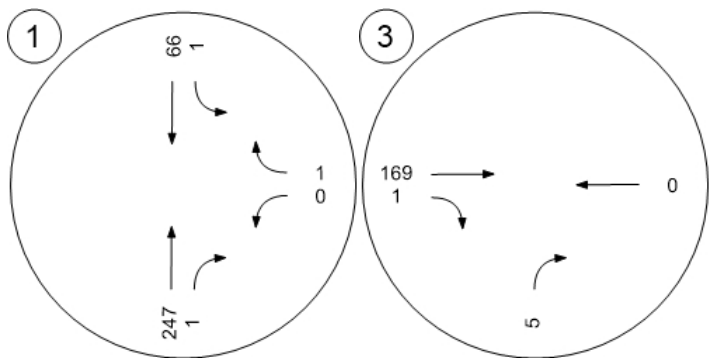
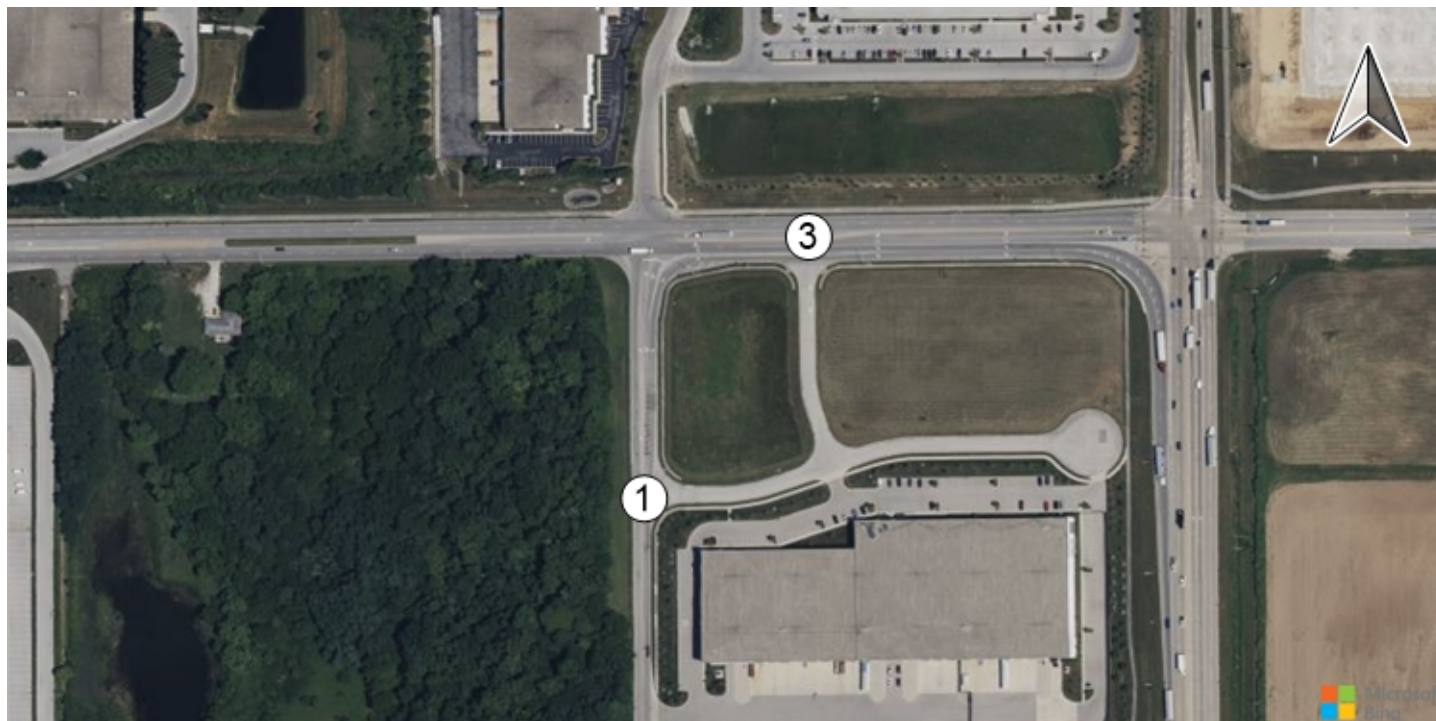
Lane Configuration and Traffic Control



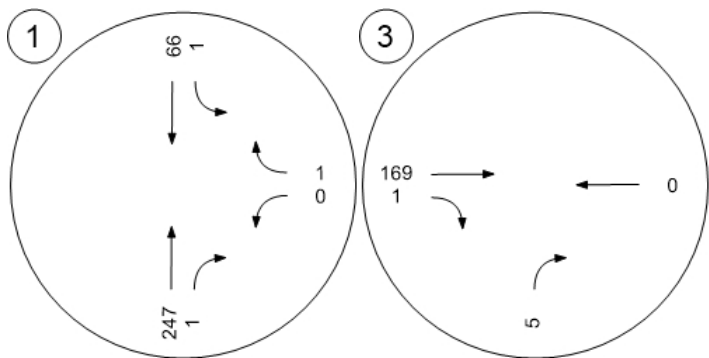
Traffic Volume - Base Volume



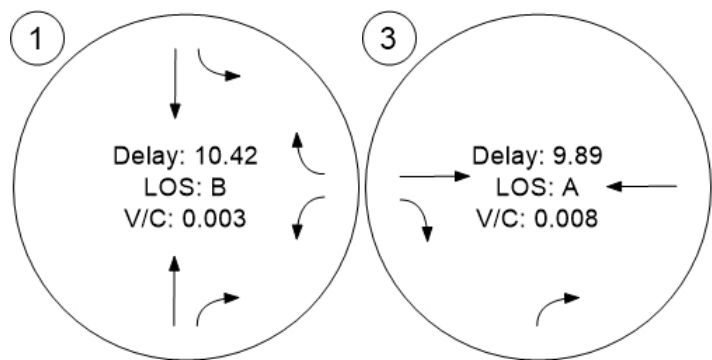
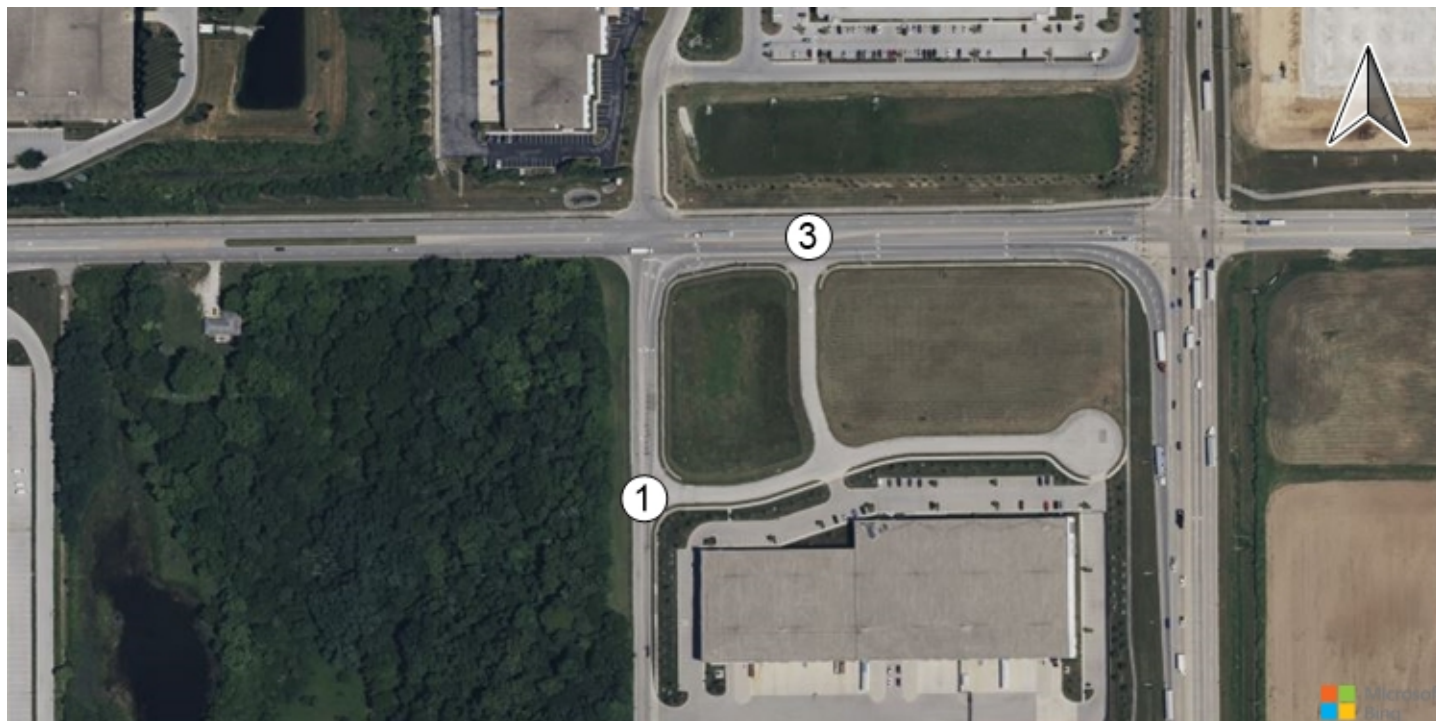
Traffic Volume - Future Background Volume



Traffic Volume - Future Total Volume



Traffic Conditions



RaceTrac - Plainfield, IN

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Scenario 8 PM PH - 2036 Existing + BG

Report File: C:\...\Unsignalized LOS - PM Peak Hour - 2036
Existing plus BG 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Right	0.003	11.0	B
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	NB Right	0.011	10.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↷		↶↷		↷	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	237	1	1	63	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	2.00	2.00	30.00	2.00	2.00
Growth Factor	1.2682	1.2682	1.2682	1.2682	1.2682	1.2682
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	301	1	1	80	0	1
Peak Hour Factor	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	0	0	31	0	0
Total Analysis Volume [veh/h]	463	2	2	123	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.29	0.00	12.70	11.04
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.14	0.00	0.25	0.25
d_A, Approach Delay [s/veh]	0.00		0.13		11.04	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	5	162	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	20.00	7.00	2.00	2.00	2.00
Growth Factor	1.2682	1.2682	1.2682	1.2682	1.2682	1.2682
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	6	205	1	0	0
Peak Hour Factor	1.0000	0.7700	0.7700	0.7700	1.0000	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	67	0	0	0
Total Analysis Volume [veh/h]	0	8	266	1	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.08	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.85	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.08		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	B					

RaceTrac - Plainfield, IN

Scenario 8 PM PH - 2036 Existing + BG

Vistro File: C:\...\LOS Model - RaceTrac - Plainfield IN
05202024 bjf brw.vistro

Report File: C:\...\Unsignalized LOS - PM Peak Hour - 2036
Existing plus BG 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

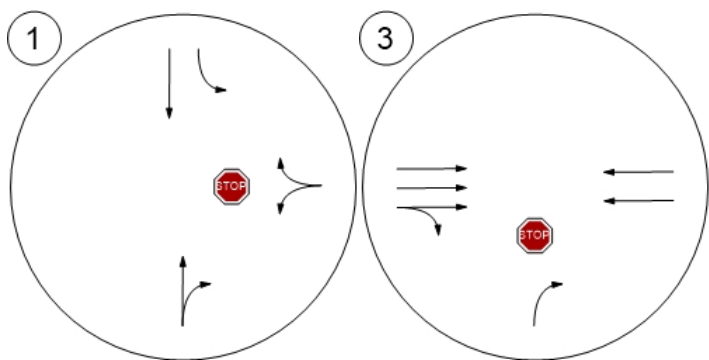
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	237	1	1	63	0	1	303
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	301	1	1	80	0	1	384

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	5	162	1	0	168
		Growth Factor	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0
		Net New Trips	0	0	0	0	0
		Other	0	0	0	0	0
		Future Total	6	205	1	0	212

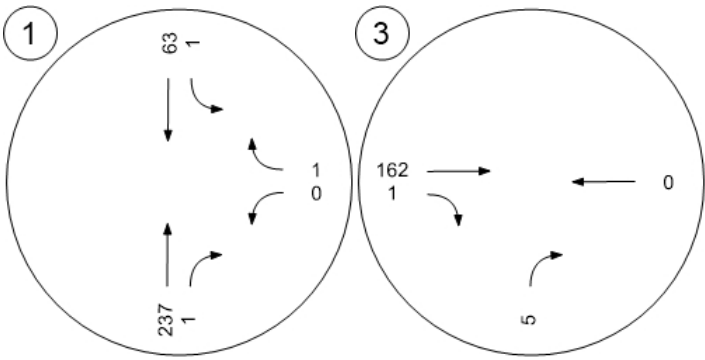
Study Intersections



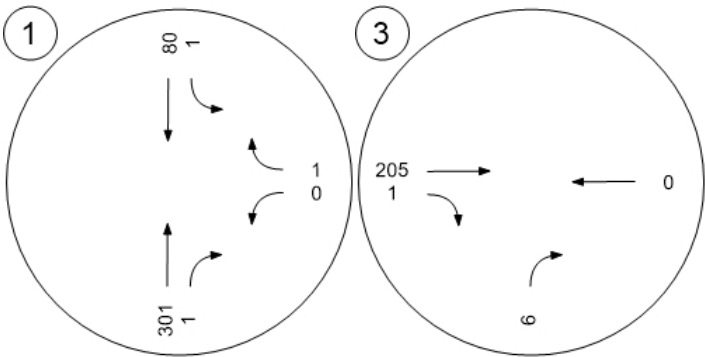
Lane Configuration and Traffic Control



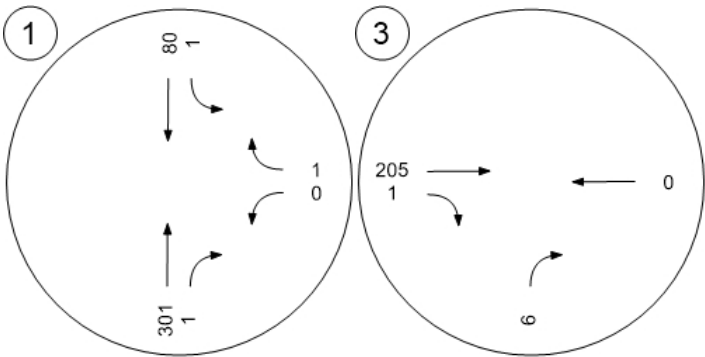
Traffic Volume - Base Volume



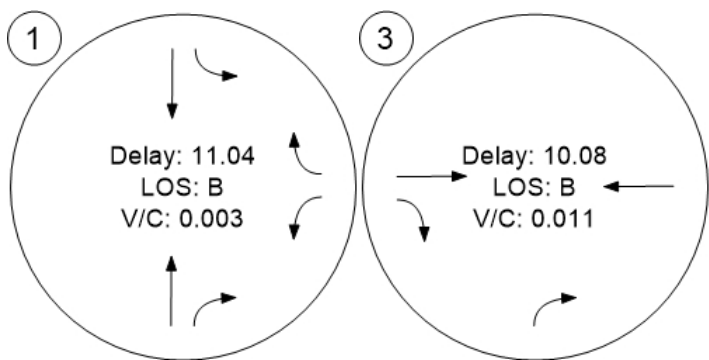
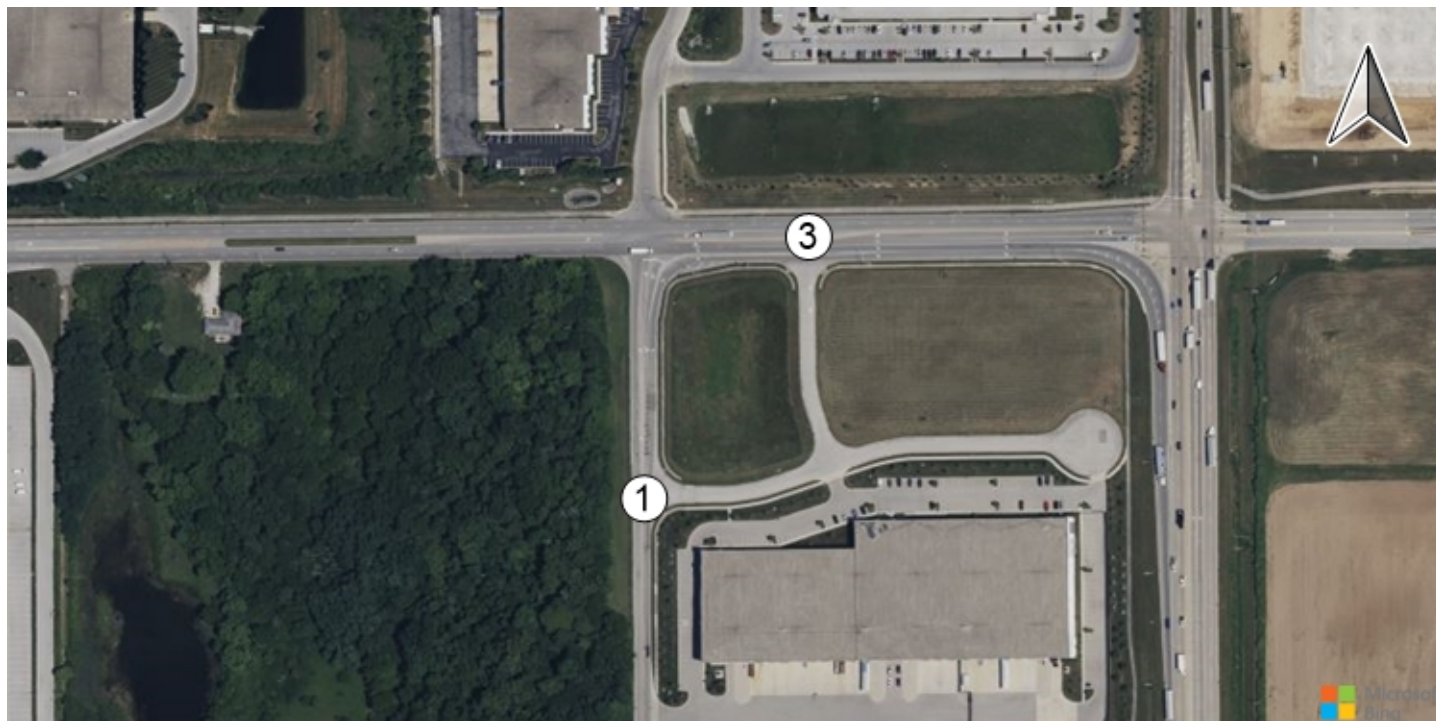
Traffic Volume - Future Background Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 9 PM PH - 2026 Existing + BG + Site

Report File: C:\...\Unsignalized LOS - PM Peak Hour - 2026
Existing plus BG plus Site 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Left	0.140	41.8	E
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	NB Right	0.191	11.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	41.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↩		↩↪		↪	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	237	1	1	63	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	23.00	23.00	30.00	20.00	20.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	59	0	7	48
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-14	14	180	-4	4	99
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	22	240	62	11	148
Peak Hour Factor	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	8	92	24	4	57
Total Analysis Volume [veh/h]	358	34	369	95	17	228
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.35	0.00	0.14	0.36
d_M, Delay for Movement [s/veh]	0.00	0.00	10.19	0.00	41.80	17.82
Movement LOS	A	A	B	A	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.57	0.00	2.75	2.75
95th-Percentile Queue Length [ft/ln]	0.00	0.00	39.28	0.00	68.86	68.86
d_A, Approach Delay [s/veh]	0.00		8.10		19.48	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.75					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.191

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	5	162	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	20.00	7.00	2.00	2.00	2.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	23	0	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	91	0	4	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	106	192	5	0	33
Peak Hour Factor	1.0000	0.7700	0.7700	0.7700	1.0000	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	62	2	0	11
Total Analysis Volume [veh/h]	0	138	249	6	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	11.15	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.70	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	17.52	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.15		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.53					
Intersection LOS	B					

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Scenario 9 PM PH - 2026 Existing + BG + Site

Report File: C:\...Unsignalized LOS - PM Peak Hour - 2026
Existing plus BG plus Site 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

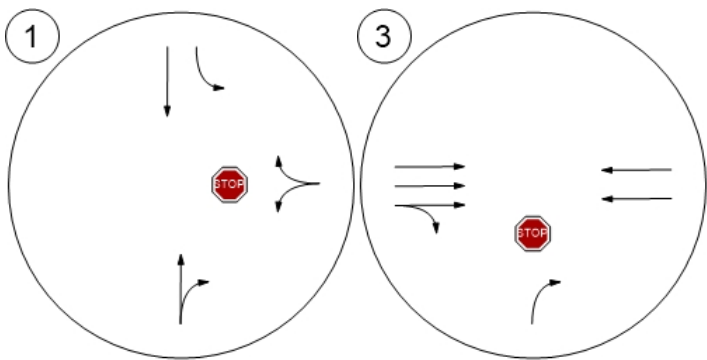
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	237	1	1	63	0	1	303
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	-14	21	239	-4	11	147	400
		Other	0	0	0	0	0	0	0
		Future Total	233	22	240	62	11	148	716

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	5	162	1	0	168
		Growth Factor	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0
		Net New Trips	101	23	4	33	161
		Other	0	0	0	0	0
		Future Total	106	192	5	33	336

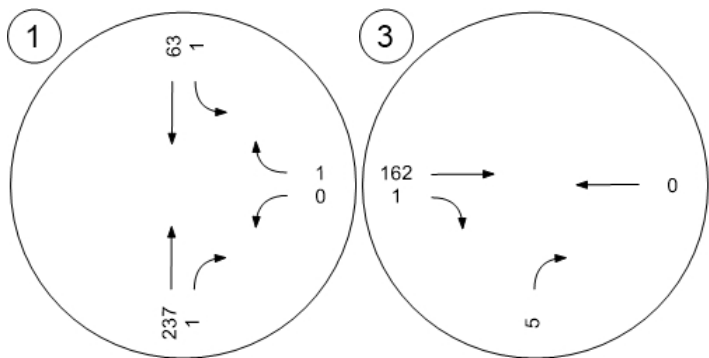
Study Intersections



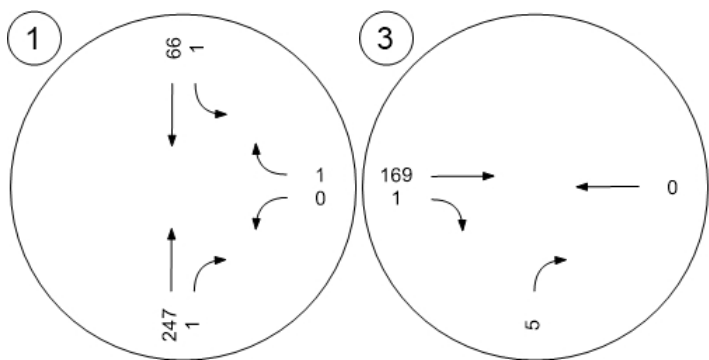
Lane Configuration and Traffic Control



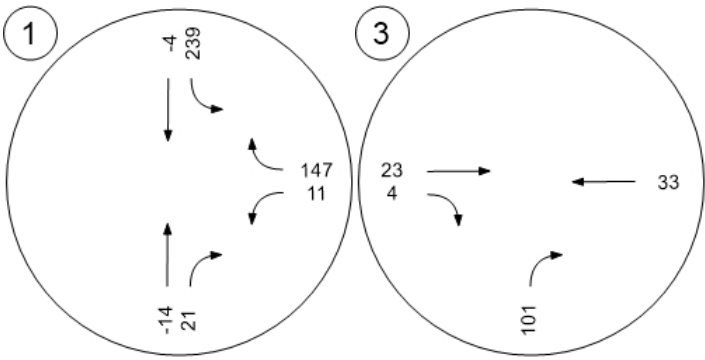
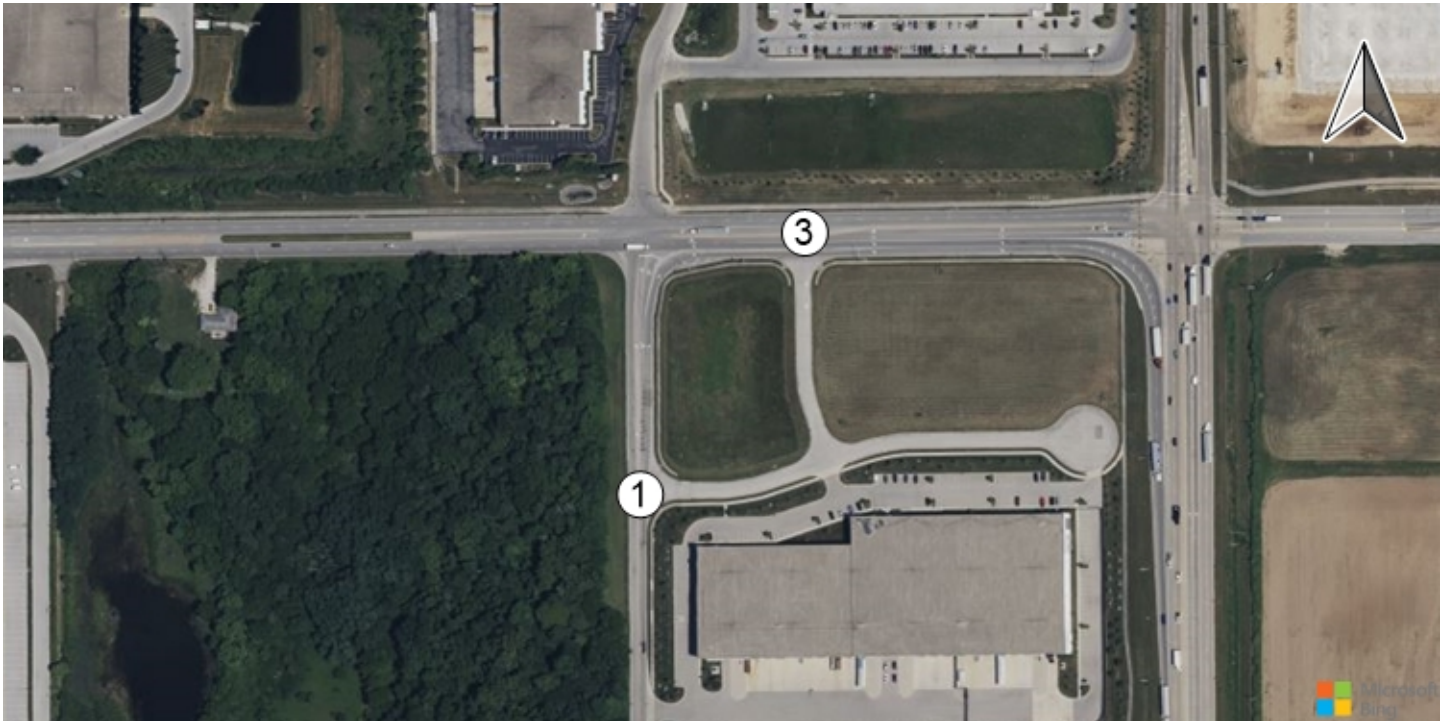
Traffic Volume - Base Volume



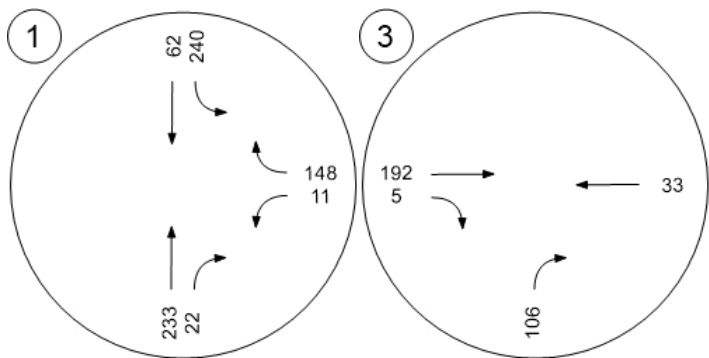
Traffic Volume - Future Background Volume



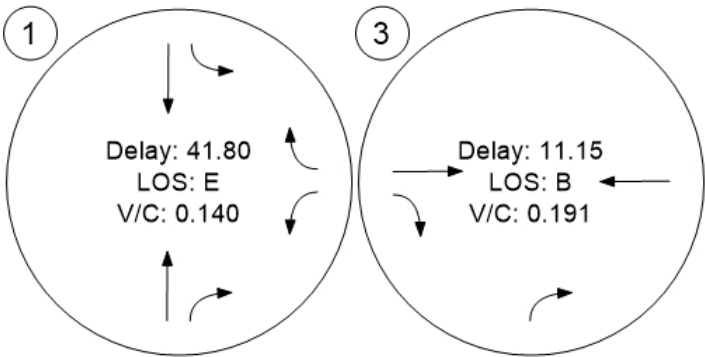
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



RaceTrac - Plainfield, IN

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Scenario 10 PM PH - 2036 Existing + BG + Site

Report File: C:\...\Unsignalized LOS - PM Peak Hour - 2036
Existing plus BG plus Site 05212024.pdf

5/21/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Midfield Court at Columbia Road	Two-way stop	HCM 6th Edition	WB Left	0.170	51.7	F
3	Stafford Road at Swift Drive	Two-way stop	HCM 6th Edition	NB Right	0.199	11.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Midfield Court at Columbia Road

Control Type:	Two-way stop	Delay (sec / veh):	51.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.170

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↩		↩↪		↪	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	237	1	1	63	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	23.00	23.00	30.00	20.00	20.00
Growth Factor	1.2682	1.2682	1.2682	1.2682	1.2682	1.2682
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	59	0	7	48
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-14	14	180	-4	4	99
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	287	22	240	76	11	148
Peak Hour Factor	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	8	92	29	4	57
Total Analysis Volume [veh/h]	442	34	369	117	17	228
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.37	0.00	0.17	0.40
d_M, Delay for Movement [s/veh]	0.00	0.00	10.83	0.00	51.69	22.03
Movement LOS	A	A	B	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.76	0.00	3.49	3.49
95th-Percentile Queue Length [ft/ln]	0.00	0.00	43.92	0.00	87.17	87.17
d_A, Approach Delay [s/veh]	0.00		8.22		24.09	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	8.20					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Stafford Road at Swift Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.199

Intersection Setup

Name	Northbound		Eastbound		Westbound	
Approach						
Lane Configuration	↶		↶			
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	5	162	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	20.00	7.00	2.00	2.00	2.00
Growth Factor	1.2682	1.2682	1.2682	1.2682	1.2682	1.2682
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	23	0	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	91	0	4	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	107	228	5	0	33
Peak Hour Factor	1.0000	0.7700	0.7700	0.7700	1.0000	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	35	74	2	0	11
Total Analysis Volume [veh/h]	0	139	296	6	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	11.44	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.74	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	18.46	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.28					
Intersection LOS	B					

RaceTrac - Plainfield, IN

Vistro File: C:\...LOS Model - RaceTrac - Plainfield IN
05202024 bjf brw.vistro

Scenario 10 PM PH - 2036 Existing + BG + Site

Report File: C:\...Unsignalized LOS - PM Peak Hour - 2036
Existing plus BG plus Site 05212024.pdf

5/21/2024

Turning Movement Volume: Detail

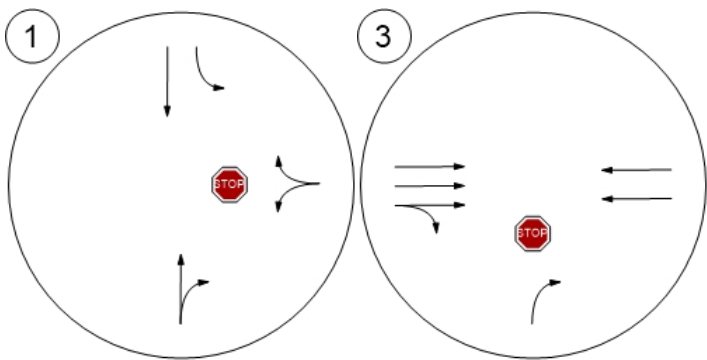
ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	Midfield Court at Columbia Road	Final Base	237	1	1	63	0	1	303
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	-14	21	239	-4	11	147	400
		Other	0	0	0	0	0	0	0
		Future Total	287	22	240	76	11	148	784

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
3	Stafford Road at Swift Drive	Final Base	5	162	1	0	168
		Growth Factor	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0
		Net New Trips	101	23	4	33	161
		Other	0	0	0	0	0
		Future Total	107	228	5	33	373

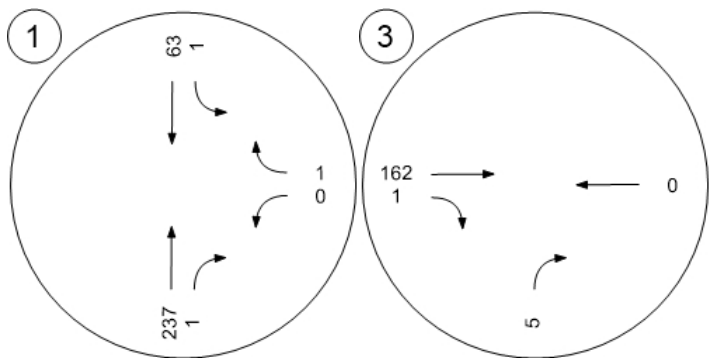
Study Intersections



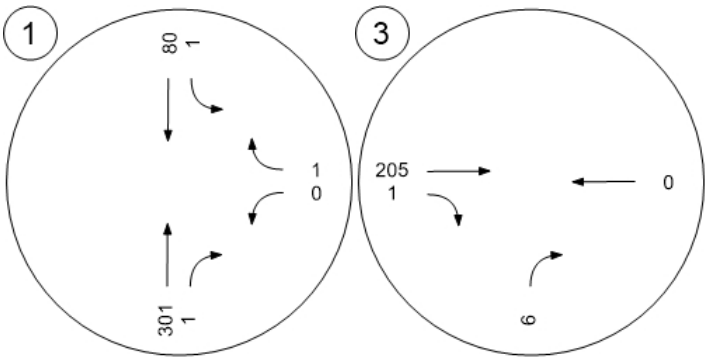
Lane Configuration and Traffic Control



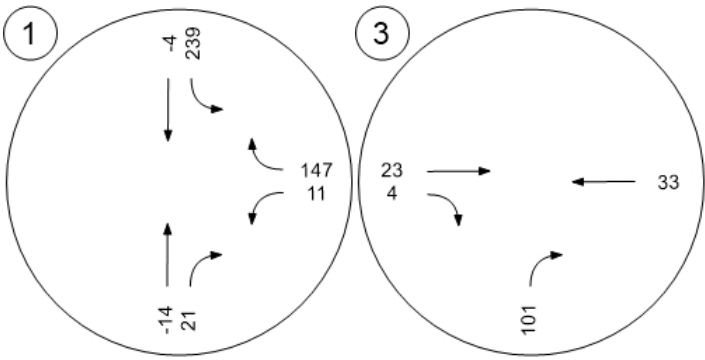
Traffic Volume - Base Volume



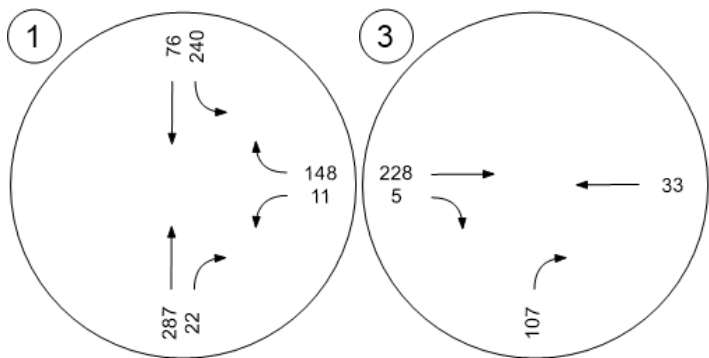
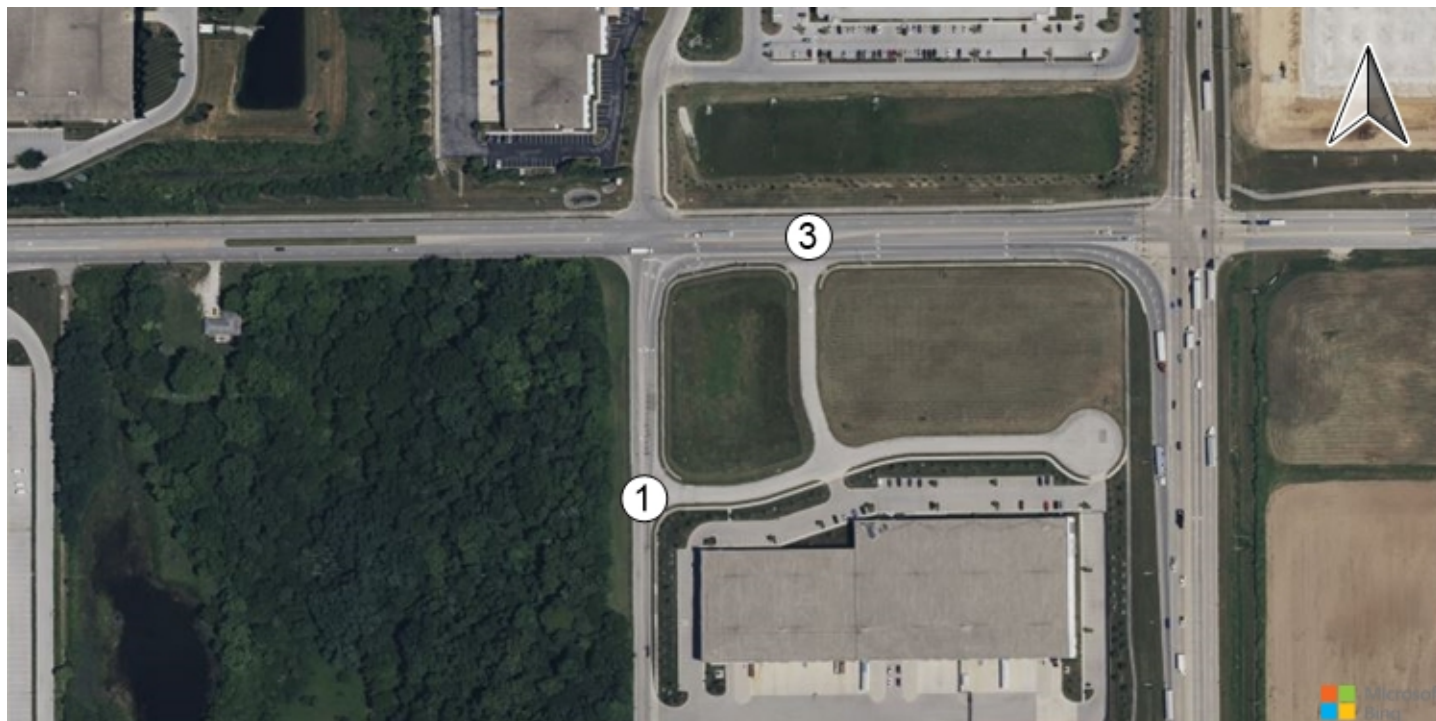
Traffic Volume - Future Background Volume



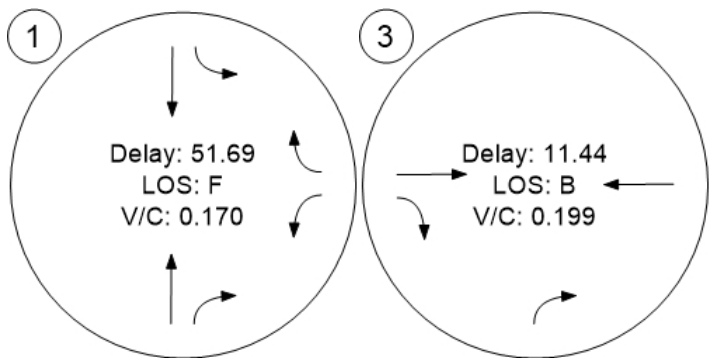
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



Version 2021 (SP 0-6)

Option 1: Dual Approach Lanes

Number	1					
Intersection	Midfield Court at Columbia Road					
Control Type	Two-way stop					
Analysis Method	HCM 6th Edition					
Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	102	1	1	260	0	1
Total Analysis Volume [veh/h]	121	21	348	305	43	229

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Capacity Analysis

Calculated Rank	1	1	2	1	3	2
v_c, Conflicting Flow Rate	0	0	142	0	1133	132
v_c, Stage 1	0	0	142	0	132	132
v_c, Stage 2	0	0	0	0	1001	0
c_p,x, Potential Capacity [veh/h]	0	0	1359	0	210	879
c_p,x, Stage 1 [veh/h]	0	0	1598	0	859	1103
c_p,x, Stage 2 [veh/h]	0	0	1536	0	333	1043
c_m,x, Movement Capacity [veh/h]	100000	100000	1359	100000	156	879
c_m,x, Stage 1 [veh/h]	0	0	0	0	0	0
c_m,x, Stage 2 [veh/h]	0	0	0	0	0	0
c_T, Total Capacity [veh/h]	100000	100000	1359	100000	156	879

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.26	0.00	0.28	0.26
d_M, Delay for Movement [s/veh]	0.00	0.00	8.56	0.00	36.60	10.53
Movement LOS	A	A	A	A	E	B
Critical Movement	No	No	No	No	Yes	No
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.02	0.00	1.06	1.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	25.60	0.00	26.52	26.07
d_A, Approach Delay [s/veh]	0.00		4.56		14.65	
Approach LOS	A		A		B	
V/C_I, Worst Movement V/C Ratio	0.28					
d_I, Worst Movement Control Delay [s/veh]	36.60					
d_I, Intersection Delay [s/veh]	6.53					
Intersection LOS	E					

Version 2021 (SP 0-6)

Option 1: Dual Approach Lanes

Number	1					
Intersection	Midfield Court at Columbia Road					
Control Type	Two-way stop					
Analysis Method	HCM 6th Edition					
Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	102	1	1	260	0	1
Total Analysis Volume [veh/h]	150	21	348	379	43	229

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Capacity Analysis

Calculated Rank	1	1	2	1	3	2
v_c, Conflicting Flow Rate	0	0	171	0	1236	161
v_c, Stage 1	0	0	171	0	161	161
v_c, Stage 2	0	0	0	0	1075	0
c_p,x, Potential Capacity [veh/h]	0	0	1326	0	181	847
c_p,x, Stage 1 [veh/h]	0	0	1611	0	833	1116
c_p,x, Stage 2 [veh/h]	0	0	1536	0	307	1043
c_m,x, Movement Capacity [veh/h]	100000	100000	1326	100000	134	847
c_m,x, Stage 1 [veh/h]	0	0	0	0	0	0
c_m,x, Stage 2 [veh/h]	0	0	0	0	0	0
c_T, Total Capacity [veh/h]	100000	100000	1326	100000	134	847

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.26	0.00	0.32	0.27
d_M, Delay for Movement [s/veh]	0.00	0.00	8.68	0.00	44.17	10.82
Movement LOS	A	A	A	A	E	B
Critical Movement	No	No	No	No	Yes	No
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.06	0.00	1.28	1.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	26.47	0.00	31.94	27.41
d_A, Approach Delay [s/veh]	0.00		4.15		16.09	
Approach LOS	A		A		C	
V/C_I, Worst Movement V/C Ratio	0.32					
d_I, Worst Movement Control Delay [s/veh]	44.17					
d_I, Intersection Delay [s/veh]	6.32					
Intersection LOS	E					

Version 2021 (SP 0-6)

Option 1: Dual Approach Lanes

Number	1					
Intersection	Midfield Court at Columbia Road					
Control Type	Two-way stop					
Analysis Method	HCM 6th Edition					
Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	237	1	1	63	0	1
Total Analysis Volume [veh/h]	358	34	369	95	17	228

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Capacity Analysis

Calculated Rank	1	1	2	1	3	2
v_c, Conflicting Flow Rate	0	0	392	0	1208	375
v_c, Stage 1	0	0	392	0	375	375
v_c, Stage 2	0	0	0	0	833	0
c_p,x, Potential Capacity [veh/h]	0	0	1061	0	186	633
c_p,x, Stage 1 [veh/h]	0	0	1658	0	657	1208
c_p,x, Stage 2 [veh/h]	0	0	1496	0	398	1034
c_m,x, Movement Capacity [veh/h]	100000	100000	1061	100000	121	633
c_m,x, Stage 1 [veh/h]	0	0	0	0	0	0
c_m,x, Stage 2 [veh/h]	0	0	0	0	0	0
c_T, Total Capacity [veh/h]	100000	100000	1061	100000	121	633

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.35	0.00	0.14	0.36
d_M, Delay for Movement [s/veh]	0.00	0.00	10.19	0.00	39.45	13.85
Movement LOS	A	A	B	A	E	B
Critical Movement	No	No	No	No	Yes	No
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.57	0.00	0.47	1.64
95th-Percentile Queue Length [ft/ln]	0.00	0.00	39.28	0.00	11.80	40.88
d_A, Approach Delay [s/veh]	0.00		8.10		15.63	
Approach LOS	A		A		C	
V/C_I, Worst Movement V/C Ratio	0.14					
d_I, Worst Movement Control Delay [s/veh]	39.45					
d_I, Intersection Delay [s/veh]	6.89					
Intersection LOS	E					

Version 2021 (SP 0-6)

Option 1: Dual Approach Lanes

Number	1					
Intersection	Midfield Court at Columbia Road					
Control Type	Two-way stop					
Analysis Method	HCM 6th Edition					
Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	237	1	1	63	0	1
Total Analysis Volume [veh/h]	442	34	369	117	17	228

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Capacity Analysis

Calculated Rank	1	1	2	1	3	2
v_c, Conflicting Flow Rate	0	0	476	0	1314	459
v_c, Stage 1	0	0	476	0	459	459
v_c, Stage 2	0	0	0	0	855	0
c_p,x, Potential Capacity [veh/h]	0	0	985	0	160	566
c_p,x, Stage 1 [veh/h]	0	0	1694	0	600	1249
c_p,x, Stage 2 [veh/h]	0	0	1496	0	388	1034
c_m,x, Movement Capacity [veh/h]	100000	100000	985	100000	100	566
c_m,x, Stage 1 [veh/h]	0	0	0	0	0	0
c_m,x, Stage 2 [veh/h]	0	0	0	0	0	0
c_T, Total Capacity [veh/h]	100000	100000	985	100000	100	566

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.37	0.00	0.17	0.40
d_M, Delay for Movement [s/veh]	0.00	0.00	10.83	0.00	48.25	15.57
Movement LOS	A	A	B	A	E	C
Critical Movement	No	No	No	No	Yes	No
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.76	0.00	0.58	1.93
95th-Percentile Queue Length [ft/ln]	0.00	0.00	43.92	0.00	14.55	48.32
d_A, Approach Delay [s/veh]	0.00		8.22		17.84	
Approach LOS	A		A		C	
V/C_I, Worst Movement V/C Ratio	0.17					
d_I, Worst Movement Control Delay [s/veh]	48.25					
d_I, Intersection Delay [s/veh]	6.93					
Intersection LOS	E					

SimTraffic Simulation Summary
 AM PH - 2024 Existing

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	3387	3332	3390	3373	3221	3339
Vehs Exited	3374	3326	3398	3365	3201	3332
Starting Vehs	75	58	89	82	61	72
Ending Vehs	88	64	81	90	81	79
Travel Distance (mi)	1693	1672	1713	1701	1605	1677
Travel Time (hr)	75.4	74.2	75.1	77.0	70.5	74.4
Total Delay (hr)	30.7	29.8	29.4	31.8	27.9	29.9
Total Stops	1775	1703	1733	1841	1714	1754
Fuel Used (gal)	67.4	66.3	68.2	67.7	62.7	66.4

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	803	787	788	783	755	783
Vehs Exited	817	775	798	791	760	788
Starting Vehs	75	58	89	82	61	72
Ending Vehs	61	70	79	74	56	69
Travel Distance (mi)	406	391	407	400	380	397
Travel Time (hr)	16.9	16.6	17.3	18.9	17.3	17.4
Total Delay (hr)	6.3	6.2	6.4	8.2	7.2	6.8
Total Stops	374	382	394	450	412	402
Fuel Used (gal)	15.9	15.5	16.0	16.4	15.1	15.8

SimTraffic Simulation Summary
 AM PH - 2024 Existing

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	820	830	784	806	785	805
Vehs Exited	798	849	799	804	777	805
Starting Vehs	61	70	79	74	56	69
Ending Vehs	83	51	64	76	64	66
Travel Distance (mi)	404	417	399	404	394	404
Travel Time (hr)	18.0	19.2	17.5	17.1	16.3	17.6
Total Delay (hr)	7.3	8.3	6.8	6.4	5.9	6.9
Total Stops	422	426	398	447	387	416
Fuel Used (gal)	16.3	16.5	15.9	15.7	15.1	15.9

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	947	947	959	937	937	946
Vehs Exited	951	902	932	924	924	926
Starting Vehs	83	51	64	76	64	66
Ending Vehs	79	96	91	89	77	85
Travel Distance (mi)	473	461	471	461	455	464
Travel Time (hr)	22.3	20.8	20.6	21.0	20.5	21.0
Total Delay (hr)	9.7	8.6	8.1	8.8	8.4	8.7
Total Stops	542	497	478	498	517	505
Fuel Used (gal)	19.0	18.5	18.7	18.3	17.8	18.4

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	817	768	859	847	744	808
Vehs Exited	808	800	869	846	740	813
Starting Vehs	79	96	91	89	77	85
Ending Vehs	88	64	81	90	81	79
Travel Distance (mi)	410	403	436	436	376	412
Travel Time (hr)	18.2	17.5	19.7	20.0	16.4	18.4
Total Delay (hr)	7.4	6.8	8.1	8.3	6.4	7.4
Total Stops	437	398	463	446	398	426
Fuel Used (gal)	16.2	15.8	17.6	17.4	14.7	16.3

SimTraffic Performance Report
 AM PH - 2024 Existing

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.2	0.2	0.1	0.0	0.0	0.8	0.0	0.0	0.1	3.0	4.3
Total Del/Veh (s)	6.1	0.9	0.6	8.4	0.7	0.3	10.8	6.4	2.2	19.9	13.7	6.9
Vehicles Entered	15	557	9	206	745	28	1	1	119	2	2	10
Vehicles Exited	15	558	9	204	744	28	1	1	119	2	1	11
Hourly Exit Rate	15	558	9	204	744	28	1	1	119	2	1	11
Input Volume	13	544	12	210	748	30	1	1	119	4	1	10
% of Volume	118	103	77	97	99	94	100	80	100	47	100	113

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	2.0
Vehicles Entered	1695
Vehicles Exited	1693
Hourly Exit Rate	1693
Input Volume	1693
% of Volume	100

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.2	0.1	2.6	0.9	0.8	3.3	0.1	0.2
Total Del/Veh (s)	46.3	22.8	4.2	41.1	59.5	8.3	38.8	19.0	14.6	67.7	47.9	29.8
Vehicles Entered	70	139	538	14	62	22	742	922	49	26	400	110
Vehicles Exited	70	139	537	14	62	22	754	926	50	26	398	109
Hourly Exit Rate	70	139	537	14	62	22	754	926	50	26	398	109
Input Volume	68	136	536	15	65	22	759	906	58	25	421	113
% of Volume	103	102	100	95	95	100	99	102	86	103	95	97

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	27.4
Vehicles Entered	3094
Vehicles Exited	3107
Hourly Exit Rate	3107
Input Volume	3124
% of Volume	99

SimTraffic Performance Report
AM PH - 2024 Existing

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	623.7
Vehicles Entered	3069
Vehicles Exited	106
Hourly Exit Rate	106
Input Volume	4817
% of Volume	2

Queuing and Blocking Report
 AM PH - 2024 Existing

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	L	TR	L	TR
Maximum Queue (ft)	31	17	178	45	17	12	17	64
Average Queue (ft)	5	1	66	2	1	0	2	11
95th Queue (ft)	23	7	134	33	7	6	13	41
Link Distance (ft)		738		290		388	481	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	230		260		180			100
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	125	118	89	138	56	400	442	404	429	200	316	320
Average Queue (ft)	57	53	21	57	16	230	260	168	192	42	192	173
95th Queue (ft)	108	105	70	118	45	363	394	313	342	131	296	291
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)										0	19	
Queuing Penalty (veh)										0	5	

Zone Summary

Zone wide Queuing Penalty: 5

Actuated Signals, Observed Splits
 AM PH - 2024 Existing

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	13.0	31.3	51.1	33.2	11.5	20.4	9.6	81.0
g/C Ratio	-0.01	-0.01	NA	NA	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	64	13	0	0	12	12	36	0
Cycles @ Minimum (%)	0	0	0	0	0	20	27	0
Cycles Maxed Out (%)	5	54	25	0	4	24	0	91
Cycles with Peds (%)	0	0	0	0	0	24	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 AM PH - 2026 Existing + BG

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	3454	3599	3518	3559	3384	3503
Vehs Exited	3468	3610	3530	3508	3405	3504
Starting Vehs	99	82	81	75	105	89
Ending Vehs	85	71	69	126	84	88
Travel Distance (mi)	1737	1802	1764	1773	1702	1756
Travel Time (hr)	78.7	81.1	80.8	82.6	76.1	79.8
Total Delay (hr)	32.6	33.3	33.7	35.4	30.6	33.1
Total Stops	1853	1871	1840	1943	1779	1855
Fuel Used (gal)	69.3	71.9	70.6	70.9	67.8	70.1

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	815	899	849	861	788	841
Vehs Exited	828	902	860	864	817	853
Starting Vehs	99	82	81	75	105	89
Ending Vehs	86	79	70	72	76	74
Travel Distance (mi)	411	447	426	433	403	424
Travel Time (hr)	18.2	20.4	18.8	19.9	17.7	19.0
Total Delay (hr)	7.3	8.6	7.4	8.5	7.0	7.8
Total Stops	447	491	423	476	388	445
Fuel Used (gal)	16.3	18.0	16.7	17.3	16.2	16.9

SimTraffic Simulation Summary
 AM PH - 2026 Existing + BG

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	857	856	814	802	857	836
Vehs Exited	840	848	818	802	849	832
Starting Vehs	86	79	70	72	76	74
Ending Vehs	103	87	66	72	84	80
Travel Distance (mi)	423	429	407	402	428	418
Travel Time (hr)	19.0	19.3	18.9	17.9	19.1	18.9
Total Delay (hr)	7.7	7.9	8.0	7.2	7.7	7.7
Total Stops	445	454	408	418	449	432
Fuel Used (gal)	16.9	17.2	16.1	15.9	17.1	16.6

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	962	956	1003	996	906	963
Vehs Exited	992	924	982	966	884	950
Starting Vehs	103	87	66	72	84	80
Ending Vehs	73	119	87	102	106	97
Travel Distance (mi)	497	472	496	492	446	481
Travel Time (hr)	23.5	22.1	23.3	23.5	20.8	22.6
Total Delay (hr)	10.3	9.6	10.2	10.4	8.8	9.9
Total Stops	526	529	529	534	500	520
Fuel Used (gal)	20.2	19.1	20.2	19.8	17.7	19.4

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	820	888	852	900	833	856
Vehs Exited	808	936	870	876	855	869
Starting Vehs	73	119	87	102	106	97
Ending Vehs	85	71	69	126	84	88
Travel Distance (mi)	406	454	435	446	425	433
Travel Time (hr)	17.9	19.2	19.8	21.3	18.5	19.4
Total Delay (hr)	7.2	7.3	8.1	9.3	7.1	7.8
Total Stops	435	397	480	515	442	450
Fuel Used (gal)	15.9	17.6	17.6	17.8	16.8	17.1

SimTraffic Performance Report
 AM PH - 2026 Existing + BG

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.3	0.2	0.0	0.0	0.0		0.0	0.0	0.1		4.2
Total Del/Veh (s)	6.8	0.9	0.3	7.8	0.8	0.3		25.2	2.2	28.4		7.2
Vehicles Entered	14	561	10	223	777	37	0	1	120	4	0	8
Vehicles Exited	14	561	10	224	778	36	0	1	120	4	0	8
Hourly Exit Rate	14	561	10	224	778	36	0	1	120	4	0	8
Input Volume	14	566	12	218	779	31	1	1	124	4	1	10
% of Volume	102	99	82	103	100	116	0	100	97	100	0	78

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.0
Vehicles Entered	1755
Vehicles Exited	1756
Hourly Exit Rate	1756
Input Volume	1761
% of Volume	100

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.2	0.1	2.7	1.1	1.0	3.2	0.1	0.2
Total Del/Veh (s)	49.4	24.3	4.2	45.0	59.6	9.9	42.9	19.0	16.1	76.2	49.2	33.9
Vehicles Entered	70	144	539	14	70	21	797	960	56	23	430	124
Vehicles Exited	70	145	539	14	71	21	790	949	56	24	431	125
Hourly Exit Rate	70	145	539	14	71	21	790	949	56	24	431	125
Input Volume	71	141	557	16	68	23	789	942	60	26	438	118
% of Volume	99	103	97	89	105	91	100	101	93	92	98	106

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	29.3
Vehicles Entered	3248
Vehicles Exited	3235
Hourly Exit Rate	3235
Input Volume	3249
% of Volume	100

SimTraffic Performance Report
AM PH - 2026 Existing + BG

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	624.0
Vehicles Entered	3226
Vehicles Exited	102
Hourly Exit Rate	102
Input Volume	5010
% of Volume	2

Queuing and Blocking Report
 AM PH - 2026 Existing + BG

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	30	8	183	32	15	6	26	33	57
Average Queue (ft)	5	1	68	1	1	0	2	4	8
95th Queue (ft)	23	7	135	23	9	0	13	21	33
Link Distance (ft)		738		290	290		388	481	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	230		260			180			100
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	159	142	102	161	60	446	499	361	377	222	353	354
Average Queue (ft)	58	58	25	61	15	254	293	175	203	37	215	203
95th Queue (ft)	120	118	77	118	42	384	424	316	342	126	325	324
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)												24
Queuing Penalty (veh)												6

Zone Summary

Zone wide Queuing Penalty: 6

Actuated Signals, Observed Splits
 AM PH - 2026 Existing + BG

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	14.8	33.5	55.0	36.8	11.5	21.7	9.3	88.9
g/C Ratio	-0.01	-0.01	NA	NA	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	57	17	0	0	9	4	38	0
Cycles @ Minimum (%)	0	0	0	0	0	9	29	0
Cycles Maxed Out (%)	10	57	41	4	5	30	0	95
Cycles with Peds (%)	0	0	0	0	0	30	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 AM PH - 2036 Existing + BG

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	4304	4302	4321	4324	4265	4303
Vehs Exited	4318	4300	4364	4295	4309	4318
Starting Vehs	110	84	128	102	123	108
Ending Vehs	96	86	85	131	79	93
Travel Distance (mi)	2155	2134	2165	2145	2138	2147
Travel Time (hr)	110.3	106.3	108.4	108.3	104.7	107.6
Total Delay (hr)	52.8	49.3	50.7	51.5	48.0	50.5
Total Stops	2517	2475	2424	2430	2402	2448
Fuel Used (gal)	91.1	89.1	92.0	89.7	89.2	90.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1021	1093	1074	1033	1003	1044
Vehs Exited	1047	1090	1084	1039	1032	1058
Starting Vehs	110	84	128	102	123	108
Ending Vehs	84	87	118	96	94	95
Travel Distance (mi)	520	544	537	516	507	525
Travel Time (hr)	25.7	26.8	26.0	25.9	24.6	25.8
Total Delay (hr)	11.8	12.3	11.6	12.1	11.0	11.8
Total Stops	575	627	572	562	579	582
Fuel Used (gal)	21.9	22.6	22.3	21.4	21.2	21.9

SimTraffic Simulation Summary
 AM PH - 2036 Existing + BG

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1061	1036	1012	1039	1081	1045
Vehs Exited	1032	1032	1042	1049	1065	1044
Starting Vehs	84	87	118	96	94	95
Ending Vehs	113	91	88	86	110	99
Travel Distance (mi)	515	507	515	522	538	519
Travel Time (hr)	25.0	24.8	26.9	26.2	26.5	25.9
Total Delay (hr)	11.3	11.3	13.1	12.4	12.4	12.1
Total Stops	550	567	622	598	613	588
Fuel Used (gal)	21.4	21.1	22.1	21.6	22.4	21.7

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1136	1124	1201	1196	1156	1164
Vehs Exited	1110	1120	1171	1166	1133	1138
Starting Vehs	113	91	88	86	110	99
Ending Vehs	139	95	118	116	133	119
Travel Distance (mi)	561	560	586	587	572	573
Travel Time (hr)	29.7	29.7	29.0	30.6	29.8	29.8
Total Delay (hr)	14.7	14.8	13.5	15.2	14.6	14.6
Total Stops	705	699	644	699	658	680
Fuel Used (gal)	23.8	24.1	25.2	25.0	24.3	24.5

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1086	1049	1034	1056	1025	1050
Vehs Exited	1129	1058	1067	1041	1079	1074
Starting Vehs	139	95	118	116	133	119
Ending Vehs	96	86	85	131	79	93
Travel Distance (mi)	559	524	527	520	521	530
Travel Time (hr)	29.9	24.9	26.6	25.6	23.8	26.2
Total Delay (hr)	15.0	11.0	12.5	11.8	10.0	12.1
Total Stops	687	582	586	571	552	594
Fuel Used (gal)	24.0	21.3	22.4	21.7	21.3	22.1

SimTraffic Performance Report
 AM PH - 2036 Existing + BG

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.3	0.2	0.1	0.0	0.0		0.0	0.0	0.2	3.4	4.1
Total Del/Veh (s)	9.7	1.3	0.8	17.1	1.1	0.5		43.6	2.3	66.8	26.2	7.4
Vehicles Entered	16	716	15	267	953	41	0	1	152	4	2	15
Vehicles Exited	16	716	15	269	953	41	0	1	152	4	2	15
Hourly Exit Rate	16	716	15	269	953	41	0	1	152	4	2	15
Input Volume	17	691	15	267	962	38	1	1	151	5	1	13
% of Volume	93	104	98	101	99	108	0	100	100	80	200	113

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.5
Vehicles Entered	2182
Vehicles Exited	2184
Hourly Exit Rate	2184
Input Volume	2162
% of Volume	101

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.3	0.2	3.5	2.2	2.4	2.9	0.2	0.3
Total Del/Veh (s)	58.3	28.9	4.5	56.0	68.6	12.2	56.5	24.6	20.2	83.5	55.5	43.5
Vehicles Entered	86	172	689	18	85	30	954	1138	74	32	538	134
Vehicles Exited	87	173	689	18	85	29	965	1144	75	32	537	135
Hourly Exit Rate	87	173	689	18	85	29	965	1144	75	32	537	135
Input Volume	86	173	681	19	83	28	964	1151	74	32	535	144
% of Volume	101	100	101	96	102	105	100	99	101	100	100	94

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	1.6
Total Del/Veh (s)	36.2
Vehicles Entered	3950
Vehicles Exited	3969
Hourly Exit Rate	3969
Input Volume	3970
% of Volume	100

SimTraffic Performance Report
AM PH - 2036 Existing + BG

Total Zone Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	789.4
Vehicles Entered	3943
Vehicles Exited	135
Hourly Exit Rate	135
Input Volume	6132
% of Volume	2

Queuing and Blocking Report
 AM PH - 2036 Existing + BG

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR	
Maximum Queue (ft)	27	12	27	216	177	126	6	62	39	69	
Average Queue (ft)	6	0	2	109	11	5	0	3	5	15	
95th Queue (ft)	24	5	15	198	90	55	4	32	25	47	
Link Distance (ft)		738	738		290	290		388	481		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	230			260			180			100	
Storage Blk Time (%)									0		
Queuing Penalty (veh)									0		

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	164	161	128	167	67	577	630	624	468	259	450	441
Average Queue (ft)	81	72	33	80	21	364	402	257	278	69	276	261
95th Queue (ft)	147	133	96	152	53	553	586	492	447	203	409	392
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									0			
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)											36	
Queuing Penalty (veh)											11	

Zone Summary

Zone wide Queuing Penalty: 11

Actuated Signals, Observed Splits
 AM PH - 2036 Existing + BG

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	10.6	36.5	66.2	48.1	13.5	22.8	9.6	108.3
g/C Ratio	-0.01	-0.01	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	50	5	0	0	0	0	16	0
Cycles @ Minimum (%)	0	0	0	0	0	11	32	0
Cycles Maxed Out (%)	6	68	89	21	5	32	0	100
Cycles with Peds (%)	0	0	0	0	0	32	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 AM PH - 2026 Existing + BG + Site

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	3860	3859	3933	3865	3894	3882
Vehs Exited	3843	3876	3957	3815	3894	3879
Starting Vehs	100	127	123	75	94	104
Ending Vehs	117	110	99	125	94	108
Travel Distance (mi)	1864	1886	1908	1867	1899	1885
Travel Time (hr)	100.5	125.1	101.4	114.2	97.1	107.7
Total Delay (hr)	48.8	72.8	48.4	62.5	44.7	55.4
Total Stops	2617	2691	2592	2548	2559	2601
Fuel Used (gal)	81.0	86.8	82.6	84.0	81.1	83.1

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	911	977	972	870	906	927
Vehs Exited	928	1014	990	874	921	945
Starting Vehs	100	127	123	75	94	104
Ending Vehs	83	90	105	71	79	84
Travel Distance (mi)	449	481	482	415	443	454
Travel Time (hr)	23.4	25.8	27.9	20.3	21.6	23.8
Total Delay (hr)	11.0	12.4	14.6	8.7	9.4	11.2
Total Stops	598	689	674	556	582	615
Fuel Used (gal)	19.2	20.8	21.5	17.7	18.5	19.6

SimTraffic Simulation Summary
 AM PH - 2026 Existing + BG + Site

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	927	935	955	939	965	942
Vehs Exited	902	906	948	922	964	928
Starting Vehs	83	90	105	71	79	84
Ending Vehs	108	119	112	88	80	95
Travel Distance (mi)	440	443	458	457	473	454
Travel Time (hr)	22.0	22.8	22.7	22.9	24.4	23.0
Total Delay (hr)	9.8	10.5	10.0	10.2	11.3	10.4
Total Stops	621	630	605	607	665	626
Fuel Used (gal)	18.8	19.1	19.4	19.0	20.2	19.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1087	1065	1051	1099	1114	1082
Vehs Exited	1074	1043	1043	1064	1055	1055
Starting Vehs	108	119	112	88	80	95
Ending Vehs	121	141	120	123	139	128
Travel Distance (mi)	527	517	507	519	531	520
Travel Time (hr)	29.5	32.6	27.0	32.2	29.2	30.1
Total Delay (hr)	14.9	18.3	13.0	17.8	14.6	15.7
Total Stops	780	786	696	785	727	755
Fuel Used (gal)	23.4	23.4	22.2	23.8	23.4	23.2

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	935	882	955	957	909	929
Vehs Exited	939	913	976	955	954	949
Starting Vehs	121	141	120	123	139	128
Ending Vehs	117	110	99	125	94	108
Travel Distance (mi)	448	444	461	475	452	456
Travel Time (hr)	25.5	43.9	23.8	38.9	21.8	30.8
Total Delay (hr)	13.1	31.6	10.9	25.7	9.3	18.1
Total Stops	618	586	617	600	585	603
Fuel Used (gal)	19.6	23.5	19.5	23.4	19.0	21.0

SimTraffic Performance Report
 AM PH - 2026 Existing + BG + Site

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.7	0.3	0.3	1.8	0.1	0.0	2.3	1.2	0.4	0.1	4.0	4.4
Total Del/Veh (s)	11.5	2.2	1.6	23.4	1.1	0.4	270.8	75.4	9.1	95.1	55.0	9.0
Vehicles Entered	10	506	101	385	722	34	91	11	159	3	7	9
Vehicles Exited	10	504	102	386	721	34	89	12	158	3	7	9
Hourly Exit Rate	10	504	102	386	721	34	89	12	158	3	7	9
Input Volume	12	504	102	381	710	31	111	13	180	4	6	8
% of Volume	82	100	100	101	102	110	80	94	88	75	112	109

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	20.2
Vehicles Entered	2038
Vehicles Exited	2035
Hourly Exit Rate	2035
Input Volume	2062
% of Volume	99

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.2	0.1	3.0	1.3	1.4	2.8	0.1	0.2
Total Del/Veh (s)	52.2	26.9	4.1	53.6	64.9	8.2	47.6	21.9	17.5	76.9	54.2	39.6
Vehicles Entered	113	142	565	13	76	23	844	947	57	24	433	141
Vehicles Exited	113	143	564	13	76	23	856	952	57	24	434	141
Hourly Exit Rate	113	143	564	13	76	23	856	952	57	24	434	141
Input Volume	115	143	580	16	72	23	823	943	60	26	438	151
% of Volume	98	100	97	83	106	100	104	101	95	92	99	94

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	32.9
Vehicles Entered	3378
Vehicles Exited	3396
Hourly Exit Rate	3396
Input Volume	3391
% of Volume	100

SimTraffic Performance Report
AM PH - 2026 Existing + BG + Site

Total Zone Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	858.4
Vehicles Entered	3331
Vehicles Exited	119
Hourly Exit Rate	119
Input Volume	5453
% of Volume	2

Queuing and Blocking Report
 AM PH - 2026 Existing + BG + Site

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	R	L	TR
Maximum Queue (ft)	26	4	55	281	278	145	240	400	121	34	48
Average Queue (ft)	5	0	12	164	41	7	170	128	7	4	15
95th Queue (ft)	20	3	40	270	194	69	282	399	89	22	41
Link Distance (ft)		738	738		290	290		388	388	481	
Upstream Blk Time (%)				1	1	0		14	0		
Queuing Penalty (veh)				0	6	0		20	0		
Storage Bay Dist (ft)	230			260			180				100
Storage Blk Time (%)				3	0		47	1			
Queuing Penalty (veh)				10	1		45	1			

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	221	142	98	156	62	576	602	374	587	198	382	368
Average Queue (ft)	90	59	22	71	18	298	318	186	226	36	226	217
95th Queue (ft)	173	116	72	136	50	475	503	333	437	109	335	328
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									0			
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)												28
Queuing Penalty (veh)												7

Zone Summary

Zone wide Queuing Penalty: 90

Actuated Signals, Observed Splits
 AM PH - 2026 Existing + BG + Site

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	11.0	37.9	58.3	40.7	15.2	24.2	9.2	98.3
g/C Ratio	-0.01	-0.01	NA	NA	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	56	5	0	0	5	5	26	0
Cycles @ Minimum (%)	0	0	0	0	0	15	32	0
Cycles Maxed Out (%)	0	70	57	5	19	40	0	100
Cycles with Peds (%)	0	0	0	0	0	40	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 AM PH - 2036 + BG + Site

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	4519	4387	4444	4599	4538	4499
Vehs Exited	4422	4356	4443	4551	4518	4457
Starting Vehs	103	127	144	173	137	136
Ending Vehs	200	158	145	221	157	177
Travel Distance (mi)	2208	2147	2168	2234	2206	2193
Travel Time (hr)	266.4	318.1	272.2	229.5	143.5	245.9
Total Delay (hr)	206.5	260.1	213.4	168.8	83.0	186.3
Total Stops	3233	2908	2981	3648	3098	3174
Fuel Used (gal)	128.8	138.3	128.3	122.1	101.6	123.8

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1189	1081	1096	1108	1069	1109
Vehs Exited	1125	1055	1081	1121	1094	1096
Starting Vehs	103	127	144	173	137	136
Ending Vehs	167	153	159	160	112	148
Travel Distance (mi)	566	518	520	543	521	534
Travel Time (hr)	36.4	46.9	44.4	43.8	28.8	40.1
Total Delay (hr)	21.1	32.9	30.3	29.1	14.6	25.6
Total Stops	834	713	729	776	657	741
Fuel Used (gal)	26.5	27.0	26.3	26.4	22.7	25.8

SimTraffic Simulation Summary
 AM PH - 2036 + BG + Site

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1108	1074	1108	1113	1101	1103
Vehs Exited	1081	1088	1140	1124	1079	1103
Starting Vehs	167	153	159	160	112	148
Ending Vehs	194	139	127	149	134	146
Travel Distance (mi)	533	535	547	544	530	538
Travel Time (hr)	51.0	67.4	55.7	49.0	30.3	50.7
Total Delay (hr)	36.5	53.1	40.7	34.0	15.7	36.0
Total Stops	713	679	743	712	771	726
Fuel Used (gal)	27.8	32.2	29.7	27.8	23.6	28.2

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1166	1173	1202	1235	1260	1206
Vehs Exited	1163	1111	1141	1176	1185	1155
Starting Vehs	194	139	127	149	134	146
Ending Vehs	197	201	188	208	209	200
Travel Distance (mi)	582	562	581	583	590	580
Travel Time (hr)	80.4	93.9	75.4	58.2	38.8	69.3
Total Delay (hr)	64.7	78.7	59.7	42.4	22.6	53.6
Total Stops	873	873	857	954	890	890
Fuel Used (gal)	36.2	38.1	35.1	31.7	27.5	33.7

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1056	1059	1038	1143	1108	1080
Vehs Exited	1053	1102	1081	1130	1160	1105
Starting Vehs	197	201	188	208	209	200
Ending Vehs	200	158	145	221	157	177
Travel Distance (mi)	527	532	520	564	565	541
Travel Time (hr)	98.6	109.9	96.8	78.6	45.5	85.9
Total Delay (hr)	84.2	95.5	82.8	63.3	30.1	71.2
Total Stops	813	643	652	1206	780	818
Fuel Used (gal)	38.2	41.1	37.3	36.1	27.8	36.1

SimTraffic Performance Report
 AM PH - 2036 + BG + Site

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.3	0.4	4.4	1.5	0.9	75.1	0.2	24.8	0.2	4.1	4.1
Total Del/Veh (s)	9.9	2.5	1.9	38.6	1.7	0.6	910.4	284.1	70.8	351.6	349.3	242.5
Vehicles Entered	15	621	109	414	900	39	45	5	86	3	6	13
Vehicles Exited	15	621	109	415	900	39	42	5	86	3	6	12
Hourly Exit Rate	15	621	109	415	900	39	42	5	86	3	6	12
Input Volume	14	628	105	429	882	38	111	10	207	5	6	11
% of Volume	105	99	104	97	102	103	38	49	42	60	96	107

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	4.0
Total Del/Veh (s)	38.6
Vehicles Entered	2256
Vehicles Exited	2253
Hourly Exit Rate	2253
Input Volume	2448
% of Volume	92

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	4.0	0.2	0.1	6.8	5.2	4.7	2.8	0.2	0.3
Total Del/Veh (s)	58.0	27.9	4.3	53.9	70.0	13.8	77.8	25.4	24.0	83.4	59.6	44.1
Vehicles Entered	116	150	626	17	92	32	1003	1162	71	28	531	179
Vehicles Exited	114	150	625	18	94	33	997	1152	70	28	524	176
Hourly Exit Rate	114	150	625	18	94	33	997	1152	70	28	524	176
Input Volume	130	173	702	19	86	28	996	1149	74	32	534	176
% of Volume	88	87	89	96	109	119	100	100	95	88	98	100

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	3.4
Total Del/Veh (s)	43.2
Vehicles Entered	4007
Vehicles Exited	3981
Hourly Exit Rate	3981
Input Volume	4099
% of Volume	97

SimTraffic Performance Report
AM PH - 2036 + BG + Site

Total Zone Performance

Denied Del/Veh (s)	5.6
Total Del/Veh (s)	1072.6
Vehicles Entered	4057
Vehicles Exited	132
Hourly Exit Rate	132
Input Volume	6546
% of Volume	2

Queuing and Blocking Report
 AM PH - 2036 + BG + Site

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	R	L	TR
Maximum Queue (ft)	31	4	78	290	346	230	240	400	120	179	148
Average Queue (ft)	6	0	17	197	113	36	227	346	13	36	35
95th Queue (ft)	23	4	52	319	345	178	257	533	123	140	101
Link Distance (ft)		738	738		290	290		388	388	481	
Upstream Blk Time (%)				6	6	0		76	1		
Queuing Penalty (veh)				0	36	0		116	1		
Storage Bay Dist (ft)	230			260			180				100
Storage Blk Time (%)				12	2		93	7		11	6
Queuing Penalty (veh)				49	7		102	8		2	0

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	232	172	124	180	75	784	833	874	695	259	512	492
Average Queue (ft)	100	63	27	89	22	468	502	319	320	62	301	284
95th Queue (ft)	188	132	85	152	56	774	826	812	696	191	435	419
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)								1	0			
Queuing Penalty (veh)								0	0			
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)						1	2	1		0	39	
Queuing Penalty (veh)						3	11	6		0	13	

Zone Summary

Zone wide Queuing Penalty: 355

Actuated Signals, Observed Splits
 AM PH - 2036 + BG + Site

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	11.1	39.9	66.9	52.9	15.4	24.3	10.0	113.8
g/C Ratio	-0.01	NA	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	44	0	0	0	0	0	28	0
Cycles @ Minimum (%)	0	0	0	0	0	11	22	0
Cycles Maxed Out (%)	6	83	94	33	21	37	6	100
Cycles with Peds (%)	0	0	0	0	0	37	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 PM PH - 2024 Existing

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	4134	4124	4093	4051	4013	4083
Vehs Exited	4118	4116	4113	4082	4021	4090
Starting Vehs	128	80	107	124	101	106
Ending Vehs	144	88	87	93	93	102
Travel Distance (mi)	2058	2068	2071	2049	2018	2053
Travel Time (hr)	101.8	99.4	95.3	98.7	96.2	98.3
Total Delay (hr)	47.9	45.3	41.1	45.2	43.3	44.5
Total Stops	2141	2190	2037	2127	2056	2109
Fuel Used (gal)	84.1	84.1	82.8	83.2	81.8	83.2

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	934	1013	975	973	904	957
Vehs Exited	957	943	990	992	908	959
Starting Vehs	128	80	107	124	101	106
Ending Vehs	105	150	92	105	97	106
Travel Distance (mi)	485	502	510	503	457	491
Travel Time (hr)	23.9	24.1	23.0	24.9	21.0	23.4
Total Delay (hr)	11.2	10.9	9.7	11.8	8.9	10.5
Total Stops	509	540	502	543	455	508
Fuel Used (gal)	20.0	20.2	20.5	20.6	18.3	19.9

SimTraffic Simulation Summary
 PM PH - 2024 Existing

Interval #2 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	968	949	976	895	930	947
Vehs Exited	954	1029	993	888	960	966
Starting Vehs	105	150	92	105	97	106
Ending Vehs	119	70	75	112	67	89
Travel Distance (mi)	490	516	505	459	484	491
Travel Time (hr)	23.2	24.6	22.4	22.1	22.0	22.8
Total Delay (hr)	10.4	11.1	9.3	10.0	9.4	10.0
Total Stops	519	511	471	498	466	492
Fuel Used (gal)	19.5	21.2	19.9	18.6	19.5	19.7

Interval #3 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1233	1227	1194	1210	1213	1213
Vehs Exited	1257	1155	1150	1218	1152	1185
Starting Vehs	119	70	75	112	67	89
Ending Vehs	95	142	119	104	128	116
Travel Distance (mi)	595	564	562	583	575	576
Travel Time (hr)	31.1	27.9	26.6	27.4	29.1	28.4
Total Delay (hr)	15.5	13.1	11.9	12.2	14.0	13.4
Total Stops	554	627	575	558	612	585
Fuel Used (gal)	24.8	23.0	22.7	23.4	23.7	23.5

Interval #4 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	999	935	948	973	966	962
Vehs Exited	950	989	980	984	1001	981
Starting Vehs	95	142	119	104	128	116
Ending Vehs	144	88	87	93	93	102
Travel Distance (mi)	488	486	494	503	503	495
Travel Time (hr)	23.6	22.8	23.3	24.3	24.1	23.6
Total Delay (hr)	10.8	10.1	10.3	11.1	11.0	10.7
Total Stops	559	512	489	528	523	521
Fuel Used (gal)	19.8	19.7	19.8	20.5	20.3	20.0

SimTraffic Performance Report
 PM PH - 2024 Existing

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.6	0.4	0.4	0.1	0.0	0.0	0.4	0.0	0.0	0.1	3.6	4.1
Total Del/Veh (s)	6.5	1.5	1.0	24.0	0.6	0.1	69.1	2.6	3.5	108.5	88.7	41.9
Vehicles Entered	7	966	9	55	742	9	14	14	221	8	3	43
Vehicles Exited	7	963	9	55	743	9	15	14	220	8	2	43
Hourly Exit Rate	7	963	9	55	743	9	15	14	220	8	2	43
Input Volume	10	979	8	56	756	8	15	13	224	9	2	47
% of Volume	70	98	112	98	98	112	102	110	98	89	89	91

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	3.8
Vehicles Entered	2091
Vehicles Exited	2088
Hourly Exit Rate	2088
Input Volume	2128
% of Volume	98

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.4	0.1	2.6	0.7	0.6	2.8	0.2	0.3
Total Del/Veh (s)	55.8	30.9	5.1	51.4	68.7	9.1	52.5	20.5	15.8	86.8	54.6	40.2
Vehicles Entered	131	141	944	49	95	50	574	933	20	18	776	47
Vehicles Exited	128	141	945	49	96	50	571	930	19	18	785	48
Hourly Exit Rate	128	141	945	49	96	50	571	930	19	18	785	48
Input Volume	134	146	958	48	99	46	573	919	21	22	780	52
% of Volume	96	96	99	102	97	108	100	101	92	83	101	93

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	32.3
Vehicles Entered	3778
Vehicles Exited	3780
Hourly Exit Rate	3780
Input Volume	3797
% of Volume	100

SimTraffic Performance Report
PM PH - 2024 Existing

Total Zone Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	589.2
Vehicles Entered	3744
Vehicles Exited	159
Hourly Exit Rate	159
Input Volume	5925
% of Volume	3

Queuing and Blocking Report
 PM PH - 2024 Existing

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	L	TR	R	L	TR
Maximum Queue (ft)	38	21	162	51	78	119	62	121	92
Average Queue (ft)	4	1	43	2	17	9	3	23	32
95th Queue (ft)	24	9	111	37	55	70	41	125	79
Link Distance (ft)		738		290		388	388	481	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	230		260		180				100
Storage Blk Time (%)				0		0			5
Queuing Penalty (veh)				0		0			1

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	248	162	141	207	69	434	478	396	407	260	558	552
Average Queue (ft)	120	69	48	93	26	233	280	193	206	48	340	313
95th Queue (ft)	214	135	108	179	59	367	405	340	346	176	506	479
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)												40
Queuing Penalty (veh)												9

Zone Summary

Zone wide Queuing Penalty: 9

Actuated Signals, Observed Splits
 PM PH - 2024 Existing

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	15.8	34.8	48.7	51.6	15.9	23.5	8.6	100.1
g/C Ratio	-0.01	-0.01	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	16	11	0	0	0	0	42	0
Cycles @ Minimum (%)	0	0	0	0	0	10	32	0
Cycles Maxed Out (%)	21	63	20	40	29	35	0	100
Cycles with Peds (%)	0	0	0	0	0	35	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 PM PH - 2026 Existing + BG

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	4189	4249	4298	4078	4146	4188
Vehs Exited	4224	4261	4292	4087	4135	4200
Starting Vehs	134	112	100	123	104	114
Ending Vehs	99	100	106	114	115	105
Travel Distance (mi)	2137	2159	2176	2075	2111	2132
Travel Time (hr)	104.1	105.4	112.5	98.3	103.5	104.8
Total Delay (hr)	48.1	48.8	55.3	43.7	47.9	48.8
Total Stops	2329	2223	2456	2181	2255	2289
Fuel Used (gal)	87.0	88.4	90.6	83.7	85.6	87.1

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1017	1026	1042	973	966	1003
Vehs Exited	1048	1005	1043	1014	959	1014
Starting Vehs	134	112	100	123	104	114
Ending Vehs	103	133	99	82	111	104
Travel Distance (mi)	526	518	534	501	496	515
Travel Time (hr)	24.8	25.5	25.4	22.6	23.9	24.5
Total Delay (hr)	11.2	12.0	11.3	9.5	10.9	11.0
Total Stops	540	548	568	537	532	546
Fuel Used (gal)	21.2	21.1	21.9	20.1	19.9	20.9

SimTraffic Simulation Summary
 PM PH - 2026 Existing + BG

Interval #2 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1046	1007	1012	933	980	994
Vehs Exited	1056	1051	1026	955	1007	1016
Starting Vehs	103	133	99	82	111	104
Ending Vehs	93	89	85	60	84	81
Travel Distance (mi)	539	521	517	484	503	513
Travel Time (hr)	25.7	25.0	25.2	23.6	22.6	24.4
Total Delay (hr)	11.6	11.3	11.7	11.0	9.4	11.0
Total Stops	566	541	546	525	462	528
Fuel Used (gal)	21.9	21.5	21.1	19.5	19.7	20.7

Interval #3 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1103	1135	1218	1182	1165	1158
Vehs Exited	1086	1094	1159	1136	1092	1114
Starting Vehs	93	89	85	60	84	81
Ending Vehs	110	130	144	106	157	128
Travel Distance (mi)	551	559	589	589	574	572
Travel Time (hr)	27.1	28.0	31.3	28.4	30.7	29.1
Total Delay (hr)	12.6	13.3	15.8	12.8	15.6	14.0
Total Stops	611	580	671	587	687	627
Fuel Used (gal)	22.4	22.7	24.5	23.8	23.9	23.5

Interval #4 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1023	1081	1026	990	1035	1031
Vehs Exited	1034	1111	1064	982	1077	1053
Starting Vehs	110	130	144	106	157	128
Ending Vehs	99	100	106	114	115	105
Travel Distance (mi)	523	562	536	502	538	532
Travel Time (hr)	26.5	26.9	30.6	23.7	26.4	26.8
Total Delay (hr)	12.8	12.2	16.5	10.4	12.2	12.8
Total Stops	612	554	671	532	574	589
Fuel Used (gal)	21.5	23.1	23.2	20.2	22.1	22.0

SimTraffic Performance Report
 PM PH - 2026 Existing + BG

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.6	0.4	0.4	0.6	0.0	0.0	0.1	0.0	0.0	0.2	4.6	4.2
Total Del/Veh (s)	10.0	1.7	1.3	18.9	0.6	0.1	36.2	20.6	2.7	67.1	29.0	5.9
Vehicles Entered	9	1014	9	58	765	11	13	3	235	9	1	49
Vehicles Exited	9	1011	9	58	768	11	13	3	234	9	1	50
Hourly Exit Rate	9	1011	9	58	768	11	13	3	234	9	1	50
Input Volume	10	1018	8	58	787	8	16	2	233	9	2	49
% of Volume	88	99	109	100	98	133	83	150	101	97	50	102

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	2.5
Vehicles Entered	2176
Vehicles Exited	2176
Hourly Exit Rate	2176
Input Volume	2200
% of Volume	99

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.3	0.1	2.5	0.7	0.9	2.9	0.2	0.3
Total Del/Veh (s)	55.8	41.3	5.3	55.6	68.4	10.0	54.2	22.6	18.8	89.8	61.3	52.4
Vehicles Entered	137	122	989	47	104	50	588	925	25	22	833	52
Vehicles Exited	135	121	989	49	104	51	584	931	25	21	833	53
Hourly Exit Rate	135	121	989	49	104	51	584	931	25	21	833	53
Input Volume	139	116	996	50	103	48	596	956	22	23	811	54
% of Volume	97	104	99	98	101	106	98	97	115	92	103	99

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	35.4
Vehicles Entered	3894
Vehicles Exited	3896
Hourly Exit Rate	3896
Input Volume	3914
% of Volume	100

SimTraffic Performance Report
PM PH - 2026 Existing + BG

Total Zone Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	749.5
Vehicles Entered	3841
Vehicles Exited	128
Hourly Exit Rate	128
Input Volume	6114
% of Volume	2

Queuing and Blocking Report
 PM PH - 2026 Existing + BG

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	51	4	25	123	50	48	39	114	51	68
Average Queue (ft)	6	0	1	43	2	2	13	5	11	29
95th Queue (ft)	28	3	9	106	37	35	37	47	37	54
Link Distance (ft)		738	738		290	290		388	481	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	230			260			180			100
Storage Blk Time (%)					0			0		
Queuing Penalty (veh)					0			0		

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	265	162	144	231	89	426	480	441	477	259	623	606
Average Queue (ft)	128	75	54	99	28	248	290	203	222	50	403	371
95th Queue (ft)	221	141	120	180	64	367	414	373	403	171	611	591
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)												47
Queuing Penalty (veh)												11

Zone Summary

Zone wide Queuing Penalty: 11

Actuated Signals, Observed Splits
 PM PH - 2026 Existing + BG

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	13.2	34.7	50.4	56.4	16.5	23.5	9.2	100.6
g/C Ratio	-0.01	-0.01	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	16	5	0	0	0	0	33	0
Cycles @ Minimum (%)	0	0	0	0	0	5	22	0
Cycles Maxed Out (%)	16	63	21	53	30	35	0	94
Cycles with Peds (%)	0	0	0	0	0	35	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 PM PH - 2036 Existing + BG

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	5162	5159	5194	5097	4981	5117
Vehs Exited	5122	5126	5186	5036	4945	5083
Starting Vehs	165	150	189	138	143	157
Ending Vehs	205	183	197	199	179	194
Travel Distance (mi)	2600	2615	2634	2574	2514	2587
Travel Time (hr)	195.5	186.1	185.1	173.9	163.8	180.9
Total Delay (hr)	127.3	117.4	115.9	106.2	98.1	113.0
Total Stops	3854	3979	3725	3359	3366	3653
Fuel Used (gal)	123.5	121.9	122.9	117.2	113.1	119.7

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1229	1317	1236	1180	1158	1224
Vehs Exited	1227	1285	1273	1167	1161	1223
Starting Vehs	165	150	189	138	143	157
Ending Vehs	167	182	152	151	140	155
Travel Distance (mi)	623	661	634	593	586	620
Travel Time (hr)	38.3	43.7	38.1	32.6	33.3	37.2
Total Delay (hr)	22.0	26.3	21.4	17.0	18.0	20.9
Total Stops	844	953	842	724	742	822
Fuel Used (gal)	27.5	30.2	28.3	25.0	25.2	27.2

SimTraffic Simulation Summary
 PM PH - 2036 Existing + BG

Interval #2 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1270	1219	1230	1205	1239	1234
Vehs Exited	1292	1213	1202	1228	1215	1230
Starting Vehs	167	182	152	151	140	155
Ending Vehs	145	188	180	128	164	162
Travel Distance (mi)	653	623	625	627	619	629
Travel Time (hr)	42.8	45.4	37.4	36.1	35.7	39.5
Total Delay (hr)	25.7	29.1	21.0	19.8	19.6	23.0
Total Stops	922	1010	775	763	782	850
Fuel Used (gal)	29.9	29.3	27.2	27.3	26.7	28.1

Interval #3 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1419	1313	1451	1464	1371	1403
Vehs Exited	1316	1333	1408	1353	1326	1349
Starting Vehs	145	188	180	128	164	162
Ending Vehs	248	168	223	239	209	217
Travel Distance (mi)	680	675	721	708	681	693
Travel Time (hr)	53.6	49.1	53.0	48.5	45.4	49.9
Total Delay (hr)	35.6	31.5	34.1	29.7	27.4	31.7
Total Stops	1087	1043	1078	972	886	1014
Fuel Used (gal)	33.0	31.7	34.2	32.7	31.0	32.5

Interval #4 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1244	1310	1277	1248	1213	1258
Vehs Exited	1287	1295	1303	1288	1243	1282
Starting Vehs	248	168	223	239	209	217
Ending Vehs	205	183	197	199	179	194
Travel Distance (mi)	644	655	655	645	628	646
Travel Time (hr)	60.7	47.9	56.6	56.7	49.5	54.3
Total Delay (hr)	43.9	30.6	39.4	39.7	33.1	37.3
Total Stops	1001	973	1030	900	956	968
Fuel Used (gal)	33.2	30.7	33.2	32.2	30.2	31.9

SimTraffic Performance Report
 PM PH - 2036 Existing + BG

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.5	0.5	0.6	0.1	0.0	0.2	0.0	0.0	0.0	0.4	3.5	4.0
Total Del/Veh (s)	9.6	2.5	2.3	34.0	0.8	0.1	217.2	12.1	10.2	271.7	76.3	12.6
Vehicles Entered	10	1228	10	71	957	12	20	1	289	12	3	60
Vehicles Exited	10	1228	10	71	956	12	20	1	290	12	3	61
Hourly Exit Rate	10	1228	10	71	956	12	20	1	290	12	3	61
Input Volume	13	1243	10	71	961	10	19	2	284	11	3	60
% of Volume	75	99	98	100	99	117	107	50	102	107	100	102

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	6.8
Vehicles Entered	2673
Vehicles Exited	2674
Hourly Exit Rate	2674
Input Volume	2688
% of Volume	99

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.6	0.4	0.2	2.6	1.0	1.2	16.8	12.8	10.7
Total Del/Veh (s)	65.9	46.4	5.9	60.5	78.4	14.1	61.8	27.3	23.6	224.3	187.3	178.1
Vehicles Entered	169	135	1214	61	128	56	724	1154	27	29	996	60
Vehicles Exited	169	137	1214	61	125	56	726	1157	27	27	954	58
Hourly Exit Rate	169	137	1214	61	125	56	726	1157	27	27	954	58
Input Volume	170	142	1217	61	126	58	728	1167	27	28	991	66
% of Volume	99	97	100	100	99	97	100	99	101	97	96	88

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	3.7
Total Del/Veh (s)	68.1
Vehicles Entered	4753
Vehicles Exited	4711
Hourly Exit Rate	4711
Input Volume	4779
% of Volume	99

SimTraffic Performance Report
PM PH - 2036 Existing + BG

Total Zone Performance

Denied Del/Veh (s)	3.9
Total Del/Veh (s)	1184.5
Vehicles Entered	4688
Vehicles Exited	149
Hourly Exit Rate	149
Input Volume	7467
% of Volume	2

Queuing and Blocking Report
 PM PH - 2036 Existing + BG

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	R	L	TR
Maximum Queue (ft)	46	4	29	149	8	4	111	223	187	99	85
Average Queue (ft)	5	0	2	60	0	0	39	65	20	29	35
95th Queue (ft)	26	3	13	127	6	3	97	207	112	93	67
Link Distance (ft)		738	738		290	290		388	388	481	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	230			260			180				100
Storage Blk Time (%)								5		10	0
Queuing Penalty (veh)								1		7	0

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	325	221	171	259	83	550	593	501	562	259	1350	1342
Average Queue (ft)	168	92	65	129	30	325	375	271	300	70	1007	969
95th Queue (ft)	303	174	136	223	65	492	538	471	493	207	1460	1435
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)											17	15
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)											68	
Queuing Penalty (veh)											19	

Zone Summary

Zone wide Queuing Penalty: 27

Actuated Signals, Observed Splits
 PM PH - 2036 Existing + BG

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	13.3	40.1	62.9	61.9	19.1	29.1	9.4	117.6
g/C Ratio	-0.01	NA	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	6	0	0	0	0	0	18	0
Cycles @ Minimum (%)	0	0	0	0	0	0	29	0
Cycles Maxed Out (%)	18	94	59	100	65	47	0	100
Cycles with Peds (%)	0	0	0	0	0	47	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 PM PH - 2026 Existing + BG + Site

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	4285	4376	4380	4393	4260	4339
Vehs Exited	4255	4373	4386	4336	4244	4320
Starting Vehs	149	141	157	147	121	139
Ending Vehs	179	144	151	204	137	163
Travel Distance (mi)	2108	2167	2163	2142	2102	2136
Travel Time (hr)	292.5	290.3	326.9	267.8	270.3	289.6
Total Delay (hr)	236.2	232.6	269.2	210.5	214.4	232.6
Total Stops	2661	2716	2708	2666	2580	2666
Fuel Used (gal)	129.4	130.9	138.2	124.7	124.5	129.5

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1072	1106	1035	1051	1026	1059
Vehs Exited	1073	1108	1037	1037	1022	1054
Starting Vehs	149	141	157	147	121	139
Ending Vehs	148	139	155	161	125	146
Travel Distance (mi)	526	540	513	505	504	518
Travel Time (hr)	35.7	41.1	55.8	41.2	36.1	42.0
Total Delay (hr)	21.6	26.6	42.1	27.9	22.6	28.1
Total Stops	680	688	602	652	643	652
Fuel Used (gal)	24.2	26.0	27.9	24.7	23.8	25.3

SimTraffic Simulation Summary
 PM PH - 2026 Existing + BG + Site

Interval #2 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1050	1029	1075	1053	1064	1055
Vehs Exited	1036	1029	1078	1055	1050	1049
Starting Vehs	148	139	155	161	125	146
Ending Vehs	162	139	152	159	139	148
Travel Distance (mi)	517	516	534	521	527	523
Travel Time (hr)	50.0	58.1	71.0	54.5	58.7	58.5
Total Delay (hr)	36.2	44.4	56.6	40.4	44.8	44.5
Total Stops	630	661	681	673	593	647
Fuel Used (gal)	27.0	28.6	32.2	28.1	29.0	29.0

Interval #3 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1111	1153	1230	1182	1142	1164
Vehs Exited	1090	1146	1171	1169	1119	1139
Starting Vehs	162	139	152	159	139	148
Ending Vehs	183	146	211	172	162	175
Travel Distance (mi)	549	562	580	578	554	565
Travel Time (hr)	88.3	84.7	89.6	72.8	78.8	82.8
Total Delay (hr)	73.7	69.8	74.2	57.5	64.1	67.9
Total Stops	709	666	780	606	675	687
Fuel Used (gal)	36.3	36.0	37.3	33.6	34.4	35.5

Interval #4 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1052	1088	1040	1107	1028	1061
Vehs Exited	1056	1090	1100	1075	1053	1075
Starting Vehs	183	146	211	172	162	175
Ending Vehs	179	144	151	204	137	163
Travel Distance (mi)	516	549	536	538	517	531
Travel Time (hr)	118.4	106.4	110.5	99.3	96.7	106.3
Total Delay (hr)	104.8	91.8	96.3	84.7	82.9	92.1
Total Stops	642	701	645	735	669	676
Fuel Used (gal)	41.9	40.4	40.8	38.3	37.3	39.7

SimTraffic Performance Report
 PM PH - 2026 Existing + BG + Site

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.4	0.4	0.5	21.2	5.3	12.4	85.9	33.2	33.2	27.0	36.2	11.6
Total Del/Veh (s)	6.8	3.6	2.8	70.3	2.0	0.5	1286.5	118.0	85.2	485.5	463.0	272.9
Vehicles Entered	7	935	118	186	760	10	32	8	86	7	8	46
Vehicles Exited	7	936	118	190	760	10	29	8	84	8	8	46
Hourly Exit Rate	7	936	118	190	760	10	29	8	84	8	8	46
Input Volume	8	941	111	183	756	8	93	28	285	9	9	45
% of Volume	85	99	106	104	100	121	31	29	29	86	86	102

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	7.1
Total Del/Veh (s)	47.5
Vehicles Entered	2203
Vehicles Exited	2204
Hourly Exit Rate	2204
Input Volume	2477
% of Volume	89

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.3	0.1	2.6	0.8	0.7	2.7	0.2	0.3
Total Del/Veh (s)	56.2	46.1	5.1	48.9	69.6	9.4	56.3	22.2	20.1	94.7	65.0	53.8
Vehicles Entered	147	95	871	48	102	54	636	962	22	25	802	93
Vehicles Exited	147	94	871	48	102	54	644	965	23	24	806	92
Hourly Exit Rate	147	94	871	48	102	54	644	965	23	24	806	92
Input Volume	178	110	1026	50	106	48	626	956	22	23	812	94
% of Volume	83	85	85	96	96	112	103	101	106	105	99	98

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	37.6
Vehicles Entered	3857
Vehicles Exited	3870
Hourly Exit Rate	3870
Input Volume	4050
% of Volume	96

SimTraffic Performance Report
PM PH - 2026 Existing + BG + Site

Total Zone Performance

Denied Del/Veh (s)	4.6
Total Del/Veh (s)	1118.1
Vehicles Entered	4009
Vehicles Exited	140
Hourly Exit Rate	140
Input Volume	6527
% of Volume	2

Queuing and Blocking Report
 PM PH - 2026 Existing + BG + Site

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	R	L	TR
Maximum Queue (ft)	43	81	285	318	276	240	402	161	398	178
Average Queue (ft)	4	16	168	87	47	232	388	10	139	85
95th Queue (ft)	23	53	286	284	203	246	420	90	386	180
Link Distance (ft)		738		290	290		388	388	481	
Upstream Blk Time (%)			1	2	0		89	0	3	
Queuing Penalty (veh)			0	8	0		169	0	0	
Storage Bay Dist (ft)	230		260			180				100
Storage Blk Time (%)			5	2		100	4		24	32
Queuing Penalty (veh)			17	4		147	4		13	3

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	L	T	TR	L	T	TR
Maximum Queue (ft)	271	142	133	207	78	448	500	362	403	259	644	607
Average Queue (ft)	133	65	49	102	28	276	319	205	232	61	405	384
95th Queue (ft)	237	125	108	178	58	413	456	355	382	202	600	568
Link Distance (ft)		549		944	944			1324	1324		1302	1302
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)												48
Queuing Penalty (veh)												11

Zone Summary

Zone wide Queuing Penalty: 377

Actuated Signals, Observed Splits
 PM PH - 2026 Existing + BG + Site

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	11.0	37.5	53.2	58.0	17.5	24.5	8.8	105.7
g/C Ratio	-0.01	NA	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	11	0	0	0	0	0	22	0
Cycles @ Minimum (%)	0	0	0	0	0	0	39	0
Cycles Maxed Out (%)	6	76	26	61	42	37	0	100
Cycles with Peds (%)	0	0	0	0	0	37	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 PM PH - 2036 Existing + BG + Site

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	4877	4912	4877	4861	4176	4740
Vehs Exited	4768	4857	4792	4819	3949	4637
Starting Vehs	210	229	213	223	207	218
Ending Vehs	319	284	298	265	434	318
Travel Distance (mi)	2408	2453	2438	2450	2004	2351
Travel Time (hr)	552.4	564.3	608.5	583.8	679.7	597.7
Total Delay (hr)	489.2	499.7	544.2	519.7	627.9	536.1
Total Stops	4117	4132	3960	3957	3608	3955
Fuel Used (gal)	196.0	199.0	207.3	200.3	210.2	202.5

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1180	1269	1182	1185	1187	1198
Vehs Exited	1175	1222	1115	1202	1135	1170
Starting Vehs	210	229	213	223	207	218
Ending Vehs	215	276	280	206	259	249
Travel Distance (mi)	583	624	583	605	571	593
Travel Time (hr)	77.5	82.0	82.6	77.6	71.4	78.2
Total Delay (hr)	62.1	65.5	67.1	61.8	56.2	62.6
Total Stops	1038	1075	883	901	958	970
Fuel Used (gal)	35.2	37.4	36.0	35.4	33.6	35.5

SimTraffic Simulation Summary
 PM PH - 2036 Existing + BG + Site

Interval #2 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1201	1220	1181	1176	1215	1196
Vehs Exited	1167	1227	1194	1144	1208	1188
Starting Vehs	215	276	280	206	259	249
Ending Vehs	249	269	267	238	266	259
Travel Distance (mi)	591	610	593	585	604	597
Travel Time (hr)	111.7	118.3	122.6	112.7	108.9	114.8
Total Delay (hr)	96.2	102.3	107.1	97.4	93.1	99.2
Total Stops	963	972	964	825	1021	948
Fuel Used (gal)	42.9	44.9	45.0	42.0	42.9	43.5

Interval #3 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1274	1223	1301	1313	1104	1241
Vehs Exited	1175	1215	1258	1256	982	1176
Starting Vehs	249	269	267	238	266	259
Ending Vehs	348	277	310	295	388	324
Travel Distance (mi)	617	615	652	647	510	608
Travel Time (hr)	163.2	161.3	175.3	175.2	170.4	169.1
Total Delay (hr)	146.9	145.0	158.1	158.3	157.4	153.2
Total Stops	1124	1116	1135	1216	1067	1133
Fuel Used (gal)	55.0	54.1	58.7	57.6	52.8	55.6

Interval #4 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1222	1200	1213	1187	670	1100
Vehs Exited	1251	1193	1225	1217	624	1102
Starting Vehs	348	277	310	295	388	324
Ending Vehs	319	284	298	265	434	318
Travel Distance (mi)	616	603	610	613	318	552
Travel Time (hr)	200.1	202.7	228.0	218.3	329.0	235.6
Total Delay (hr)	184.0	186.9	211.8	202.2	321.2	221.2
Total Stops	992	969	978	1015	562	903
Fuel Used (gal)	62.9	62.6	67.6	65.4	80.8	67.9

SimTraffic Performance Report
 PM PH - 2036 Existing + BG + Site

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	38.9	48.1	55.6	196.9	89.1	209.3	1377.5		1176.0	793.0	930.5	928.6
Total Del/Veh (s)	9.6	17.2	15.7	188.2	4.4	0.9	3537.8	1830.2	1338.3	2722.1	2798.1	2016.0
Vehicles Entered	9	1091	106	160	819	13	1	0	5	4	3	19
Vehicles Exited	9	1080	105	162	818	13	0	0	5	0	1	9
Hourly Exit Rate	9	1080	105	162	818	13	0	0	5	0	1	9
Input Volume	11	1164	113	196	928	10	96	28	336	11	10	56
% of Volume	80	93	93	83	88	127	0	0	1	0	10	16

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	113.2
Total Del/Veh (s)	89.5
Vehicles Entered	2230
Vehicles Exited	2202
Hourly Exit Rate	2202
Input Volume	2959
% of Volume	74

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.6	0.5	0.2	2.8	1.3	1.3	39.4	39.3	40.7
Total Del/Veh (s)	66.6	54.4	5.5	56.7	85.8	13.6	72.0	25.7	21.9	258.0	247.0	255.5
Vehicles Entered	158	104	913	61	125	54	721	1162	28	25	943	98
Vehicles Exited	161	105	913	62	120	54	712	1152	28	24	894	95
Hourly Exit Rate	161	105	913	62	120	54	712	1152	28	24	894	95
Input Volume	209	135	1244	61	129	58	757	1165	27	28	989	106
% of Volume	77	78	73	102	93	94	94	99	105	86	90	90

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	10.8
Total Del/Veh (s)	88.8
Vehicles Entered	4392
Vehicles Exited	4320
Hourly Exit Rate	4320
Input Volume	4906
% of Volume	88

SimTraffic Performance Report
PM PH - 2036 Existing + BG + Site

Total Zone Performance

Denied Del/Veh (s)	67.8
Total Del/Veh (s)	1553.3
Vehicles Entered	4534
Vehicles Exited	142
Hourly Exit Rate	142
Input Volume	7865
% of Volume	2

Queuing and Blocking Report
 PM PH - 2036 Existing + BG + Site

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	49	164	382	290	346	298	225	388	494	186
Average Queue (ft)	4	55	81	252	237	126	225	388	425	148
95th Queue (ft)	25	369	409	308	412	339	234	388	619	231
Link Distance (ft)		738	738		290	290		388	481	
Upstream Blk Time (%)		7	7	15	23	0		100	80	
Queuing Penalty (veh)		0	0	0	119	2		218	0	
Storage Bay Dist (ft)	230			260			180			100
Storage Blk Time (%)		7		37	7		100		40	78
Queuing Penalty (veh)		1		151	14		172		26	9

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	T	TR	L	T
Maximum Queue (ft)	331	194	123	184	319	68	625	678	850	699	259	1354
Average Queue (ft)	168	77	0	69	134	29	340	392	269	283	50	1204
95th Queue (ft)	306	161	0	148	249	56	563	612	540	497	166	1546
Link Distance (ft)		549	549		944	944			1324	1324		1302
Upstream Blk Time (%)									0			38
Queuing Penalty (veh)									0			0
Storage Bay Dist (ft)	450			600			925	925			160	
Storage Blk Time (%)							0	1	0			69
Queuing Penalty (veh)							1	4	2			19

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	SB
Directions Served	TR
Maximum Queue (ft)	1358
Average Queue (ft)	1184
95th Queue (ft)	1549
Link Distance (ft)	1302
Upstream Blk Time (%)	35
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 738

Actuated Signals, Observed Splits
 PM PH - 2036 Existing + BG + Site

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	65.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	15.2	35.9	62.9	61.4	18.3	26.5	9.3	118.4
g/C Ratio	-0.01	-0.01	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	6	6	0	0	0	0	29	0
Cycles @ Minimum (%)	0	0	0	0	0	0	24	0
Cycles Maxed Out (%)	22	71	69	100	67	33	0	100
Cycles with Peds (%)	0	0	0	0	0	33	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 AM PH - 2026 Existing + BG + Site MITIGATION

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	3863	3965	3907	3848	3877	3891
Vehs Exited	3903	3970	3935	3866	3861	3908
Starting Vehs	115	65	114	117	80	96
Ending Vehs	75	60	86	99	96	83
Travel Distance (mi)	1866	1921	1877	1870	1858	1879
Travel Time (hr)	103.0	103.9	96.2	94.4	93.1	98.1
Total Delay (hr)	50.5	50.4	44.1	42.3	41.4	45.7
Total Stops	3463	3475	3185	3107	3076	3262
Fuel Used (gal)	82.8	85.3	82.3	81.2	80.2	82.4

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	893	1043	936	912	920	939
Vehs Exited	927	1002	961	930	915	948
Starting Vehs	115	65	114	117	80	96
Ending Vehs	81	106	89	99	85	90
Travel Distance (mi)	432	494	451	450	440	453
Travel Time (hr)	22.2	28.0	24.6	23.9	21.3	24.0
Total Delay (hr)	10.2	14.4	12.0	11.3	9.1	11.4
Total Stops	781	899	809	753	687	785
Fuel Used (gal)	18.9	22.2	20.2	19.6	18.9	20.0

SimTraffic Simulation Summary
 AM PH - 2026 Existing + BG + Site MITIGATION

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	938	936	910	941	973	936
Vehs Exited	931	952	925	942	946	939
Starting Vehs	81	106	89	99	85	90
Ending Vehs	88	90	74	98	112	94
Travel Distance (mi)	451	456	444	459	468	455
Travel Time (hr)	23.2	24.0	20.8	22.5	23.5	22.8
Total Delay (hr)	10.5	11.2	8.4	9.7	10.4	10.0
Total Stops	777	808	680	756	794	764
Fuel Used (gal)	19.9	20.1	19.0	19.7	20.1	19.8

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1091	1073	1064	1076	1050	1074
Vehs Exited	1048	1055	1047	1054	1064	1054
Starting Vehs	88	90	74	98	112	94
Ending Vehs	131	108	91	120	98	110
Travel Distance (mi)	519	513	502	517	503	511
Travel Time (hr)	30.5	27.0	26.2	26.5	25.9	27.2
Total Delay (hr)	15.9	12.8	12.3	12.1	11.9	13.0
Total Stops	1050	948	864	879	853	918
Fuel Used (gal)	23.4	22.7	21.9	22.7	21.8	22.5

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	941	913	997	919	934	943
Vehs Exited	997	961	1002	940	936	967
Starting Vehs	131	108	91	120	98	110
Ending Vehs	75	60	86	99	96	83
Travel Distance (mi)	465	458	480	445	447	459
Travel Time (hr)	27.1	24.9	24.6	21.5	22.4	24.1
Total Delay (hr)	14.0	12.1	11.3	9.1	10.1	11.3
Total Stops	855	820	832	719	742	794
Fuel Used (gal)	20.6	20.4	21.1	19.2	19.4	20.1

SimTraffic Performance Report
 AM PH - 2026 Existing + BG + Site MITIGATION

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.4	3.2	1.8	0.4	0.0	0.4	0.0	0.0	0.1	4.3	4.2
Total Del/Veh (s)	12.9	17.9	6.7	30.4	6.8	5.6	28.9	13.6	2.0	20.7	20.2	4.3
Vehicles Entered	11	493	100	393	701	29	112	15	177	4	6	8
Vehicles Exited	11	496	100	397	704	29	111	15	177	4	6	8
Hourly Exit Rate	11	496	100	397	704	29	111	15	177	4	6	8
Input Volume	12	504	102	381	710	31	111	13	180	4	6	8
% of Volume	90	98	98	104	99	94	100	118	98	100	96	97

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	15.0
Vehicles Entered	2049
Vehicles Exited	2058
Hourly Exit Rate	2058
Input Volume	2062
% of Volume	100

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.1	0.1	2.7	1.1	1.2	3.1	0.2	3.2
Total Del/Veh (s)	40.8	20.7	4.4	42.4	53.7	12.8	48.7	22.5	20.6	65.1	49.8	15.9
Vehicles Entered	103	143	575	15	66	22	838	935	63	28	436	142
Vehicles Exited	104	143	574	15	67	23	840	931	63	28	436	141
Hourly Exit Rate	104	143	574	15	67	23	840	931	63	28	436	141
Input Volume	115	143	580	16	72	23	823	943	60	26	438	151
% of Volume	90	100	99	95	93	100	102	99	105	108	99	94

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	30.8
Vehicles Entered	3366
Vehicles Exited	3365
Hourly Exit Rate	3365
Input Volume	3391
% of Volume	99

SimTraffic Performance Report
AM PH - 2026 Existing + BG + Site MITIGATION

Total Zone Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	759.1
Vehicles Entered	3319
Vehicles Exited	125
Hourly Exit Rate	125
Input Volume	5453
% of Volume	2

Queuing and Blocking Report
 AM PH - 2026 Existing + BG + Site MITIGATION

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	30	189	215	89	287	323	248	129	32	34	53
Average Queue (ft)	8	78	115	34	183	104	91	57	4	3	10
95th Queue (ft)	27	152	191	72	293	266	199	103	20	18	37
Link Distance (ft)		738	738			290	290		375	481	
Upstream Blk Time (%)					2	2	0				
Queuing Penalty (veh)					0	11	0				
Storage Bay Dist (ft)	230			230	260			180			100
Storage Blk Time (%)		0	0		4	0		0			
Queuing Penalty (veh)		0	0		15	1		0			

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	TR	L	L	T	TR	L	T	T
Maximum Queue (ft)	157	114	84	113	71	519	556	340	373	171	305	264
Average Queue (ft)	65	41	21	50	24	295	312	194	223	36	188	156
95th Queue (ft)	132	91	67	96	56	486	506	322	344	96	283	254
Link Distance (ft)		538		944	944			1324	1324		1302	1302
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)										0	18	9
Queuing Penalty (veh)										0	5	13

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	SB
Directions Served	R
Maximum Queue (ft)	153
Average Queue (ft)	64
95th Queue (ft)	135
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	160
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 46

Actuated Signals, Observed Splits
 AM PH - 2026 Existing + BG + Site MITIGATION

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	9.5	45.0	25.0	9.5	45.0	25.0
Minimum Green (s)	5.0	15.0	7.0	5.0	15.0	7.0
Recall	None	Min	None	None	Min	None
Avg. Green (s)	9.2	27.9	13.8	7.1	47.8	13.8
g/C Ratio	-0.01	NA	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	8	0	12	94	12	12
Cycles @ Minimum (%)	2	6	15	0	0	15
Cycles Maxed Out (%)	77	6	19	0	40	19
Cycles with Peds (%)	0	14	12	0	10	10

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	50.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	12.4	37.0	48.8	29.7	13.4	22.3	9.6	74.6
g/C Ratio	-0.01	-0.01	NA	NA	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	61	9	0	0	4	8	38	0
Cycles @ Minimum (%)	0	0	0	0	0	16	25	0
Cycles Maxed Out (%)	4	61	75	0	8	36	0	96
Cycles with Peds (%)	0	0	0	0	0	36	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 AM PH - 2036 + BG + Site MITIGATION

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	4754	4707	4618	4651	4597	4665
Vehs Exited	4778	4732	4624	4680	4652	4693
Starting Vehs	152	121	119	137	154	136
Ending Vehs	128	96	113	108	99	107
Travel Distance (mi)	2323	2275	2209	2270	2256	2267
Travel Time (hr)	143.5	127.5	123.8	126.8	125.0	129.3
Total Delay (hr)	79.2	64.4	62.8	63.9	62.9	66.6
Total Stops	4411	3943	3841	3885	3808	3977
Fuel Used (gal)	107.9	102.7	98.7	101.3	100.9	102.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1153	1163	1148	1130	1117	1141
Vehs Exited	1202	1137	1158	1168	1157	1166
Starting Vehs	152	121	119	137	154	136
Ending Vehs	103	147	109	99	114	112
Travel Distance (mi)	567	549	546	562	554	555
Travel Time (hr)	28.4	31.8	32.7	30.8	28.3	30.4
Total Delay (hr)	12.8	16.4	17.6	15.2	13.2	15.1
Total Stops	867	1040	995	920	854	934
Fuel Used (gal)	24.2	25.1	24.7	24.6	24.1	24.5

SimTraffic Simulation Summary
 AM PH - 2036 + BG + Site MITIGATION

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1177	1113	1112	1101	1134	1130
Vehs Exited	1179	1122	1132	1098	1124	1130
Starting Vehs	103	147	109	99	114	112
Ending Vehs	101	138	89	102	124	113
Travel Distance (mi)	575	551	547	544	550	554
Travel Time (hr)	32.2	28.5	28.5	29.1	30.6	29.8
Total Delay (hr)	16.2	13.2	13.4	13.9	15.4	14.4
Total Stops	1020	871	851	900	925	913
Fuel Used (gal)	25.6	24.2	24.1	24.1	24.9	24.6

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1287	1235	1264	1279	1236	1258
Vehs Exited	1209	1245	1224	1219	1237	1226
Starting Vehs	101	138	89	102	124	113
Ending Vehs	179	128	129	162	123	145
Travel Distance (mi)	600	592	600	597	608	600
Travel Time (hr)	43.7	32.5	35.8	35.8	37.2	37.0
Total Delay (hr)	27.1	16.1	19.3	19.3	20.4	20.4
Total Stops	1330	1003	1111	1172	1166	1158
Fuel Used (gal)	30.3	26.7	27.6	27.6	28.2	28.1

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1137	1196	1094	1141	1110	1135
Vehs Exited	1188	1228	1110	1195	1134	1170
Starting Vehs	179	128	129	162	123	145
Ending Vehs	128	96	113	108	99	107
Travel Distance (mi)	581	583	516	566	544	558
Travel Time (hr)	39.2	34.7	26.8	31.0	28.9	32.1
Total Delay (hr)	23.1	18.6	12.5	15.5	13.9	16.7
Total Stops	1194	1029	884	893	863	973
Fuel Used (gal)	27.8	26.8	22.2	25.1	23.7	25.1

SimTraffic Performance Report
 AM PH - 2036 + BG + Site MITIGATION

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.7	0.4	3.0	4.1	2.0	0.1	0.4	0.0	0.0	4.1	0.2	4.1
Total Del/Veh (s)	15.7	20.9	8.3	38.0	7.3	2.1	34.8	21.8	2.0	32.6	26.4	9.2
Vehicles Entered	12	632	105	418	886	43	116	12	205	6	5	13
Vehicles Exited	12	631	104	423	890	43	116	12	205	6	5	13
Hourly Exit Rate	12	631	104	423	890	43	116	12	205	6	5	13
Input Volume	14	628	105	429	882	38	111	10	207	5	6	11
% of Volume	84	100	99	99	101	113	104	117	99	120	80	116

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	1.7
Total Del/Veh (s)	17.1
Vehicles Entered	2453
Vehicles Exited	2460
Hourly Exit Rate	2460
Input Volume	2448
% of Volume	101

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	3.9	4.5	3.3	3.5	3.1	0.2	3.0
Total Del/Veh (s)	52.4	26.9	4.9	49.3	62.8	10.4	63.3	26.2	22.4	78.2	55.6	22.4
Vehicles Entered	119	172	702	19	82	29	993	1143	76	32	519	175
Vehicles Exited	119	173	702	19	83	29	992	1144	76	32	521	175
Hourly Exit Rate	119	173	702	19	83	29	992	1144	76	32	521	175
Input Volume	130	173	702	19	86	28	996	1149	74	32	534	176
% of Volume	92	100	100	101	96	105	100	100	103	100	98	99

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	2.3
Total Del/Veh (s)	37.2
Vehicles Entered	4061
Vehicles Exited	4065
Hourly Exit Rate	4065
Input Volume	4099
% of Volume	99

SimTraffic Performance Report
AM PH - 2036 + BG + Site MITIGATION

Total Zone Performance

Denied Del/Veh (s)	3.4
Total Del/Veh (s)	923.1
Vehicles Entered	4012
Vehicles Exited	140
Hourly Exit Rate	140
Input Volume	6546
% of Volume	2

Queuing and Blocking Report
 AM PH - 2036 + BG + Site MITIGATION

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	T
Maximum Queue (ft)	38	249	294	93	289	347	291	101	153	29	38	28
Average Queue (ft)	9	102	150	34	207	146	113	13	66	5	4	4
95th Queue (ft)	31	197	243	73	316	339	253	61	121	21	22	18
Link Distance (ft)		733	733			290	290			375		469
Upstream Blk Time (%)					4	5	0	0				
Queuing Penalty (veh)					0	33	1	0				
Storage Bay Dist (ft)	230			230	260			260	180		100	
Storage Blk Time (%)		0	1		10	1	0		0			
Queuing Penalty (veh)		0	1		44	6	0		0			

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	SB
Directions Served	R
Maximum Queue (ft)	48
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
 AM PH - 2036 + BG + Site MITIGATION

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	R	L	L	T	TR	L
Maximum Queue (ft)	182	84	76	124	129	87	60	672	713	769	579	259
Average Queue (ft)	92	36	25	32	64	18	21	398	427	274	289	51
95th Queue (ft)	158	72	63	93	115	61	54	666	707	589	482	157
Link Distance (ft)		538	538		944	944				1324	1324	
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	450			600			100	925	925			160
Storage Blk Time (%)						0		0	1	0		0
Queuing Penalty (veh)						0		1	6	1		0

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	373	356	252
Average Queue (ft)	224	201	96
95th Queue (ft)	334	318	215
Link Distance (ft)	1289	1289	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			160
Storage Blk Time (%)	27	15	1
Queuing Penalty (veh)	9	27	2

Zone Summary

Zone wide Queuing Penalty: 130

Actuated Signals, Observed Splits
 AM PH - 2036 + BG + Site MITIGATION

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	14.5	40.0	25.0	9.5	45.0	25.0
Minimum Green (s)	5.0	15.0	7.0	5.0	15.0	7.0
Recall	None	Min	None	None	Min	None
Avg. Green (s)	13.4	32.1	14.6	5.8	54.7	14.6
g/C Ratio	-0.01	NA	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	2	0	7	93	7	7
Cycles @ Minimum (%)	2	2	11	0	0	11
Cycles Maxed Out (%)	73	31	18	0	73	18
Cycles with Peds (%)	0	16	11	0	11	9

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	60.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	12.7	35.4	60.0	39.1	14.6	22.5	9.6	93.7
g/C Ratio	-0.01	-0.01	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	47	5	0	0	0	0	24	0
Cycles @ Minimum (%)	0	0	0	0	0	15	29	0
Cycles Maxed Out (%)	5	65	90	0	10	35	0	100
Cycles with Peds (%)	0	0	0	0	0	35	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 PM PH - 2026 Existing + BG + Site MITIGATION

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	4633	4626	4564	4582	4576	4601
Vehs Exited	4695	4642	4549	4604	4603	4619
Starting Vehs	146	124	104	127	137	126
Ending Vehs	84	108	119	105	110	103
Travel Distance (mi)	2294	2291	2244	2272	2265	2273
Travel Time (hr)	119.5	120.4	118.3	120.6	119.9	119.7
Total Delay (hr)	57.1	57.9	57.4	58.8	58.1	57.9
Total Stops	3633	3574	3496	3636	3513	3567
Fuel Used (gal)	99.4	99.9	97.4	99.0	99.5	99.1

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1078	1168	1069	1107	1060	1094
Vehs Exited	1100	1181	1058	1115	1095	1109
Starting Vehs	146	124	104	127	137	126
Ending Vehs	124	111	115	119	102	114
Travel Distance (mi)	542	576	531	548	537	547
Travel Time (hr)	27.7	31.8	28.3	28.5	27.2	28.7
Total Delay (hr)	12.9	16.0	13.8	13.5	12.6	13.8
Total Stops	858	950	856	837	760	854
Fuel Used (gal)	23.4	25.5	23.3	23.8	23.2	23.9

SimTraffic Simulation Summary
 PM PH - 2026 Existing + BG + Site MITIGATION

Interval #2 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1140	1054	1070	1076	1143	1096
Vehs Exited	1145	1087	1072	1046	1146	1097
Starting Vehs	124	111	115	119	102	114
Ending Vehs	119	78	113	149	99	110
Travel Distance (mi)	557	529	527	534	574	544
Travel Time (hr)	28.3	26.1	27.9	28.6	31.3	28.4
Total Delay (hr)	13.1	11.7	13.4	14.1	15.7	13.6
Total Stops	883	743	811	874	926	845
Fuel Used (gal)	23.8	22.9	23.0	23.0	25.5	23.6

Interval #3 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1324	1287	1311	1230	1274	1285
Vehs Exited	1303	1221	1258	1256	1267	1261
Starting Vehs	119	78	113	149	99	110
Ending Vehs	140	144	166	123	106	131
Travel Distance (mi)	647	614	627	610	609	622
Travel Time (hr)	35.5	33.1	33.6	33.6	33.2	33.8
Total Delay (hr)	17.8	16.4	16.7	17.0	16.6	16.9
Total Stops	1086	1007	1003	1041	989	1024
Fuel Used (gal)	28.7	26.7	27.2	27.5	27.1	27.4

Interval #4 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1091	1117	1114	1169	1099	1117
Vehs Exited	1147	1153	1161	1187	1095	1148
Starting Vehs	140	144	166	123	106	131
Ending Vehs	84	108	119	105	110	103
Travel Distance (mi)	548	571	559	580	545	561
Travel Time (hr)	28.0	29.4	28.6	29.9	28.2	28.8
Total Delay (hr)	13.2	13.8	13.5	14.2	13.2	13.6
Total Stops	806	874	826	884	838	845
Fuel Used (gal)	23.5	24.9	23.9	24.8	23.7	24.1

SimTraffic Performance Report
 PM PH - 2026 Existing + BG + Site MITIGATION

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.6	0.6	2.5	0.6	0.1	0.1	0.2	0.0	0.0	0.2	4.0	4.0
Total Del/Veh (s)	11.1	20.4	8.4	28.7	6.5	4.3	34.3	5.8	2.2	22.6	28.7	7.9
Vehicles Entered	9	963	107	179	756	11	88	24	286	8	13	45
Vehicles Exited	9	965	108	179	757	11	88	24	286	8	13	45
Hourly Exit Rate	9	965	108	179	757	11	88	24	286	8	13	45
Input Volume	8	941	111	183	756	8	93	28	285	9	9	45
% of Volume	109	103	97	98	100	133	94	87	100	86	141	100

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.3
Vehicles Entered	2489
Vehicles Exited	2493
Hourly Exit Rate	2493
Input Volume	2477
% of Volume	101

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.1	0.1	2.6	0.8	0.9	2.7	0.2	2.7
Total Del/Veh (s)	52.0	43.0	5.9	45.0	62.3	22.0	55.9	22.0	17.3	82.5	52.0	17.6
Vehicles Entered	183	110	1045	54	107	46	629	948	26	21	799	93
Vehicles Exited	184	111	1046	53	107	46	635	944	26	21	802	93
Hourly Exit Rate	184	111	1046	53	107	46	635	944	26	21	802	93
Input Volume	178	110	1026	50	106	48	626	956	22	23	812	94
% of Volume	103	101	102	105	101	95	101	99	120	92	99	99

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	32.6
Vehicles Entered	4061
Vehicles Exited	4068
Hourly Exit Rate	4068
Input Volume	4050
% of Volume	100

SimTraffic Performance Report
PM PH - 2026 Existing + BG + Site MITIGATION

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	760.2
Vehicles Entered	4002
Vehicles Exited	154
Hourly Exit Rate	154
Input Volume	6527
% of Volume	2

Queuing and Blocking Report
 PM PH - 2026 Existing + BG + Site MITIGATION

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	48	416	476	329	221	232	240	127	32	43	75
Average Queue (ft)	6	152	224	69	118	81	86	53	3	7	29
95th Queue (ft)	28	334	397	227	204	184	189	102	18	30	61
Link Distance (ft)		738	738			290	290		375	481	
Upstream Blk Time (%)			0			0	0				
Queuing Penalty (veh)			0			0	0				
Storage Bay Dist (ft)	230			230	260			180			100
Storage Blk Time (%)		1	8		0	0				0	
Queuing Penalty (veh)		0	9		0	0				0	

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	TR	L	L	T	TR	L	T	T
Maximum Queue (ft)	337	161	125	187	155	446	488	362	415	218	512	508
Average Queue (ft)	145	62	51	77	53	270	308	202	222	38	329	301
95th Queue (ft)	264	134	109	144	117	414	454	336	367	136	470	446
Link Distance (ft)		538		944	944			1324	1324		1302	1302
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450		600			925	925			160		
Storage Blk Time (%)	0										40	31
Queuing Penalty (veh)	0										9	30

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	SB
Directions Served	R
Maximum Queue (ft)	260
Average Queue (ft)	88
95th Queue (ft)	244
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	160
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Zone Summary

Zone wide Queuing Penalty: 48

Actuated Signals, Observed Splits
 PM PH - 2026 Existing + BG + Site MITIGATION

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	9.5	45.0	25.0	9.5	45.0	25.0
Minimum Green (s)	5.0	15.0	7.0	5.0	15.0	7.0
Recall	None	Min	None	None	Min	None
Avg. Green (s)	8.5	40.6	15.7	7.8	58.2	15.7
g/C Ratio	-0.01	NA	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	21	0	9	95	10	9
Cycles @ Minimum (%)	5	0	9	0	0	9
Cycles Maxed Out (%)	45	63	23	0	73	23
Cycles with Peds (%)	0	12	16	0	12	9

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	50.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	13.5	33.9	47.3	50.9	18.1	22.1	9.2	94.1
g/C Ratio	-0.01	-0.01	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	15	5	0	0	0	0	37	0
Cycles @ Minimum (%)	0	0	0	0	0	5	32	0
Cycles Maxed Out (%)	15	65	62	35	48	29	0	100
Cycles with Peds (%)	0	0	0	0	0	29	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

SimTraffic Simulation Summary
 PM PH - 2036 Existing + BG + Site MITIGATION

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	5561	5591	5551	5460	5478	5531
Vehs Exited	5592	5603	5548	5483	5490	5542
Starting Vehs	188	170	160	187	131	168
Ending Vehs	157	158	163	164	119	149
Travel Distance (mi)	2770	2783	2751	2722	2704	2746
Travel Time (hr)	168.4	169.4	171.6	163.4	155.6	165.7
Total Delay (hr)	93.5	94.3	96.9	89.6	82.6	91.4
Total Stops	5090	5040	5173	4929	4550	4962
Fuel Used (gal)	125.4	126.8	126.8	123.7	121.2	124.8

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1358	1424	1331	1337	1325	1355
Vehs Exited	1418	1478	1330	1376	1312	1383
Starting Vehs	188	170	160	187	131	168
Ending Vehs	128	116	161	148	144	139
Travel Distance (mi)	691	722	659	674	653	680
Travel Time (hr)	41.4	44.5	39.7	41.8	36.4	40.7
Total Delay (hr)	22.8	25.1	21.8	23.6	18.7	22.4
Total Stops	1200	1311	1189	1330	1053	1216
Fuel Used (gal)	31.5	32.8	29.9	31.4	28.8	30.9

SimTraffic Simulation Summary
 PM PH - 2036 Existing + BG + Site MITIGATION

Interval #2 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1331	1289	1320	1288	1365	1319
Vehs Exited	1352	1282	1330	1284	1393	1329
Starting Vehs	128	116	161	148	144	139
Ending Vehs	107	123	151	152	116	128
Travel Distance (mi)	669	642	660	638	683	658
Travel Time (hr)	37.2	38.6	38.3	35.6	39.2	37.8
Total Delay (hr)	19.1	21.2	20.3	18.1	20.6	19.9
Total Stops	1080	1196	1131	1052	1123	1118
Fuel Used (gal)	29.1	29.7	29.5	28.1	30.7	29.4

Interval #3 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1504	1484	1524	1471	1479	1492
Vehs Exited	1405	1392	1472	1436	1428	1426
Starting Vehs	107	123	151	152	116	128
Ending Vehs	206	215	203	187	167	192
Travel Distance (mi)	716	711	734	717	711	718
Travel Time (hr)	46.7	42.4	48.4	44.7	42.9	45.0
Total Delay (hr)	27.2	23.3	28.6	25.4	23.9	25.7
Total Stops	1483	1280	1514	1373	1338	1399
Fuel Used (gal)	32.9	31.8	34.9	33.1	32.3	33.0

Interval #4 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1368	1394	1376	1364	1309	1361
Vehs Exited	1417	1451	1416	1387	1357	1407
Starting Vehs	206	215	203	187	167	192
Ending Vehs	157	158	163	164	119	149
Travel Distance (mi)	694	708	699	692	657	690
Travel Time (hr)	43.2	43.9	45.2	41.3	37.2	42.2
Total Delay (hr)	24.3	24.8	26.3	22.5	19.4	23.5
Total Stops	1327	1253	1339	1174	1036	1224
Fuel Used (gal)	31.9	32.5	32.5	31.2	29.3	31.5

SimTraffic Performance Report
 PM PH - 2036 Existing + BG + Site MITIGATION

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	1.6	3.2	0.7	0.2	0.1	0.3	0.0	0.0	3.8	0.3	4.0
Total Del/Veh (s)	19.1	35.8	22.2	35.0	7.6	2.0	38.5	6.9	2.6	32.5	31.5	7.6
Vehicles Entered	11	1192	111	194	902	10	91	24	339	10	10	56
Vehicles Exited	11	1200	111	192	901	10	93	24	338	9	11	56
Hourly Exit Rate	11	1200	111	192	901	10	93	24	338	9	11	56
Input Volume	11	1164	113	196	928	10	96	28	336	11	10	56
% of Volume	98	103	98	98	97	98	97	86	101	80	107	100

2: Columbia Road & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	22.0
Vehicles Entered	2950
Vehicles Exited	2956
Hourly Exit Rate	2956
Input Volume	2959
% of Volume	100

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.1	3.8	2.6	1.1	1.3	2.3	0.3	2.4
Total Del/Veh (s)	61.2	47.0	6.7	49.5	75.0	18.8	77.0	27.6	21.0	101.0	69.6	29.7
Vehicles Entered	218	138	1266	65	130	56	735	1182	24	26	990	102
Vehicles Exited	221	137	1263	66	133	56	740	1181	25	25	979	102
Hourly Exit Rate	221	137	1263	66	133	56	740	1181	25	25	979	102
Input Volume	209	135	1244	61	129	58	757	1165	27	28	989	106
% of Volume	106	102	102	109	103	97	98	101	93	90	99	96

4: Ronald Reagon Parkway & Stafford Road (CR 450S) Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	42.1
Vehicles Entered	4932
Vehicles Exited	4928
Hourly Exit Rate	4928
Input Volume	4906
% of Volume	100

SimTraffic Performance Report
PM PH - 2036 Existing + BG + Site MITIGATION

Total Zone Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	1027.6
Vehicles Entered	4855
Vehicles Exited	168
Hourly Exit Rate	168
Input Volume	7865
% of Volume	2

Queuing and Blocking Report
 PM PH - 2036 Existing + BG + Site MITIGATION

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	T
Maximum Queue (ft)	110	715	761	330	263	290	273	60	137	88	46	49
Average Queue (ft)	12	334	428	142	132	108	106	5	61	9	7	7
95th Queue (ft)	65	692	761	378	225	235	236	29	114	57	29	29
Link Distance (ft)		733	733			290	290			375		469
Upstream Blk Time (%)		2	5		0	0	0					
Queuing Penalty (veh)		0	0		0	0	1					
Storage Bay Dist (ft)	230			230	260			260	180		100	
Storage Blk Time (%)		8	29		0	0	0		0	0		
Queuing Penalty (veh)		1	34		0	1	0		0	0		

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Movement	SB
Directions Served	R
Maximum Queue (ft)	45
Average Queue (ft)	18
95th Queue (ft)	37
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
 PM PH - 2036 Existing + BG + Site MITIGATION

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	TR	R	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	365	101	140	104	169	192	174	90	611	668	510	526
Average Queue (ft)	200	49	41	5	67	98	56	33	386	432	273	302
95th Queue (ft)	329	95	107	65	138	166	138	69	569	616	455	480
Link Distance (ft)		538	538	538		944	944				1324	1324
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				600			100	925	925		
Storage Blk Time (%)							2	0				
Queuing Penalty (veh)							1	0				

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	260	747	694	260
Average Queue (ft)	44	493	459	100
95th Queue (ft)	155	721	698	284
Link Distance (ft)		1289	1289	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	160			160
Storage Blk Time (%)		50	44	
Queuing Penalty (veh)		14	47	

Zone Summary

Zone wide Queuing Penalty: 99

Actuated Signals, Observed Splits
 PM PH - 2036 Existing + BG + Site MITIGATION

Intersection: 2: Columbia Road & Stafford Road (CR 450S)

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	9.5	50.0	25.0	9.5	45.0	25.0
Minimum Green (s)	5.0	15.0	7.0	5.0	15.0	7.0
Recall	None	Min	None	None	Min	None
Avg. Green (s)	9.0	48.9	16.5	6.6	65.4	16.5
g/C Ratio	-0.01	NA	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	13	0	5	89	6	5
Cycles @ Minimum (%)	0	0	5	0	0	5
Cycles Maxed Out (%)	66	86	29	0	89	29
Cycles with Peds (%)	0	14	11	0	14	16

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 4: Ronald Reagon Parkway & Stafford Road (CR 450S)

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	WBL	EBTL	NBL	SBT	EBL	WBTL	SBL	NBT
Maximum Green (s)	15.0	25.0	50.0	60.0	20.0	36.0	15.0	59.0
Minimum Green (s)	5.0	10.0	7.0	15.0	5.0	10.0	7.0	15.0
Recall	None	None	None	Min	None	None	None	Min
Avg. Green (s)	11.4	36.2	51.0	59.6	19.8	25.7	9.5	103.5
g/C Ratio	-0.01	NA	NA	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	5	0	0	0	0	0	24	0
Cycles @ Minimum (%)	0	0	0	0	0	5	29	0
Cycles Maxed Out (%)	21	74	89	88	84	42	0	100
Cycles with Peds (%)	0	0	0	0	0	42	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0