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TRAFFIC IMPACT STUDY

PROPOSED RESIDENTIAL DEVELOPMENT

PLAINFIELD, INDIANA

PREPARED FOR

PULTEGROUP®

APRIL 2025

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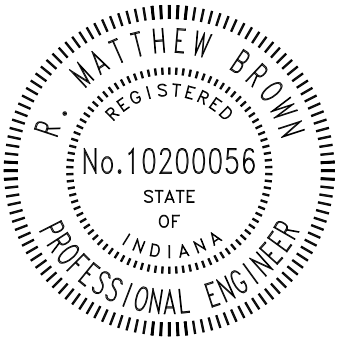
CERTIFICATION

I certify that this **TRAFFIC IMPACT STUDY** has been prepared by me and under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

A&F ENGINEERING CO., LLC

April 24, 2025
R. Matt Brown, P.E.
Indiana Registration 10200056



Isadora Ribeiro
Traffic Engineer

INTRODUCTION

This **TRAFFIC IMPACT STUDY**, prepared on behalf of Pulte Group, is for a proposed residential development that is to be located south of US 40 between Moon Road and Miles Road in Plainfield, Indiana.

PURPOSE

The purpose of this analysis is to determine what impact the traffic generated by the proposed development will have on the existing adjacent roadway system. This analysis will identify any existing roadway deficiencies or ones that may occur when this site is developed.

Conclusions will be reached that will determine if the roadway system can accommodate the anticipated traffic volumes or will determine the modifications that will be required to the system if there are identified deficiencies.

Recommendations will be made that will address the conclusions resulting from this analysis. These recommendations will address feasible roadway system improvements to provide safe ingress and egress, to and from the proposed development, with minimal interference to traffic on the public street system.

SCOPE OF WORK

The scope of work for this analysis is as follows:

First, obtain turning movement traffic volume counts between the hours of 6:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:00 P.M. during a typical weekday at the study intersections.

Second, estimate the number of peak hour trips that will be generated by the proposed development.

Third, estimate the year 2030 background traffic volumes by applying a 1.1% per year growth rate to the existing traffic volumes.

Fourth, assign and distribute the generated traffic from the proposed development to the study intersections.

Fifth, prepare a capacity analysis/level of service analysis and turn lane analysis at the study intersections for each of the following scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing peak hour traffic volumes.

Scenario 2: Year 2030 Background Traffic Volumes – Based on applying a 1.1% per year annual growth rate to the existing traffic volumes.

Scenario 3: Year 2030 Proposed Development Traffic Volumes – Based on the sum of year 2030 background traffic volumes and generated traffic volumes from the proposed development.

Sixth, prepare recommendations for the roadway geometrics that will be needed to accommodate the total traffic volumes once the proposed development is constructed.

Finally, prepare a **TRAFFIC IMPACT STUDY** report documenting all data, analyses, conclusions, and recommendations to provide for the safe and efficient movement of traffic through the study area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development will be located south of US 40 between Moon Road and Miles Road in Plainfield, Indiana. As proposed, the development will consist of approximately 465 single-family homes. The site will be served by two full access drives along US 40, and two full access drives along CR 600 S. **Figure 1** is an area map showing the location and general layout of the proposed site. A detailed site plan is included in the **Appendix**.

STUDY AREA

The study area for this analysis has been defined to include the following intersections:

- US 40 & Miles Road
- US 40 & Moon Road
- CR 600 S & Moon Road
- CR 600 S & CR 521 E
- US 40 & Mecklenburg Drive / Vandalia Boulevard
- US 40 & Proposed West Access Drive
- US 40 & Proposed East Access Drive
- CR 600 S & Proposed North/South Access Drive

Figures 2A & 2B shows the existing intersection geometrics at the existing study intersections.

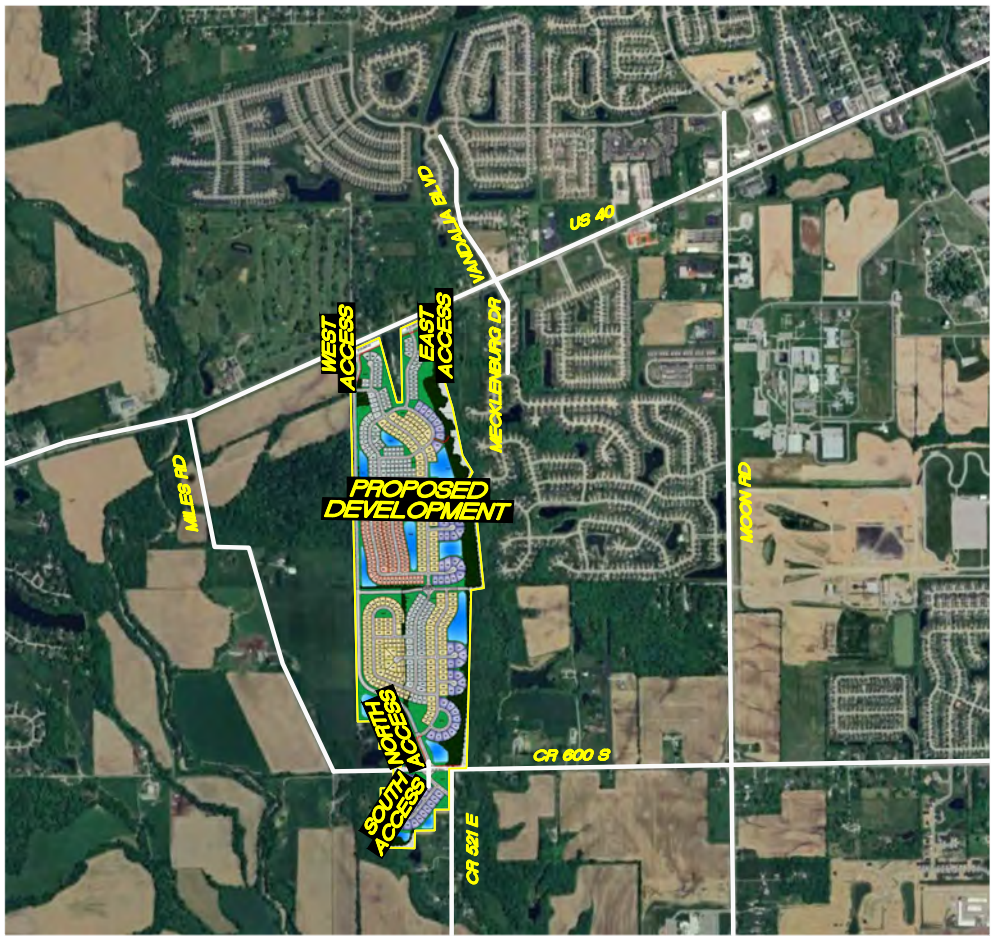


FIGURE 1

AREA MAP

TRAFFIC IMPACT STUDY
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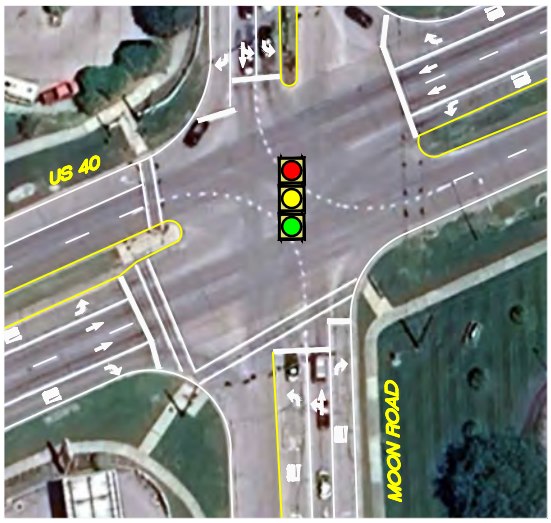
US 40 & MILES ROAD



US 40 & MOON RD

CR 600 S & CR 521 E

CR 600 S & MOON RD

FIGURE 2A

EXISTING INTERSECTION GEOMETRICS

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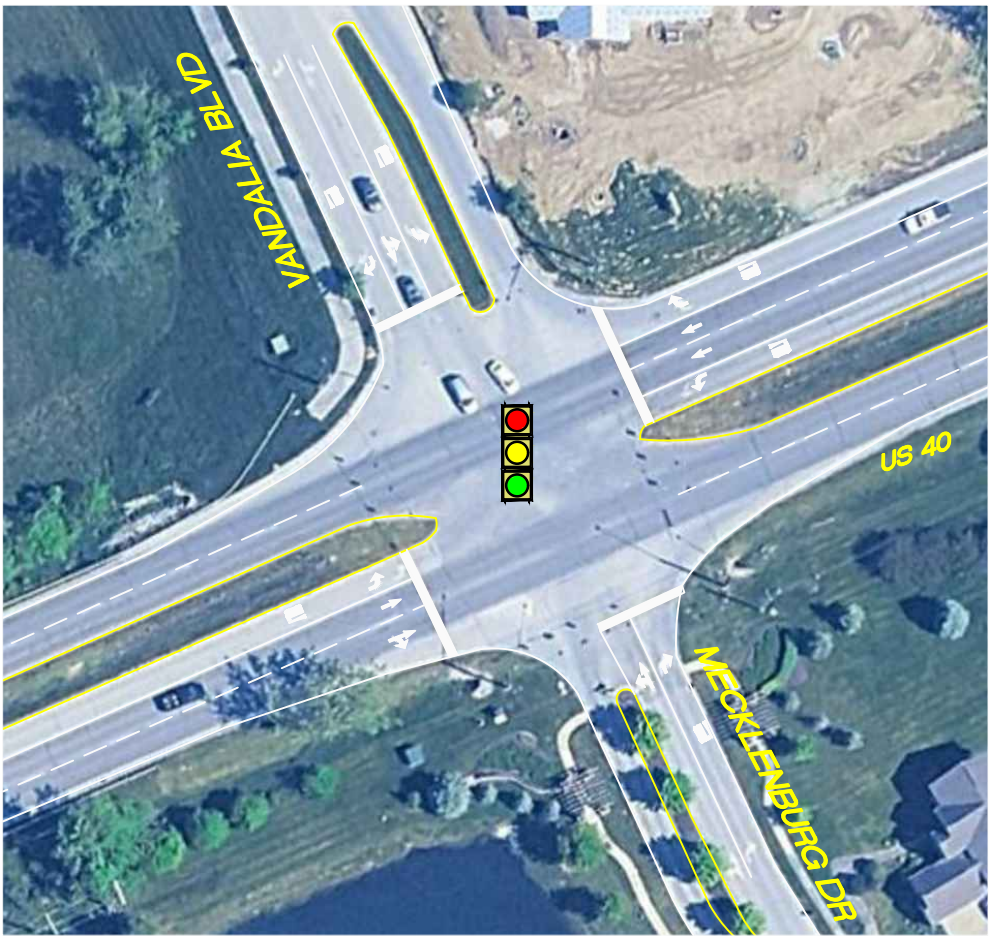

US 40 & MECKLENBURG DR/VANDALIA BLVD

FIGURE 2B

EXISTING INTERSECTION GEOMETRICS

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DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed development will be primarily served by the public roadway system that includes US 40, Miles Road, Moon Road, CR 600 S, CR 521 E, Mecklenburg Drive and Vandalia Boulevard.

TABLE 1 – DESCRIPTION OF THE ABUTTING STREET SYSTEM

STREET NAME	NUMBER OF LANES	SPEED LIMIT (MPH)	FUNCTIONAL CLASS
US 40	4	40	Principal Arterial
Miles Road	2	40	Local Road
Moon Road	2	35	Major Collector
CR 600 S	2	40	Local Road
CR 521 E	2	Not posted	Local Road
Mecklenburg Drive	2	Not posted	Local Road
Vandalia Boulevard	2	35	Local Road

* Functional classification based on INDOT roadway inventory.

EXISTING TRAFFIC VOLUMES

Turning movement traffic volume counts were collected by A&F Engineering at the study intersections between the hours of 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM during a typical weekday in August 2024 & February 2025 under good weather conditions. According to the turning movement, traffic volume counts, the AM and PM peak hours vary slightly at each of the study intersections. Hence, the actual peak hours are used at each study intersection to create a "worse-case" traffic volume scenario. The intersection count output summary sheets are included in the **Appendix**, and the AM and PM peak hour traffic volumes at the study intersections are shown in **Figure 3.**

YEAR 2030 BACKGROUND TRAFFIC VOLUMES

In order to account for the annual growth in traffic volumes that would occur due to future development outside of the study area over the next 5 years, a 1.1% per year non-compounded growth rate was first applied to the existing traffic volumes to yield the total year 2030 background traffic volumes shown in **Figure 4**.

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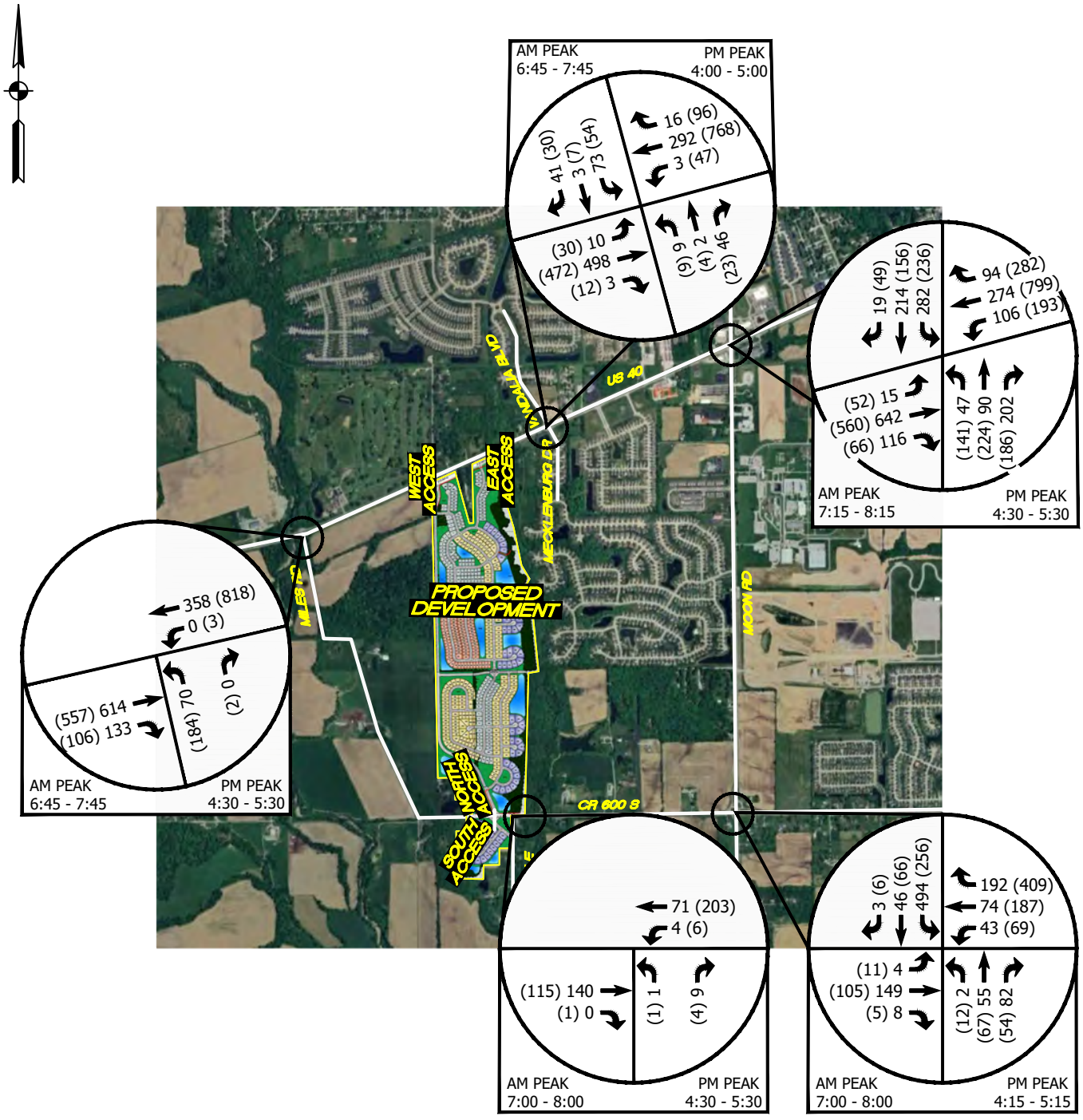

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 3

EXISTING TRAFFIC VOLUMES

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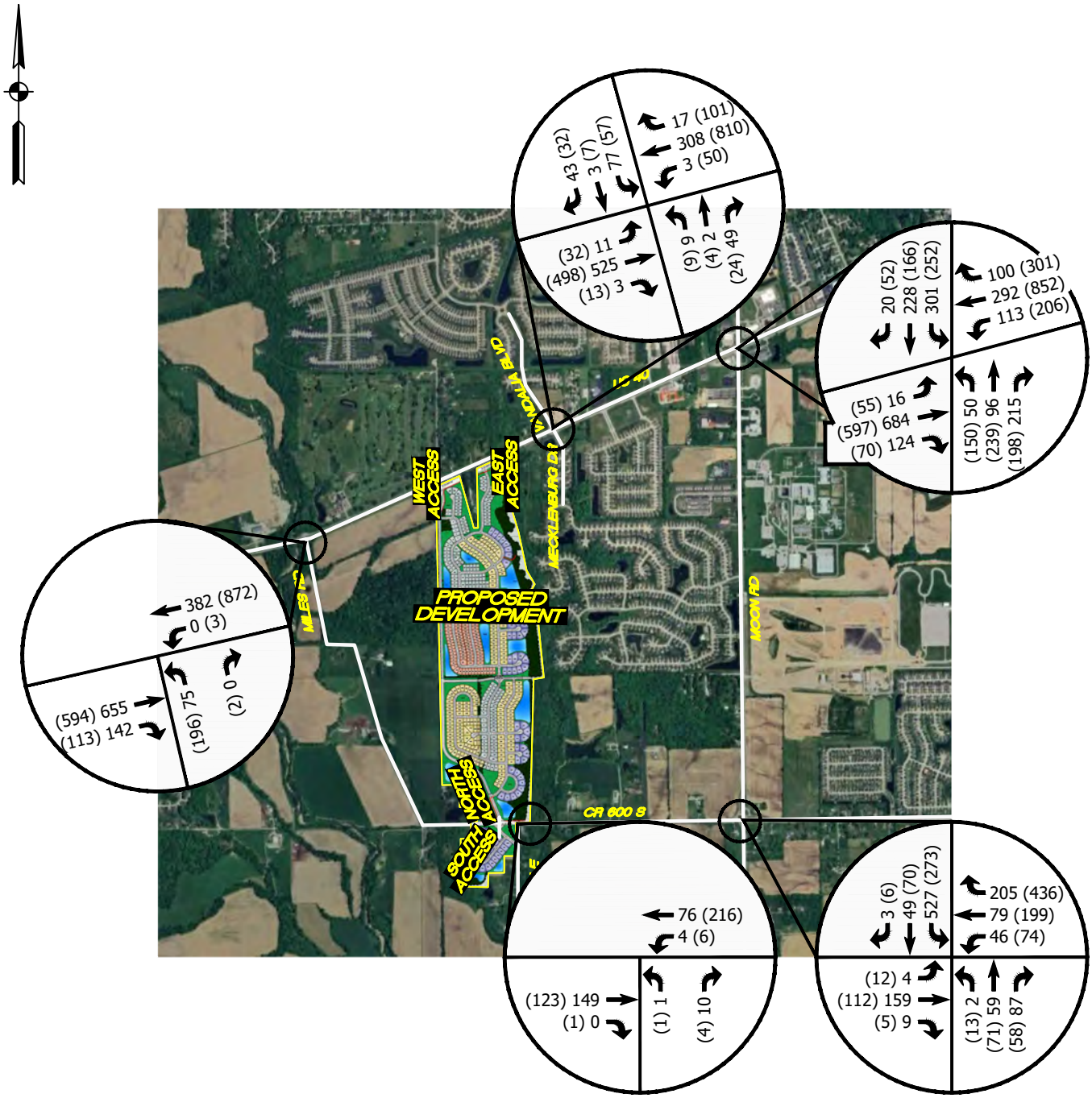

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 4

YEAR 2030 BACKGROUND TRAFFIC VOLUMES

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GENERATED TRIPS FOR PROPOSED DEVELOPMENT

The estimate of newly generated traffic is a function of the development size and of the character of the land use. The ITE *Trip Generation Manual*[1] was used to calculate the number of trips that will be generated by the proposed development. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. **Table 2** summarizes the trips that will be generated by the subject site.

TABLE 2 – TOTAL GENERATED TRIPS FOR PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION			GENERATED TRIPS			
LAND USE	ITE CODE	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Single-Family Detached Housing	210	465 DU	76	226	265	156

PASS-BY & INTERNAL TRIPS

Pass-by trips are trips that are already in the existing traffic stream along the adjacent public roadway system that enter a site, utilize the site, and then return to the existing traffic stream. Residential developments don't typically generate a significant number of pass-by trips. Therefore, pass-by trips were not considered in this study.

An internal trip results when a trip is made between two or more land uses without traversing the external public roadway system. The proposed development is a single land use. Therefore, internal trips were not considered in this study.

[1] *Trip Generation Manual*, Institute of Transportation Engineers, Eleventh Edition, 2021.

ASSIGNMENT AND DISTRIBUTION OF GENERATED TRIPS

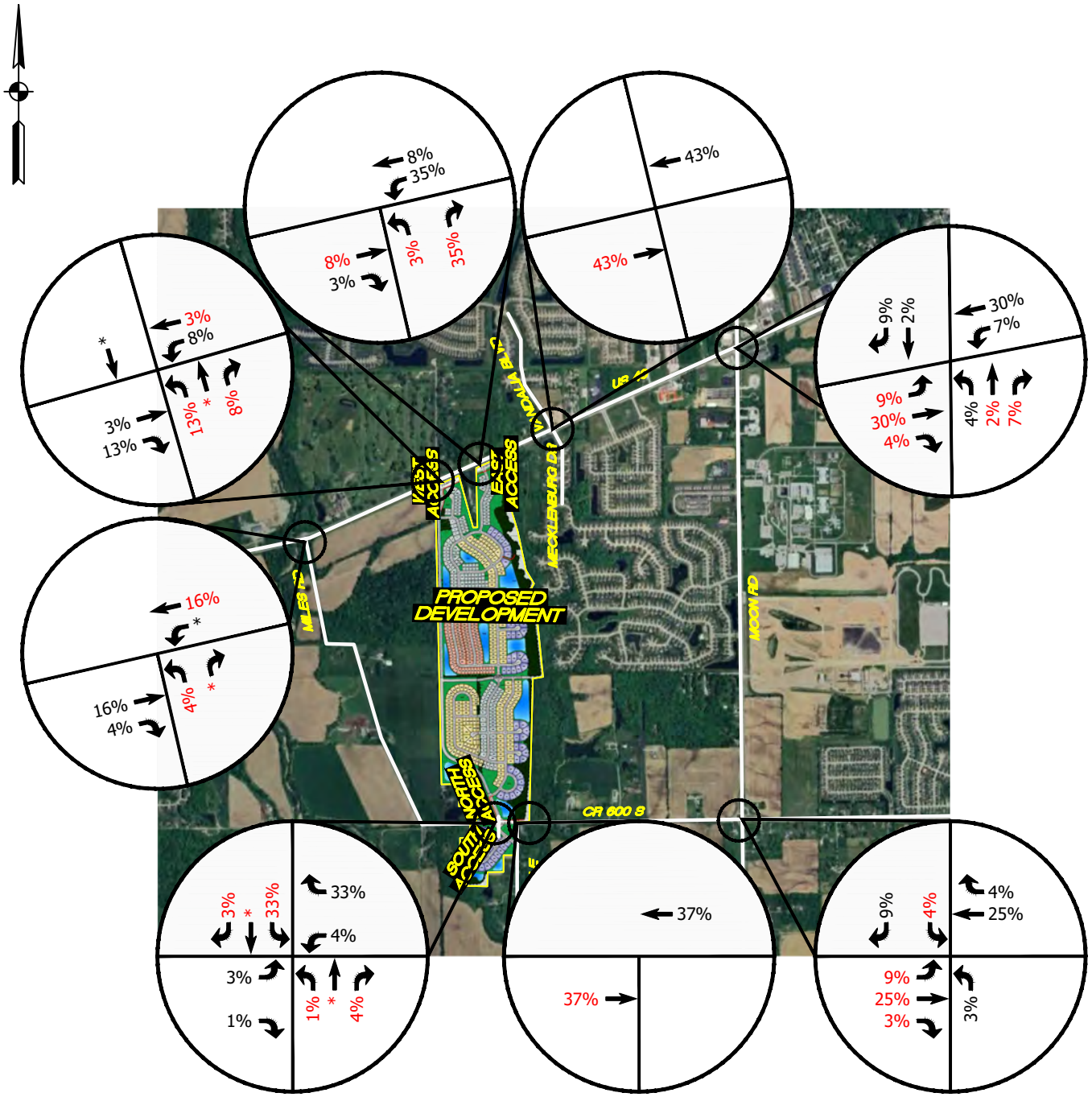
The study methodology used to determine the traffic volumes from the site that will be added to the street system is defined as follows:

1. The volume of traffic that will enter and exit the proposed development must be assigned to the access points and to the public street system. Using the traffic volume data collected for this analysis, traffic to and from the site has been assigned to the proposed driveways and to the public street system that will be serving the site.
2. To determine the volumes of traffic that will be added to the public roadway system, the generated traffic must be distributed by direction to the public roadways at their intersection with the driveways. For the proposed development, the trip distribution was based on the location of the development, the existing traffic patterns, and the assignment of generated traffic.

Figure 5 illustrates the assignment and distribution of generated traffic volumes for the proposed development.

GENERATED TRIPS ADDED TO THE STREET SYSTEM

The generated traffic volumes that can be expected from the proposed development have been assigned and distributed to each of the study intersections. These volumes were determined based on the previously discussed trip generation data, assignment and distribution of generated traffic. The total peak hour generated traffic volumes from the proposed development are shown in **Figure 6**. **Figure 7** shows the sum of the year 2030 background traffic volumes and generated traffic volumes from the proposed development.



LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

FIGURE 5

ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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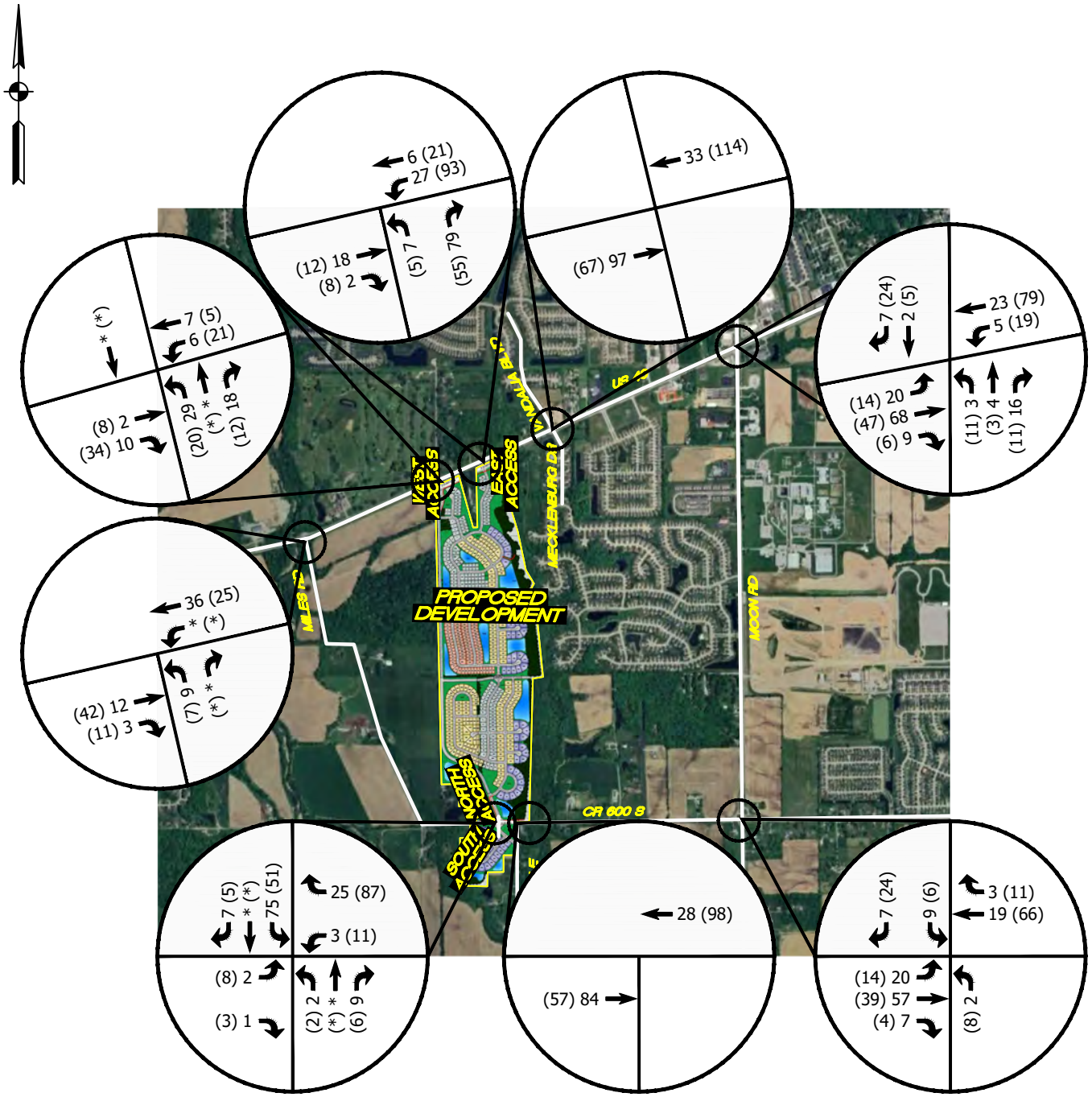

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 6

GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

**TRAFFIC IMPACT STUDY
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PLAINFIELD, INDIANA**

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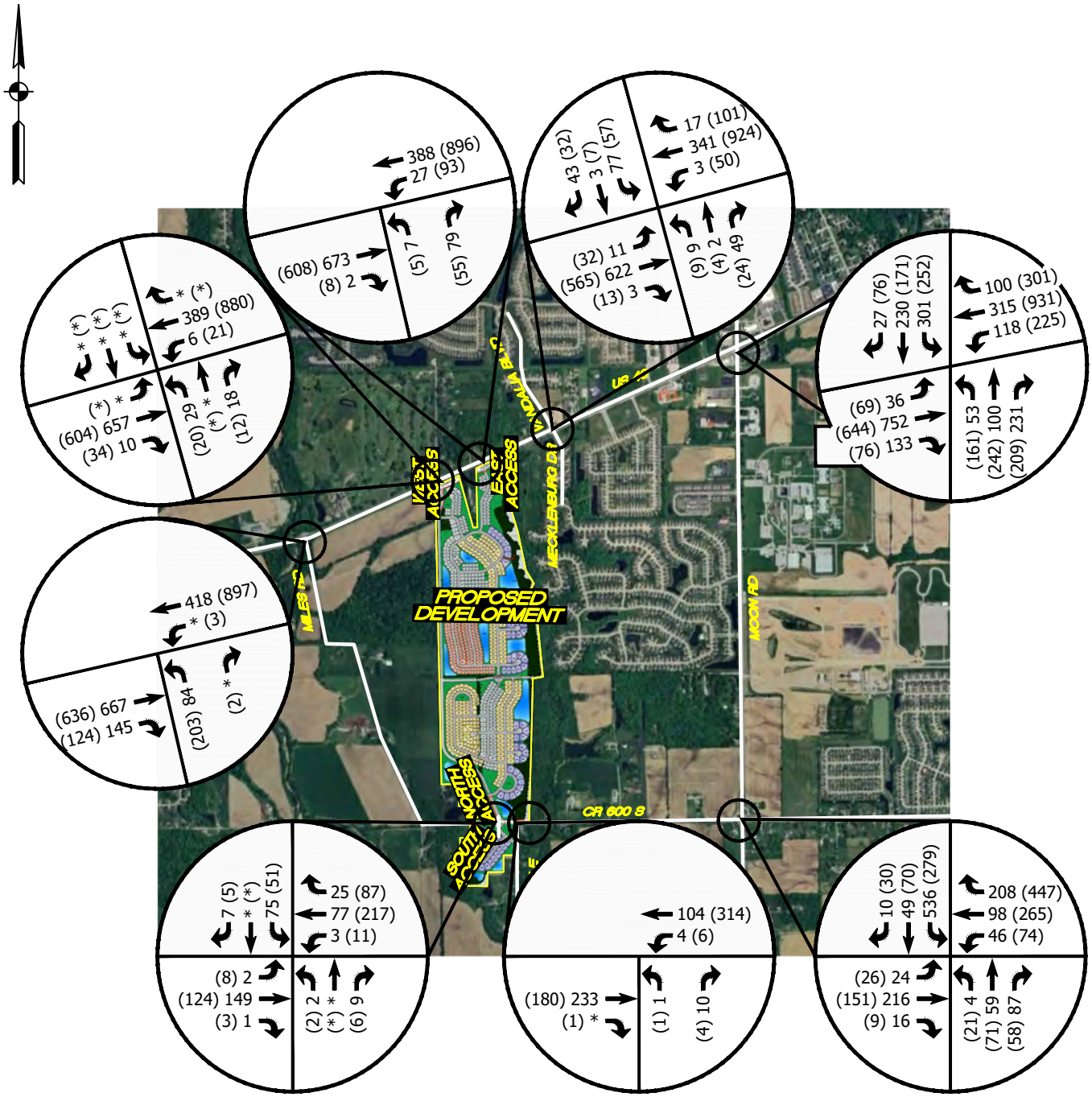

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 7

SUM OF YEAR 2030 BACKGROUND TRAFFIC VOLUMES & GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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TURN LANE ANALYSIS

The year 2030 background traffic volumes were combined with the generated traffic volumes from the proposed development to determine if turn lanes would be required along US 40, and/or CR 600 S at the proposed access drive locations. This analysis was done in accordance with the INDOT *Driveway Permit Guide*[2] and the results are summarized in the following table.

TABLE 3 –TURN LANE WARRANT ANALYSIS SUMMARY

LOCATION	SCENARIO	RIGHT- TURN LANE	LEFT-TURN LANE
US 40 & Proposed West Access Drive	Total Year 2030 Traffic Volumes + Generated Traffic Volumes	✗	✔
US 40 & Proposed East Access Drive	Total Year 2030 Traffic Volumes + Generated Traffic Volumes	✗	✔
CR 600 S & Proposed North Access Drive	Total Year 2030 Traffic Volumes + Generated Traffic Volumes	✔	✗
CR 600 S & Proposed South Access Drive	Total Year 2030 Traffic Volumes + Generated Traffic Volumes	✗	✗

✔=Turn Lane warranted; ✗=Turn Lane not warranted

The graphs that show the turn lane warrant criteria are shown in the **Appendix**. There are no graphical left-turn lane warrants for the proposed access drives along US 40. However, per the INDOT Permit Manual, since US 40 is a four-lane highway with a median width equal to or greater than 24 feet, a left-turn lane is warranted along US 40 at the access drive locations. Furthermore, it should be noted that where turn lanes are not shown to be warranted, turn treatments could be required based on local standards.

CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis includes traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/Sim Traffic*[3]. This program allows intersections

[2] INDOT *Driveway Permit Guide, Version 1.4*, Indiana Department of Transportation, April 2024

[3] *Synchro/Sim Traffic 12*, Cubic Transportation Systems, 2023.

to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 7th Edition)*[4]. In addition, roundabout capacity analyses were conducted using the recognized computer program *SIDRA*[5] with INDOT SIDRA parameters. The following list shows the delays related to the levels of service for unsignalized & signalized/RAB intersections:

Level of Service	Control Delay (seconds/vehicle)	
	UNSIGNALIZED	SIGNALIZED/RAB
A	Less than or equal to 10	Less than or equal to 10
B	Between 10.1 and 15	Between 10.1 and 20
C	Between 15.1 and 25	Between 20.1 and 35
D	Between 25.1 and 35	Between 35.1 and 55
E	Between 35.1 and 50	Between 55.1 and 80
F	greater than 50	greater than 80

CAPACITY ANALYSIS SCENARIOS

To evaluate the proposed development's effect on the public street system, a series of traffic volume scenarios were analyzed to determine the adequacy of the existing roadway network. From this analysis, necessary recommendations can be made to improve the public street system so it will accommodate future traffic volumes. An analysis has been made for the peak hours at each of the study intersections for the following traffic volume scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing peak hour traffic volumes. **Figure 3** is a summary of these traffic volumes.

Scenario 2: Year 2030 Background Traffic Volumes – Based on applying a 1.1% per year annual growth rate to the existing traffic volumes. **Figure 4** is a summary of these traffic volumes.

Scenario 3: Year 2030 Proposed Development Traffic Volumes – Based on the sum of year 2030 background traffic volumes and generated traffic volumes from the proposed development. **Figure 7** is a summary of these traffic volumes.

The following tables summarize the level of service results at each study intersection. The *Synchro* (*HCM 7th Edition*) and *SIDRA* intersection reports illustrating the capacity analysis results are included in the **Appendix**.

[4] *Highway Capacity Manual (HCM), 7th Edition* Transportation Research Board, The National Academies of Sciences, Washington, DC, 2022.

[5] *SIDRA INTERSECTION 9.1*, Akcelik and Associates Pty Ltd, 2023

TABLE 4 – LEVEL OF SERVICE SUMMARY: US 40 & MILES ROAD

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1A	2A	3A	3B	1A	2A	3A	3B
Northbound Approach	C	C	C	C	D	D	E	E
Westbound Left-Turn	A	A	A	A	A	A	A	A

Scenario A considers existing intersection geometrics.
Scenario B considers construction an exclusive right-turn lane on the northbound approach.

TABLE 5 – LEVEL OF SERVICE SUMMARY: US 40 & MOON ROAD

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	C	C	C	C	C	C
Southbound Approach	C	C	C	C	C	D
Eastbound Approach	C	C	C	C	C	C
Westbound Approach	C	C	C	C	C	C
Intersection	**C**	**C**	**C**	**C**	**C**	**C**

TABLE 6 – LEVEL OF SERVICE SUMMARY: CR 600 S & MOON ROAD

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	A	A	B	A	A	A
Southbound Approach	A	A	A	A	A	B
Eastbound Approach	A	A	A	A	A	A
Westbound Approach	A	A	A	A	A	A
Intersection	**A**	**A**	**A**	**A**	**A**	**B**

TABLE 7 – LEVEL OF SERVICE SUMMARY: CR 600 S & CR 521 E

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	A	A	B	A	A	B
Westbound Left-Turn	A	A	A	A	A	A

TABLE 8 – LEVEL OF SERVICE SUMMARY: US 40 & MECKLENBURG DR/VANDALIA BLVD

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	C	C	C	C	C	C
Southbound Approach	C	C	C	C	C	C
Eastbound Approach	B	B	B	B	B	B
Westbound Approach	B	B	B	B	B	C
Intersection	**B**	**B**	**B**	**B**	**B**	**C**

TABLE 9 – LEVEL OF SERVICE SUMMARY: US 40 & PROPOSED WEST ACCESS DRIVE

APPROACH	AM PEAK	PM PEAK
	Scenario 3	Scenario 3
Northbound Approach	C	D
Southbound Approach	A	A
Eastbound Approach	---	---
Westbound Approach	A	A

Analysis considers construction of the northbound access drive with one inbound and at least one outbound lane that will stop for US 40, and installation of an exclusive westbound left-turn lane along US 40.

TABLE 10 – LEVEL OF SERVICE SUMMARY: US 40 & PROPOSED EAST ACCESS DRIVE

APPROACH	AM PEAK	PM PEAK
	Scenario 3	Scenario 3
Northbound Approach	B	B
Westbound Left-Turn	A	A

Analysis considers construction of the northbound access drive with one inbound and at least one outbound lane that will stop for US 40, and installation of an exclusive westbound left-turn lane along US 40.

TABLE 11 – LEVEL OF SERVICE SUMMARY: CR 600 S & PROPOSED NORTH/SOUTH ACCESS DRIVE

APPROACH	AM PEAK	PM PEAK
	Scenario 3	Scenario 3
Northbound Approach	A	A
Southbound Approach	B	B
Eastbound Left-Turn	A	A
Westbound Left-Turn	A	A

Analysis considers construction of the northbound and southbound access drives with one inbound and at least one outbound lane that will stop for CR 600 S, and installation of an exclusive westbound right-turn lane along CR 600 S.

CONCLUSIONS & RECOMMENDATIONS

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, and the capacity analyses/level of service results. Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the proposed development.

US 40 & MILES ROAD

Capacity analyses have shown that the northbound approach currently operates at acceptable levels of services during the AM and PM peak hours. However, once the generated traffic volumes from the proposed development are added to the intersection, the northbound approach will operate below acceptable levels of service during the PM peak hour. Additional capacity analyses have shown that the installation of an exclusive right-turn does not improve the level-of-service, but decreases the average delay along the northbound approach by approximately 36 seconds.

US 40 & MOON ROAD

Capacity analyses for all traffic volume scenarios have shown that this intersection currently operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this intersection.

CR 600 S & MOON ROAD

Capacity analyses for all traffic volume scenarios have shown that all approaches to this intersection currently operate and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this intersection.

CR 600 S & CR 521 E

Capacity analyses for all traffic volume scenarios have shown that all approaches to this intersection currently operate and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this intersection.

US 40 & MECKLENBURG DRIVE /VANDALIA BOULEVARD

Capacity analyses for all traffic volume scenarios have shown that this intersection currently operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this intersection.

US 40 & PROPOSED WEST ACCESS DRIVE

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following intersection conditions:

- Construction of the northbound proposed full-access drive with one inbound and at least one outbound lane.
- Construction of an exclusive westbound left-turn lane along US 40 at the access drive location.
- The intersection should be stop-controlled with the access drive stopping for US 40.

US 40 & PROPOSED EAST ACCESS DRIVE

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following intersection conditions:

- Construction of the northbound full-access access drive with one inbound and at least one outbound lane.
- Construction of an exclusive westbound left-turn lane along US 40 at the access drive location.
- The intersection should be stop-controlled with the access drive stopping for US 40.

CR 600 S & PROPOSED NORTH/SOUTH ACCESS DRIVE

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following intersection conditions:

- Construction of the northbound and southbound proposed full-access drives with one inbound and at least one outbound lane.
- Construction of an exclusive westbound right-turn lane along CR 600 S at the access drive location.
- The intersection should be stop-controlled with the access drive stopping for CR 600 S.

TRAFFIC IMPACT STUDY

APPENDIX

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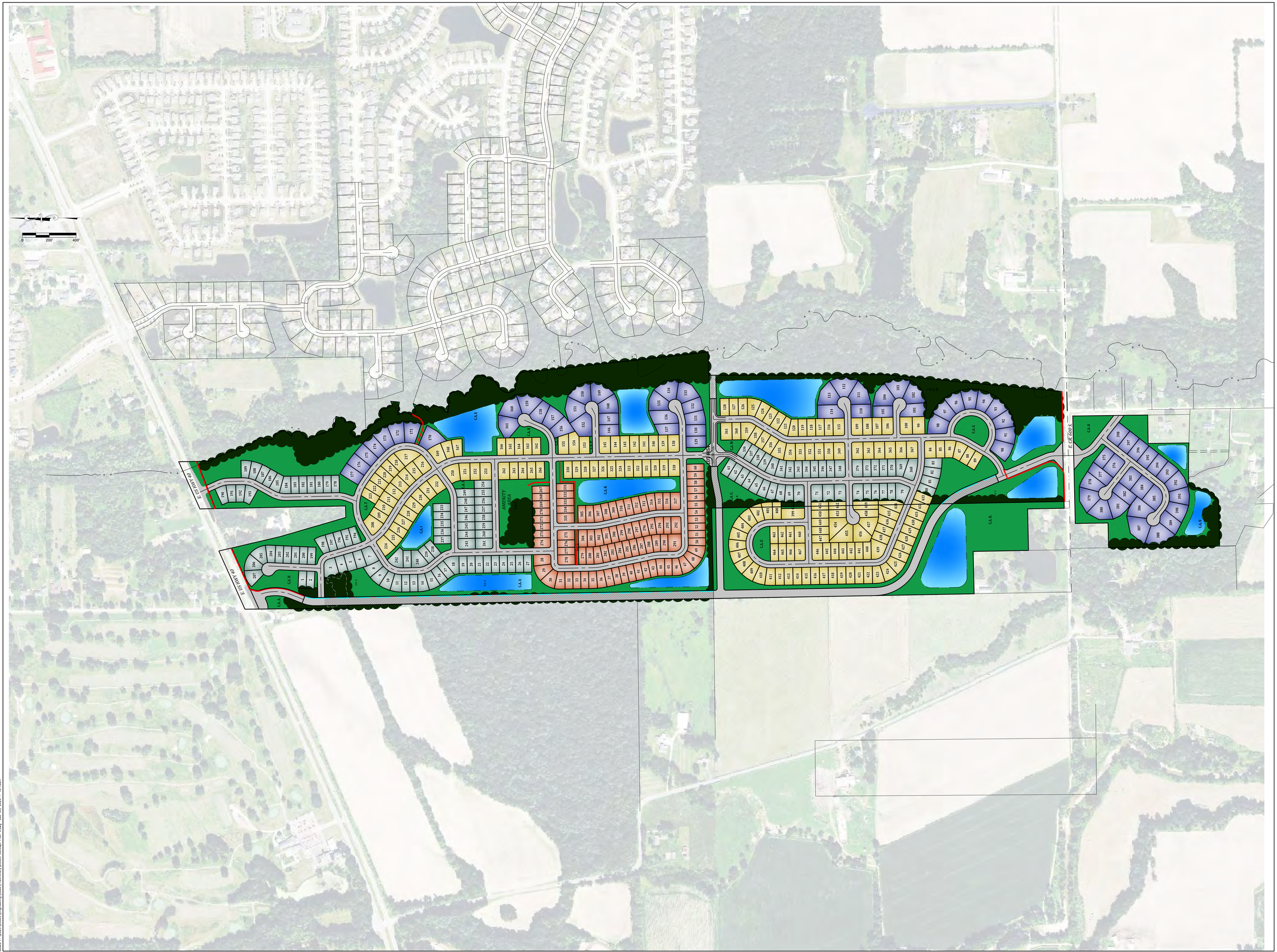
SITE PLAN



US 40 & MILES ROAD

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

US 40 & MILES RD - TMC

Thu Aug 29, 2024
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220400, Location: 39.688127, -86.446109

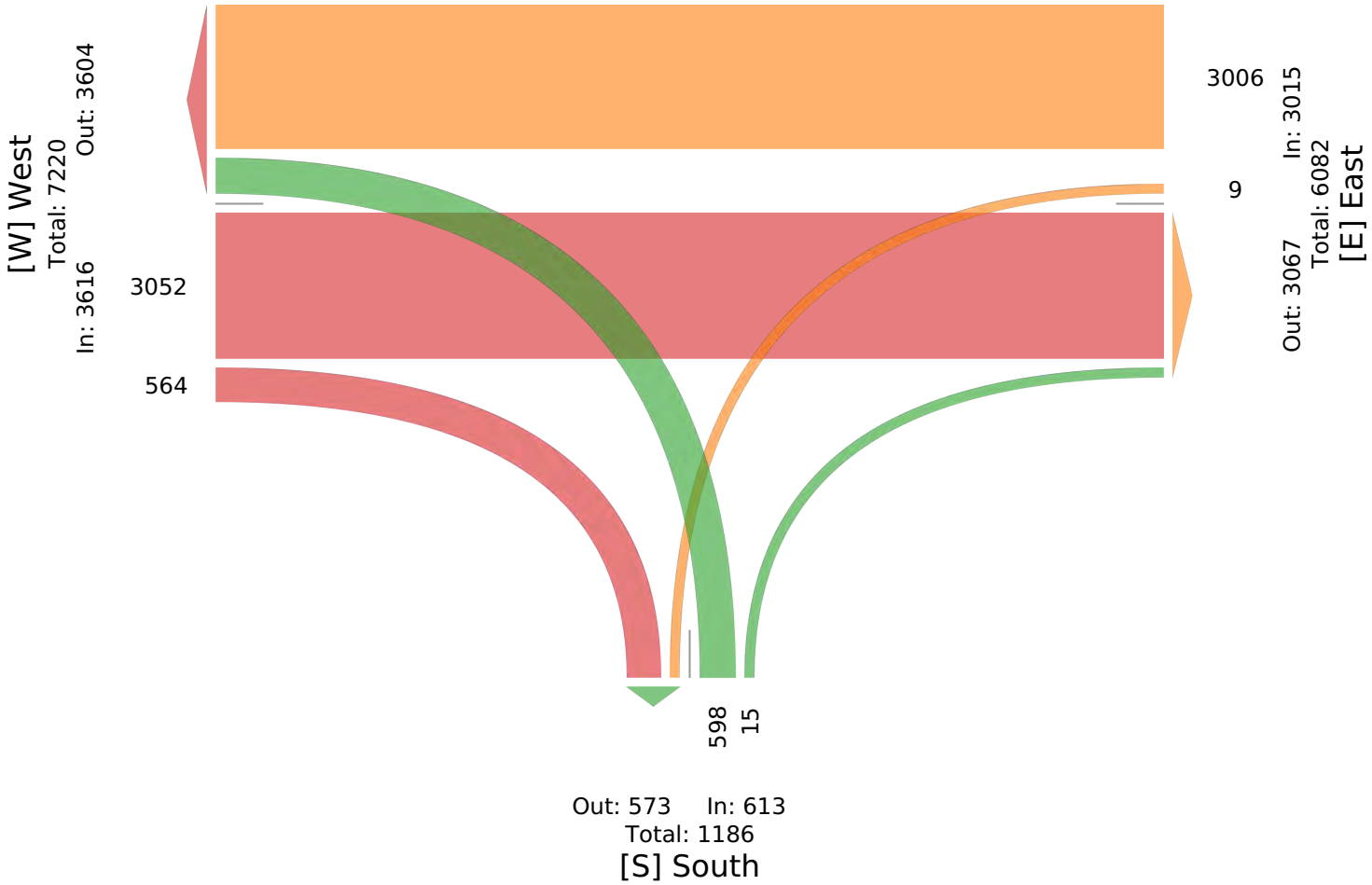
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg / Direction	South Northbound				West Eastbound				East Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2024-08-29 6:00AM	9	0	0	**9**	76	10	0	**86**	0	28	0	**28**	**123**
6:15AM	10	0	0	**10**	106	17	0	**123**	0	67	0	**67**	**200**
6:30AM	5	0	0	**5**	125	28	0	**153**	0	82	0	**82**	**240**
6:45AM	18	0	0	**18**	177	30	0	**207**	0	83	0	**83**	**308**
Hourly Total	42	0	0	**42**	484	85	0	**569**	0	260	0	**260**	**871**
7:00AM	11	0	0	**11**	127	37	0	**164**	0	76	0	**76**	**251**
7:15AM	27	0	0	**27**	162	36	0	**198**	0	80	0	**80**	**305**
7:30AM	14	0	0	**14**	148	30	0	**178**	0	119	0	**119**	**311**
7:45AM	15	0	0	**15**	153	31	0	**184**	1	69	0	**70**	**269**
Hourly Total	67	0	0	**67**	590	134	0	**724**	1	344	0	**345**	**1136**
8:00AM	17	0	0	**17**	152	23	0	**175**	0	61	0	**61**	**253**
8:15AM	13	0	0	**13**	129	26	0	**155**	0	84	0	**84**	**252**
8:30AM	18	1	0	**19**	128	27	0	**155**	1	86	0	**87**	**261**
8:45AM	13	2	0	**15**	134	21	0	**155**	0	71	0	**71**	**241**
Hourly Total	61	3	0	**64**	543	97	0	**640**	1	302	0	**303**	**1007**
9:00AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
4:00PM	41	2	0	**43**	109	21	0	**130**	2	200	0	**202**	**375**
4:15PM	41	3	0	**44**	121	21	0	**142**	0	190	0	**190**	**376**
4:30PM	42	1	0	**43**	143	24	0	**167**	2	209	0	**211**	**421**
4:45PM	44	0	0	**44**	128	27	0	**155**	0	214	0	**214**	**413**
Hourly Total	168	6	0	**174**	501	93	0	**594**	4	813	0	**817**	**1585**
5:00PM	51	0	0	**51**	127	29	0	**156**	0	197	0	**197**	**404**
5:15PM	47	1	0	**48**	159	26	0	**185**	1	198	0	**199**	**432**
5:30PM	44	1	0	**45**	135	27	0	**162**	0	163	0	**163**	**370**
5:45PM	29	0	0	**29**	130	11	0	**141**	0	172	0	**172**	**342**
Hourly Total	171	2	0	**173**	551	93	0	**644**	1	730	0	**731**	**1548**
6:00PM	33	2	0	**35**	113	29	0	**142**	2	152	0	**154**	**331**
6:15PM	22	1	0	**23**	95	10	0	**105**	0	174	0	**174**	**302**
6:30PM	17	1	0	**18**	81	12	0	**93**	0	122	0	**122**	**233**
6:45PM	17	0	0	**17**	94	11	0	**105**	0	109	0	**109**	**231**
Hourly Total	89	4	0	**93**	383	62	0	**445**	2	557	0	**559**	**1097**
7:00PM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Total	598	15	0	**613**	3052	564	0	**3616**	9	3006	0	**3015**	**7244**
% Approach	97.6%	2.4%	0%	**-**	84.4%	15.6%	0%	**-**	0.3%	99.7%	0%	**-**	-
% Total	8.3%	0.2%	0%	**8.5%**	42.1%	7.8%	0%	**49.9%**	0.1%	41.5%	0%	**41.6%**	-
Lights and Motorcycles	590	14	0	**604**	2965	548	0	**3513**	9	2921	0	**2930**	7047
% Lights and Motorcycles	98.7%	93.3%	0%	**98.5%**	97.1%	97.2%	0%	**97.2%**	100%	97.2%	0%	**97.2%**	97.3%
Heavy	8	1	0	**9**	87	16	0	**103**	0	85	0	**85**	197
% Heavy	1.3%	6.7%	0%	**1.5%**	2.9%	2.8%	0%	**2.8%**	0%	2.8%	0%	**2.8%**	2.7%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MILES RD - TMC
Thu Aug 29, 2024
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220400, Location: 39.688127, -86.446109

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



US 40 & MILES RD - TMC

Thu Aug 29, 2024
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220400, Location: 39.688127, -86.446109

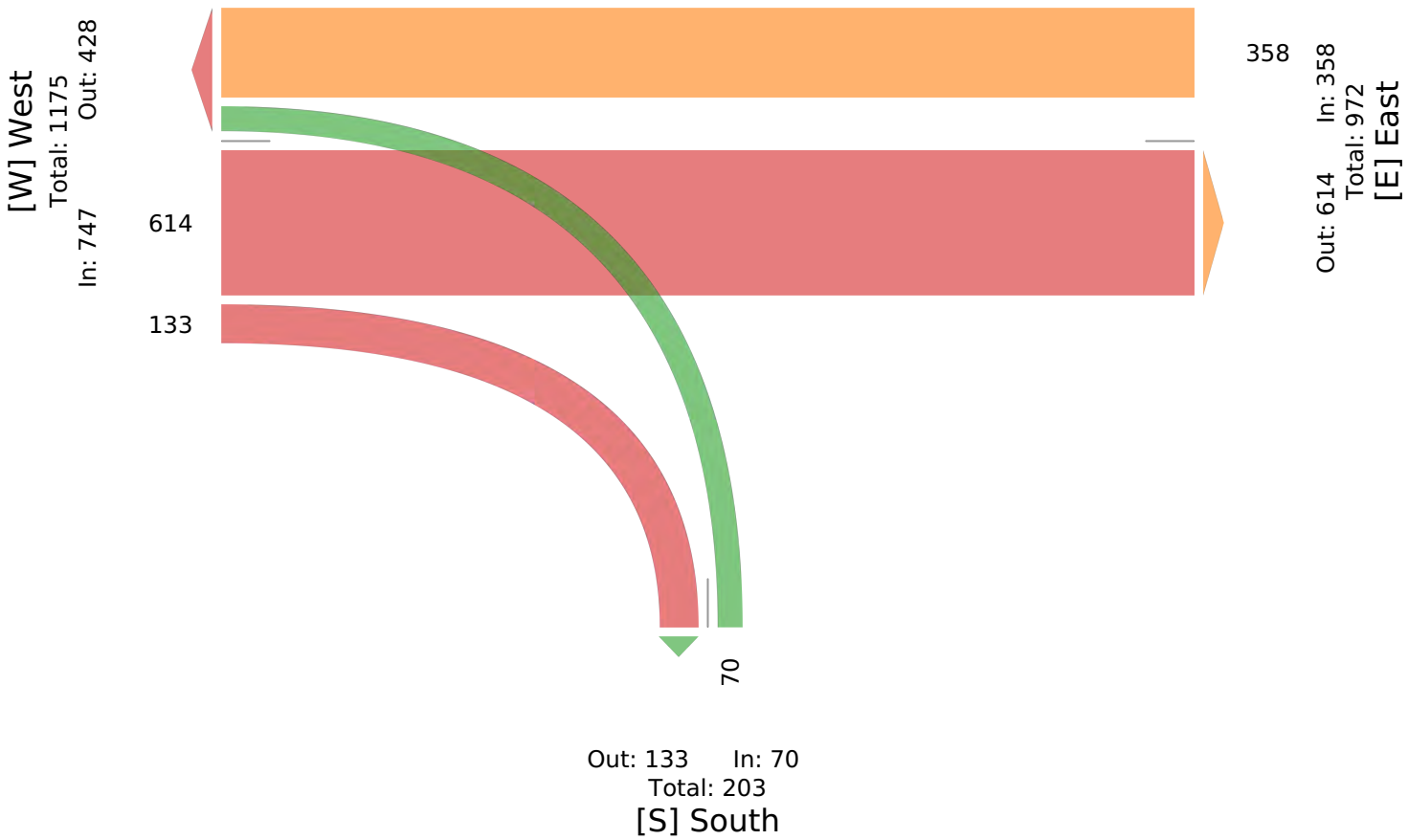
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South				West				East				
Direction	Northbound				Eastbound				Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2024-08-29 6:45AM	18	0	0	**18**	177	30	0	**207**	0	83	0	**83**	**308**
7:00AM	11	0	0	**11**	127	37	0	**164**	0	76	0	**76**	**251**
7:15AM	27	0	0	**27**	162	36	0	**198**	0	80	0	**80**	**305**
7:30AM	14	0	0	**14**	148	30	0	**178**	0	119	0	**119**	**311**
Total	70	0	0	**70**	614	133	0	**747**	0	358	0	**358**	**1175**
% Approach	100%	0%	0%	**-**	82.2%	17.8%	0%	**-**	0%	100%	0%	**-**	-
% Total	6.0%	0%	0%	**6.0%**	52.3%	11.3%	0%	**63.6%**	0%	30.5%	0%	**30.5%**	-
PHF	0.648	-	-	**0.648**	0.867	0.899	-	**0.902**	-	0.752	-	**0.752**	0.945
Lights and Motorcycles	70	0	0	**70**	581	132	0	**713**	0	344	0	**344**	1127
% Lights and Motorcycles	100%	0%	0%	**100%**	94.6%	99.2%	0%	**95.4%**	0%	96.1%	0%	**96.1%**	95.9%
Heavy	0	0	0	**0**	33	1	0	**34**	0	14	0	**14**	48
% Heavy	0%	0%	0%	**0%**	5.4%	0.8%	0%	**4.6%**	0%	3.9%	0%	**3.9%**	4.1%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MILES RD - TMC
Thu Aug 29, 2024
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220400, Location: 39.688127, -86.446109

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



US 40 & MILES RD - TMC

Thu Aug 29, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220400, Location: 39.688127, -86.446109

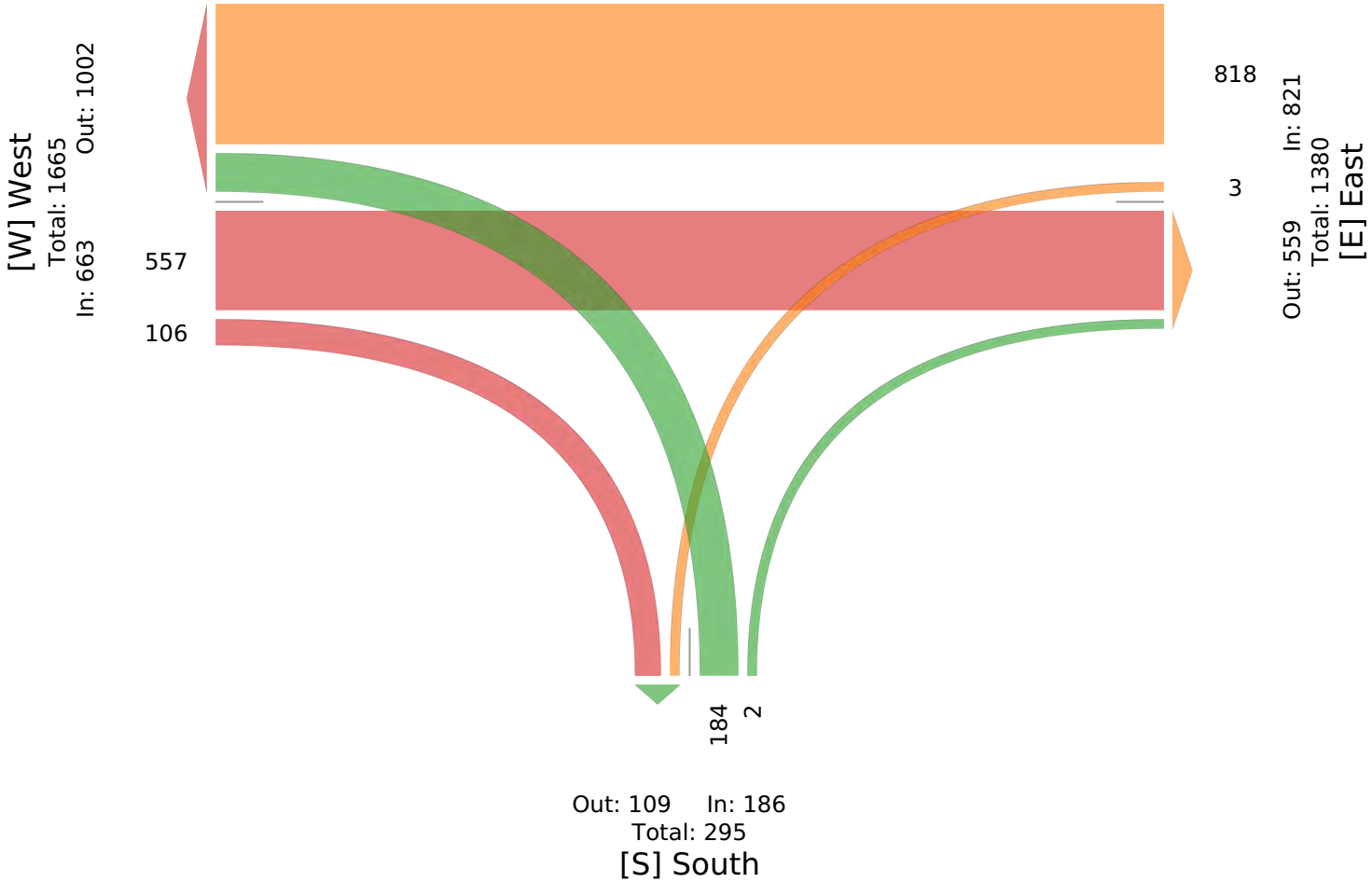
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South				West				East				
Direction	Northbound				Eastbound				Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2024-08-29 4:30PM	42	1	0	**43**	143	24	0	**167**	2	209	0	**211**	**421**
4:45PM	44	0	0	**44**	128	27	0	**155**	0	214	0	**214**	**413**
5:00PM	51	0	0	**51**	127	29	0	**156**	0	197	0	**197**	**404**
5:15PM	47	1	0	**48**	159	26	0	**185**	1	198	0	**199**	**432**
Total	184	2	0	**186**	557	106	0	**663**	3	818	0	**821**	**1670**
% Approach	98.9%	1.1%	0%	**-**	84.0%	16.0%	0%	**-**	0.4%	99.6%	0%	**-**	-
% Total	11.0%	0.1%	0%	**11.1%**	33.4%	6.3%	0%	**39.7%**	0.2%	49.0%	0%	**49.2%**	-
PHF	0.902	0.500	-	**0.912**	0.876	0.914	-	**0.896**	0.375	0.956	-	**0.959**	0.966
Lights and Motorcycles	183	2	0	**185**	551	102	0	**653**	3	799	0	**802**	1640
% Lights and Motorcycles	99.5%	100%	0%	**99.5%**	98.9%	96.2%	0%	**98.5%**	100%	97.7%	0%	**97.7%**	98.2%
Heavy	1	0	0	**1**	6	4	0	**10**	0	19	0	**19**	30
% Heavy	0.5%	0%	0%	**0.5%**	1.1%	3.8%	0%	**1.5%**	0%	2.3%	0%	**2.3%**	1.8%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MILES RD - TMC
Thu Aug 29, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220400, Location: 39.688127, -86.446109

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	614	133	0	358	70	0
Future Vol, veh/h	614	133	0	358	70	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	1	0	4	0	0
Mvmt Flow	653	141	0	381	74	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	795	0	914	397
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	836	-	276	608
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	836	-	276	608
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	829	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.13
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	-	-	836	-
HCM Lane V/C Ratio	0.201	-	-	-	-
HCM Ctrl Dly (s/v)	17.1	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	557	106	3	818	184	2
Future Vol, veh/h	557	106	3	818	184	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	4	2	2	1	0
Mvmt Flow	574	109	3	843	190	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	684	0	1057	342
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	-	-	4.14	-	6.82	6.9
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.22	-	3.51	3.3
Pot Cap-1 Maneuver	-	-	906	-	222	660
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	906	-	221	660
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	26.68
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	-	-	13	-
HCM Lane V/C Ratio	0.543	-	-	0.003	-
HCM Ctrl Dly (s/v)	26.7	-	-	9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	655	142	0	382	75	0
Future Vol, veh/h	655	142	0	382	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	1	0	4	0	0
Mvmt Flow	697	151	0	406	80	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	848	0	976	424
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	798	-	252	584
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	798	-	252	584
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.34
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	798	-
HCM Lane V/C Ratio	0.229	-	-	-	-
HCM Ctrl Dly (s/v)	18.3	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	594	113	3	872	196	2
Future Vol, veh/h	594	113	3	872	196	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	4	2	2	1	0
Mvmt Flow	612	116	3	899	202	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	729	0	1126	364
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	-	-	4.14	-	6.82	6.9
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.22	-	3.51	3.3
Pot Cap-1 Maneuver	-	-	871	-	~ 200	638
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	608	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	871	-	~ 199	638
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	12	-
HCM Lane V/C Ratio	0.614	-	-	0.004	-
HCM Ctrl Dly (s/v)	31.6	-	-	9.1	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.8	-	-	0	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	667	145	0	418	84	0
Future Vol, veh/h	667	145	0	418	84	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	1	0	4	0	0
Mvmt Flow	710	154	0	445	89	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	864	0	1009	432
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	787	-	240	577
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	787	-	240	577
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	787	-
HCM Lane V/C Ratio	0.263	-	-	-	-
HCM Ctrl Dly (s/v)	19.3	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	636	124	3	897	203	2
Future Vol, veh/h	636	124	3	897	203	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	4	2	2	1	0
Mvmt Flow	656	128	3	925	209	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	784	0	1188	392
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	-	-	4.14	-	6.82	6.9
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.22	-	3.51	3.3
Pot Cap-1 Maneuver	-	-	830	-	~ 182	613
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	830	-	~ 181	613
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	37.02
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	12	-
HCM Lane V/C Ratio	0.672	-	-	0.004	-
HCM Ctrl Dly (s/v)	37	-	-	9.4	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	4.5	-	-	0	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

US 40 & MOON ROAD

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

US 40 & MOON RD - TMC

Thu Aug 29, 2024
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220403, Location: 39.697363, -86.418764

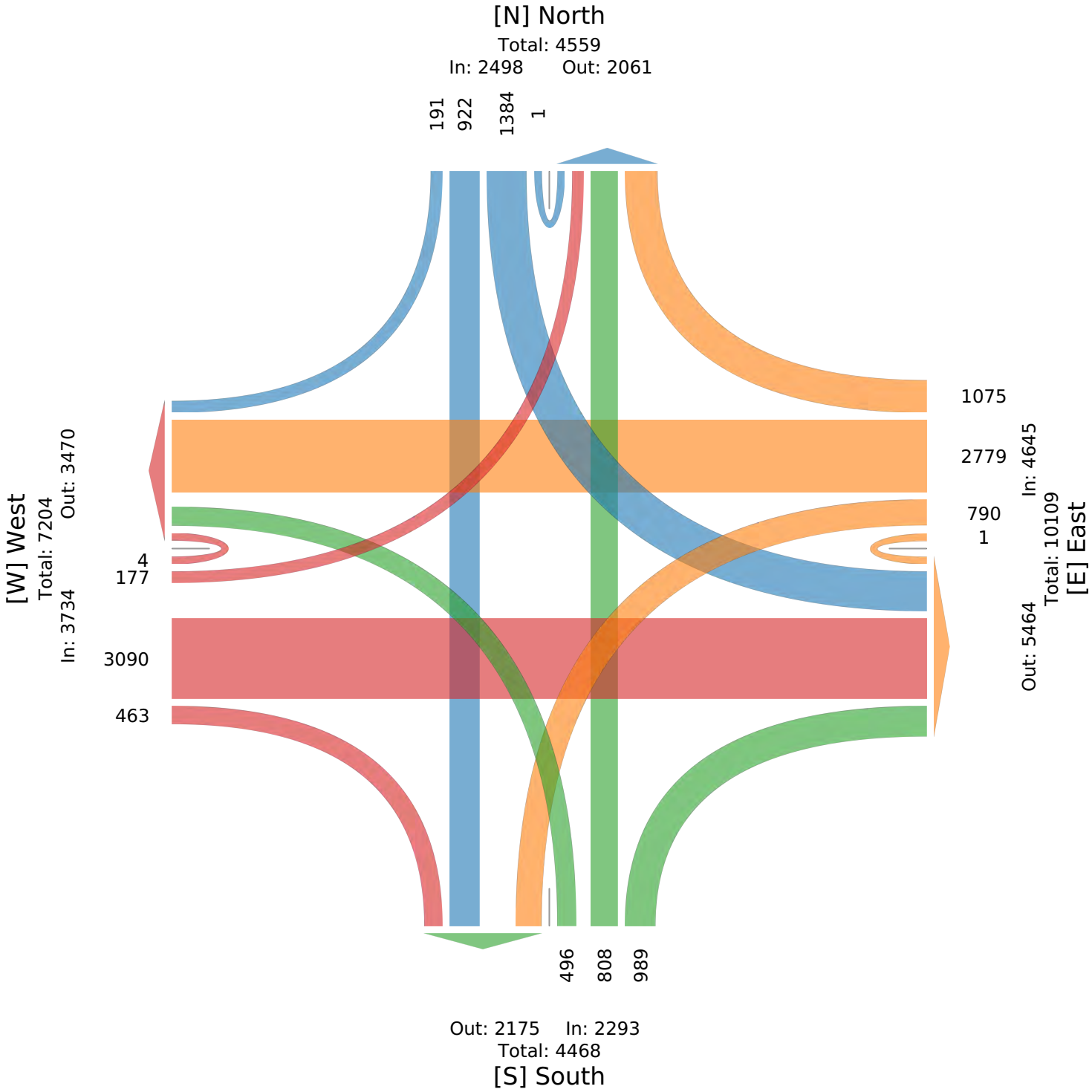
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-08-29 6:00AM	8	11	15	0	**34**	26	22	6	0	**54**	1	88	20	0	**109**	19	40	6	0	**65**	**262**
6:15AM	11	7	27	0	**45**	30	35	2	0	**67**	2	98	32	0	**132**	17	44	4	0	**65**	**309**
6:30AM	6	14	26	0	**46**	45	62	6	0	**113**	2	111	22	0	**135**	19	66	6	0	**91**	**385**
6:45AM	10	22	23	0	**55**	42	48	11	0	**101**	2	157	29	0	**188**	17	66	5	0	**88**	**432**
Hourly Total	35	54	91	0	**180**	143	167	25	0	**335**	7	454	103	0	**564**	72	216	21	0	**309**	**1388**
7:00AM	5	10	38	0	**53**	72	50	7	0	**129**	6	128	32	0	**166**	20	62	8	0	**90**	**438**
7:15AM	11	23	60	0	**94**	74	64	7	0	**145**	2	163	35	0	**200**	34	67	14	0	**115**	**554**
7:30AM	13	17	48	0	**78**	83	56	6	0	**145**	5	166	28	0	**199**	26	84	24	0	**134**	**556**
7:45AM	14	26	47	0	**87**	65	55	2	0	**122**	4	142	32	0	**178**	23	59	29	0	**111**	**498**
Hourly Total	43	76	193	0	**312**	294	225	22	0	**541**	17	599	127	0	**743**	103	272	75	0	**450**	**2046**
8:00AM	9	24	47	0	**80**	60	39	4	0	**103**	4	171	21	0	**196**	23	64	27	0	**114**	**493**
8:15AM	17	17	41	0	**75**	83	52	10	0	**145**	8	128	25	0	**161**	29	66	28	0	**123**	**504**
8:30AM	19	11	53	0	**83**	89	26	6	0	**121**	7	145	15	0	**167**	24	86	44	0	**154**	**525**
8:45AM	16	16	37	0	**69**	51	24	4	0	**79**	5	135	15	0	**155**	28	71	42	0	**141**	**444**
Hourly Total	61	68	178	0	**307**	283	141	24	0	**448**	24	579	76	0	**679**	104	287	141	0	**532**	**1966**
9:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00PM	50	44	54	0	**148**	48	34	11	0	**93**	13	101	17	1	**132**	42	208	115	0	**365**	**738**
4:15PM	51	63	40	0	**154**	52	46	16	0	**114**	8	123	21	0	**152**	40	182	85	1	**308**	**728**
4:30PM	41	65	39	0	**145**	39	26	13	0	**78**	13	140	25	0	**178**	46	205	71	0	**322**	**723**
4:45PM	33	45	48	0	**126**	69	41	21	0	**131**	20	127	11	0	**158**	40	216	80	0	**336**	**751**
Hourly Total	175	217	181	0	**573**	208	147	61	0	**416**	54	491	74	1	**620**	168	811	351	1	**1331**	**2940**
5:00PM	31	55	50	0	**136**	80	44	7	0	**131**	11	132	16	1	**160**	45	182	72	0	**299**	**726**
5:15PM	36	59	49	0	**144**	48	45	8	0	**101**	8	161	14	0	**183**	62	196	59	0	**317**	**745**
5:30PM	32	78	45	0	**155**	66	36	7	0	**109**	4	134	14	0	**152**	41	131	64	0	**236**	**652**
5:45PM	27	53	40	0	**120**	63	25	10	1	**99**	10	133	14	2	**159**	37	146	64	0	**247**	**625**
Hourly Total	126	245	184	0	**555**	257	150	32	1	**440**	33	560	58	3	**654**	185	655	259	0	**1099**	**2748**
6:00PM	19	51	47	0	**117**	35	30	5	0	**70**	16	129	10	0	**155**	42	154	65	0	**261**	**603**
6:15PM	11	43	51	0	**105**	60	23	12	0	**95**	9	105	7	0	**121**	35	152	48	0	**235**	**556**
6:30PM	19	31	38	0	**88**	56	15	5	0	**76**	4	76	3	0	**83**	42	118	60	0	**220**	**467**
6:45PM	7	23	26	0	**56**	48	24	5	0	**77**	13	97	5	0	**115**	39	114	55	0	**208**	**456**
Hourly Total	56	148	162	0	**366**	199	92	27	0	**318**	42	407	25	0	**474**	158	538	228	0	**924**	**2082**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total	496	808	989	0	**2293**	1384	922	191	1	**2498**	177	3090	463	4	**3734**	790	2779	1075	1	**4645**	**13170**
% Approach	21.6%	35.2%	43.1%	0%	**-**	55.4%	36.9%	7.6%	0%	**-**	4.7%	82.8%	12.4%	0.1%	**-**	17.0%	59.8%	23.1%	0%	**-**	-
% Total	3.8%	6.1%	7.5%	0%	**17.4%**	10.5%	7.0%	1.5%	0%	**19.0%**	1.3%	23.5%	3.5%	0%	**28.4%**	6.0%	21.1%	8.2%	0%	**35.3%**	-
Lights and Motorcycles	473	801	962	0	**2236**	1347	901	188	1	**2437**	175	3008	435	4	**3622**	767	2711	1056	1	**4535**	12830
% Lights and Motorcycles	95.4%	99.1%	97.3%	0%	**97.5%**	97.3%	97.7%	98.4%	100%	**97.6%**	98.9%	97.3%	94.0%	100%	**97.0%**	97.1%	97.6%	98.2%	100%	**97.6%**	97.4%
Heavy	23	7	27	0	**57**	37	21	3	0	**61**	2	82	28	0	**112**	23	68	19	0	**110**	340
% Heavy	4.6%	0.9%	2.7%	0%	**2.5%**	2.7%	2.3%	1.6%	0%	**2.4%**	1.1%	2.7%	6.0%	0%	**3.0%**	2.9%	2.4%	1.8%	0%	**2.4%**	2.6%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MOON RD - TMC
Thu Aug 29, 2024
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220403, Location: 39.697363, -86.418764

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



US 40 & MOON RD - TMC

Thu Aug 29, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220403, Location: 39.697363, -86.418764

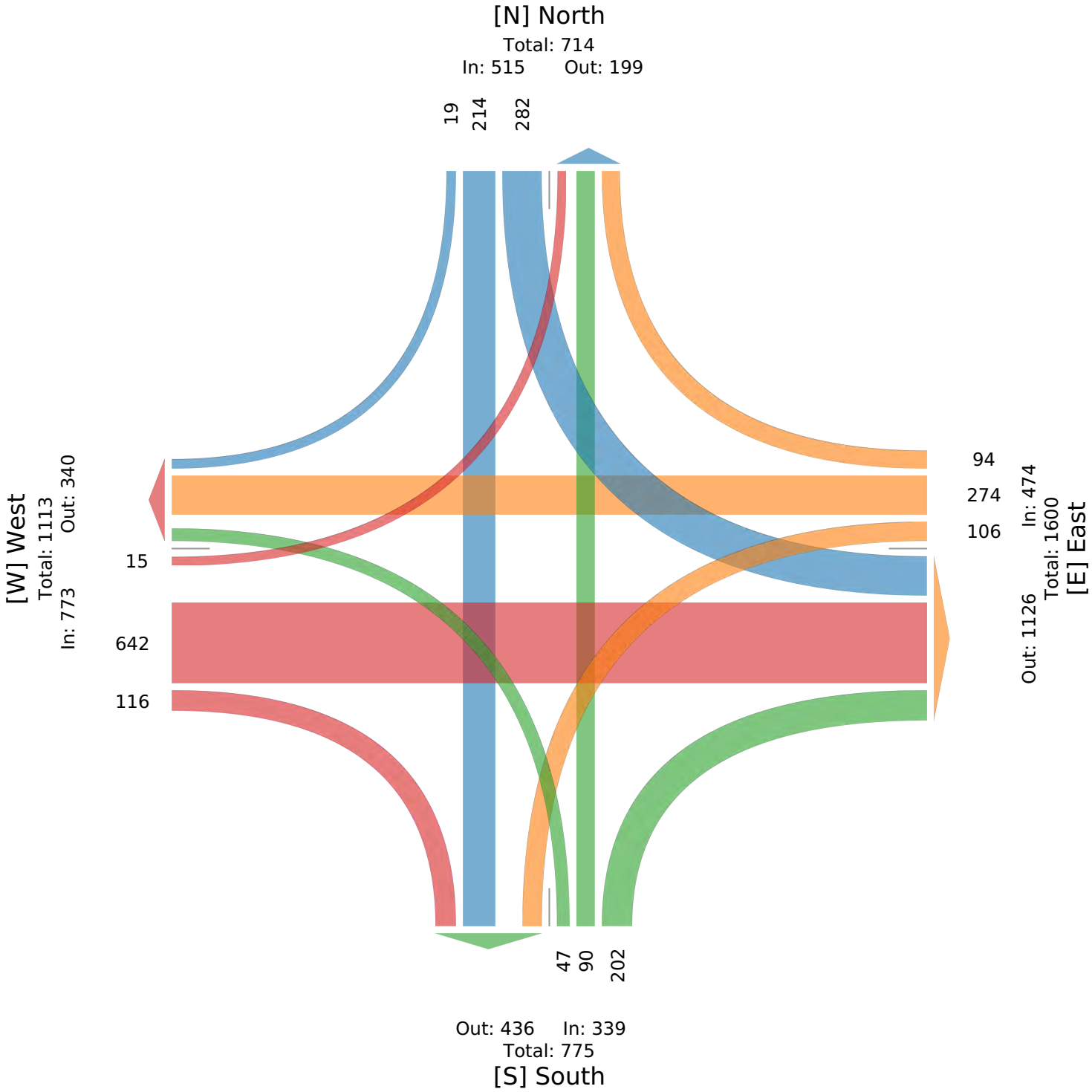
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-08-29 7:15AM	11	23	60	0	**94**	74	64	7	0	**145**	2	163	35	0	**200**	34	67	14	0	**115**	**554**
7:30AM	13	17	48	0	**78**	83	56	6	0	**145**	5	166	28	0	**199**	26	84	24	0	**134**	**556**
7:45AM	14	26	47	0	**87**	65	55	2	0	**122**	4	142	32	0	**178**	23	59	29	0	**111**	**498**
8:00AM	9	24	47	0	**80**	60	39	4	0	**103**	4	171	21	0	**196**	23	64	27	0	**114**	**493**
Total	47	90	202	0	**339**	282	214	19	0	**515**	15	642	116	0	**773**	106	274	94	0	**474**	**2101**
% Approach	13.9%	26.5%	59.6%	0%	-	54.8%	41.6%	3.7%	0%	-	1.9%	83.1%	15.0%	0%	-	22.4%	57.8%	19.8%	0%	-	-
% Total	2.2%	4.3%	9.6%	0%	**16.1%**	13.4%	10.2%	0.9%	0%	**24.5%**	0.7%	30.6%	5.5%	0%	**36.8%**	5.0%	13.0%	4.5%	0%	**22.6%**	-
PHF	0.839	0.865	0.842	-	**0.902**	0.849	0.836	0.679	-	**0.888**	0.750	0.939	0.829	-	**0.966**	0.779	0.815	0.810	-	**0.884**	0.945
Lights and Motorcycles	45	86	196	0	**327**	276	212	19	0	**507**	15	615	109	0	**739**	103	259	89	0	**451**	2024
% Lights and Motorcycles	95.7%	95.6%	97.0%	0%	**96.5%**	97.9%	99.1%	100%	0%	**98.4%**	100%	95.8%	94.0%	0%	**95.6%**	97.2%	94.5%	94.7%	0%	**95.1%**	96.3%
Heavy	2	4	6	0	**12**	6	2	0	0	**8**	0	27	7	0	**34**	3	15	5	0	**23**	77
% Heavy	4.3%	4.4%	3.0%	0%	**3.5%**	2.1%	0.9%	0%	0%	**1.6%**	0%	4.2%	6.0%	0%	**4.4%**	2.8%	5.5%	5.3%	0%	**4.9%**	3.7%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MOON RD - TMC
Thu Aug 29, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220403, Location: 39.697363, -86.418764

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



US 40 & MOON RD - TMC

Thu Aug 29, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220403, Location: 39.697363, -86.418764

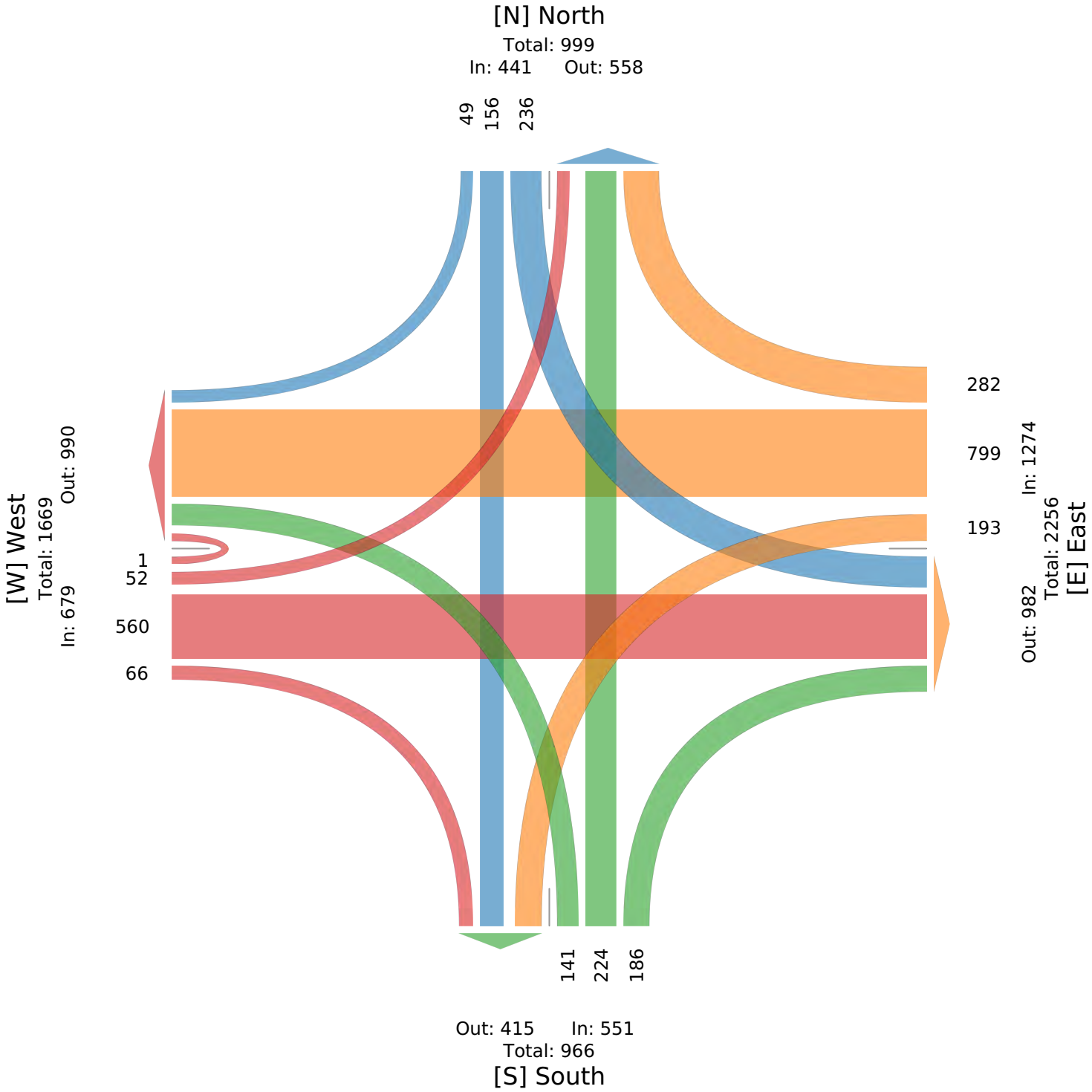
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

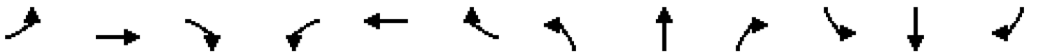
Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2024-08-29 4:30PM	41	65	39	0	**145**	39	26	13	0	**78**	13	140	25	0	**178**	46	205	71	0	**322**	**723**
4:45PM	33	45	48	0	**126**	69	41	21	0	**131**	20	127	11	0	**158**	40	216	80	0	**336**	**751**
5:00PM	31	55	50	0	**136**	80	44	7	0	**131**	11	132	16	1	**160**	45	182	72	0	**299**	**726**
5:15PM	36	59	49	0	**144**	48	45	8	0	**101**	8	161	14	0	**183**	62	196	59	0	**317**	**745**
Total	141	224	186	0	**551**	236	156	49	0	**441**	52	560	66	1	**679**	193	799	282	0	**1274**	**2945**
% Approach	25.6%	40.7%	33.8%	0%	**-**	53.5%	35.4%	11.1%	0%	**-**	7.7%	82.5%	9.7%	0.1%	**-**	15.1%	62.7%	22.1%	0%	**-**	-
% Total	4.8%	7.6%	6.3%	0%	**18.7%**	8.0%	5.3%	1.7%	0%	**15.0%**	1.8%	19.0%	2.2%	0%	**23.1%**	6.6%	27.1%	9.6%	0%	**43.3%**	-
PHF	0.860	0.862	0.930	-	**0.950**	0.738	0.867	0.583	-	**0.842**	0.650	0.870	0.660	0.250	**0.928**	0.778	0.925	0.881	-	**0.948**	0.980
Lights and Motorcycles	135	223	183	0	**541**	232	151	49	0	**432**	52	554	64	1	**671**	191	782	282	0	**1255**	2899
% Lights and Motorcycles	95.7%	99.6%	98.4%	0%	**98.2%**	98.3%	96.8%	100%	0%	**98.0%**	100%	98.9%	97.0%	100%	**98.8%**	99.0%	97.9%	100%	0%	**98.5%**	98.4%
Heavy	6	1	3	0	**10**	4	5	0	0	**9**	0	6	2	0	**8**	2	17	0	0	**19**	46
% Heavy	4.3%	0.4%	1.6%	0%	**1.8%**	1.7%	3.2%	0%	0%	**2.0%**	0%	1.1%	3.0%	0%	**1.2%**	1.0%	2.1%	0%	0%	**1.5%**	1.6%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MOON RD - TMC
Thu Aug 29, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220403, Location: 39.697363, -86.418764

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US





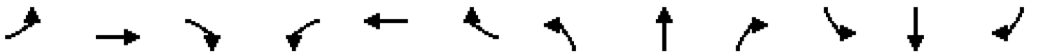
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	642	116	106	274	94	47	90	202	282	214	19
Future Volume (veh/h)	15	642	116	106	274	94	47	90	202	282	214	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1811	1856	1811	1826	1841	1841	1856	1870	1885	1900
Adj Flow Rate, veh/h	16	683	123	113	291	100	50	96	215	264	278	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	4	6	3	6	5	4	4	3	2	1	0
Cap, veh/h	48	921	664	156	1118	807	297	312	405	351	371	360
Arrive On Green	0.03	0.26	0.26	0.09	0.32	0.32	0.17	0.17	0.17	0.20	0.20	0.20
Sat Flow, veh/h	1810	3497	1535	1767	3441	1547	1753	1841	1572	1781	1885	1610
Grp Volume(v), veh/h	16	683	123	113	291	100	50	96	215	264	278	20
Grp Sat Flow(s),veh/h/ln	1810	1749	1535	1767	1721	1547	1753	1841	1572	1781	1885	1610
Q Serve(g_s), s	0.6	12.7	3.5	4.4	4.4	2.3	1.7	3.2	8.3	9.9	9.8	0.7
Cycle Q Clear(g_c), s	0.6	12.7	3.5	4.4	4.4	2.3	1.7	3.2	8.3	9.9	9.8	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	921	664	156	1118	807	297	312	405	351	371	360
V/C Ratio(X)	0.33	0.74	0.19	0.73	0.26	0.12	0.17	0.31	0.53	0.75	0.75	0.06
Avail Cap(c_a), veh/h	179	1383	867	324	1652	1047	347	364	449	629	665	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	23.9	12.4	31.5	17.6	8.7	25.2	25.8	22.6	26.8	26.8	21.6
Incr Delay (d2), s/veh	3.9	1.2	0.1	6.3	0.1	0.1	0.3	0.6	1.1	3.3	3.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	1.5	2.0	1.6	1.1	0.7	1.4	2.9	4.3	4.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	25.1	12.5	37.7	17.8	8.7	25.4	26.3	23.7	30.1	29.9	21.7
LnGrp LOS	D	C	B	D	B	A	C	C	C	C	C	C
Approach Vol, veh/h		822			504			361			562	
Approach Delay, s/veh		23.4			20.4			24.6			29.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.0	11.2	23.7		18.9	6.9	28.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		14.0	13.0	28.0		25.0	7.0	34.0				
Max Q Clear Time (g_c+I1), s		10.3	6.4	14.7		11.9	2.6	6.4				
Green Ext Time (p_c), s		0.5	0.1	4.0		2.0	0.0	2.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



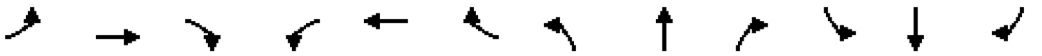
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	560	66	193	799	282	141	224	186	236	156	49
Future Volume (veh/h)	52	560	66	193	799	282	141	224	186	236	156	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1885	1870	1900	1841	1900	1870	1870	1856	1900
Adj Flow Rate, veh/h	53	571	67	197	815	288	144	229	190	200	216	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	3	1	2	0	4	0	2	2	3	0
Cap, veh/h	116	858	645	244	1107	776	299	324	486	303	316	377
Arrive On Green	0.06	0.24	0.24	0.14	0.31	0.31	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	3582	1572	1795	3554	1610	1753	1900	1585	1781	1856	1610
Grp Volume(v), veh/h	53	571	67	197	815	288	144	229	190	200	216	50
Grp Sat Flow(s),veh/h/ln	1810	1791	1572	1795	1777	1610	1753	1900	1585	1781	1856	1610
Q Serve(g_s), s	2.0	10.2	1.9	7.5	14.4	8.0	5.2	8.0	6.7	7.4	7.7	1.7
Cycle Q Clear(g_c), s	2.0	10.2	1.9	7.5	14.4	8.0	5.2	8.0	6.7	7.4	7.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	858	645	244	1107	776	299	324	486	303	316	377
V/C Ratio(X)	0.46	0.67	0.10	0.81	0.74	0.37	0.48	0.71	0.39	0.66	0.68	0.13
Avail Cap(c_a), veh/h	180	1066	737	433	1562	982	597	647	755	455	474	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	24.3	12.8	29.6	21.7	11.5	26.4	27.6	19.3	27.4	27.5	21.3
Incr Delay (d2), s/veh	2.8	1.1	0.1	6.2	1.1	0.3	1.2	2.8	0.5	2.5	2.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.1	0.8	3.4	5.5	3.6	2.2	3.7	2.3	3.2	3.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.6	25.4	12.9	35.7	22.8	11.8	27.6	30.4	19.8	29.8	30.1	21.5
LnGrp LOS	C	C	B	D	C	B	C	C	B	C	C	C
Approach Vol, veh/h		691			1300			563			466	
Approach Delay, s/veh		24.9			22.3			26.1			29.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.0	14.6	21.9		17.0	9.5	27.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		24.0	17.0	21.0		18.0	7.0	31.0				
Max Q Clear Time (g_c+I1), s		10.0	9.5	12.2		9.7	4.0	16.4				
Green Ext Time (p_c), s		2.0	0.3	2.5		1.3	0.0	5.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



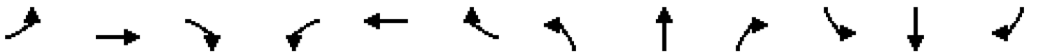
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	684	124	113	292	100	50	96	215	301	228	20
Future Volume (veh/h)	16	684	124	113	292	100	50	96	215	301	228	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1811	1856	1811	1826	1841	1841	1856	1870	1885	1900
Adj Flow Rate, veh/h	17	728	132	120	311	106	53	102	229	282	297	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	4	6	3	6	5	4	4	3	2	1	0
Cap, veh/h	51	955	669	154	1143	833	285	299	393	367	389	377
Arrive On Green	0.03	0.27	0.27	0.09	0.33	0.33	0.16	0.16	0.16	0.21	0.21	0.21
Sat Flow, veh/h	1810	3497	1535	1767	3441	1547	1753	1841	1572	1781	1885	1610
Grp Volume(v), veh/h	17	728	132	120	311	106	53	102	229	282	297	21
Grp Sat Flow(s),veh/h/ln	1810	1749	1535	1767	1721	1547	1753	1841	1572	1781	1885	1610
Q Serve(g_s), s	0.7	14.1	3.9	4.9	4.9	2.5	1.9	3.6	9.4	11.0	11.0	0.7
Cycle Q Clear(g_c), s	0.7	14.1	3.9	4.9	4.9	2.5	1.9	3.6	9.4	11.0	11.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	955	669	154	1143	833	285	299	393	367	389	377
V/C Ratio(X)	0.34	0.76	0.20	0.78	0.27	0.13	0.19	0.34	0.58	0.77	0.76	0.06
Avail Cap(c_a), veh/h	172	1327	832	311	1586	1032	309	324	414	628	664	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	24.6	12.9	33.0	18.1	8.4	26.7	27.4	24.3	27.6	27.6	21.9
Incr Delay (d2), s/veh	3.9	1.7	0.1	8.2	0.1	0.1	0.3	0.7	1.9	3.4	3.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.5	1.7	2.3	1.8	1.2	0.8	1.6	3.4	4.8	5.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	26.4	13.0	41.2	18.2	8.5	27.0	28.1	26.2	31.0	30.7	22.0
LnGrp LOS	D	C	B	D	B	A	C	C	C	C	C	C
Approach Vol, veh/h		877			537			384			600	
Approach Delay, s/veh		24.6			21.4			26.8			30.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	17.0	11.4	25.1		20.2	7.1	29.5					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	13.0	13.0	28.0		26.0	7.0	34.0					
Max Q Clear Time (g_c+I1), s	11.4	6.9	16.1		13.0	2.7	6.9					
Green Ext Time (p_c), s	0.3	0.1	4.0		2.2	0.0	2.3					

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



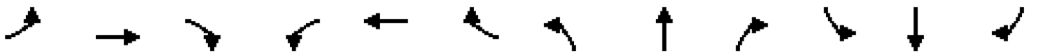
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	597	70	206	852	301	150	239	198	252	166	52
Future Volume (veh/h)	55	597	70	206	852	301	150	239	198	252	166	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1885	1870	1900	1841	1900	1870	1870	1856	1900
Adj Flow Rate, veh/h	56	609	71	210	869	307	153	244	202	213	231	53
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	3	1	2	0	4	0	2	2	3	0
Cap, veh/h	117	882	664	256	1152	785	309	335	506	291	303	367
Arrive On Green	0.06	0.25	0.25	0.14	0.32	0.32	0.18	0.18	0.18	0.16	0.16	0.16
Sat Flow, veh/h	1810	3582	1572	1795	3554	1610	1753	1900	1585	1781	1856	1610
Grp Volume(v), veh/h	56	609	71	210	869	307	153	244	202	213	231	53
Grp Sat Flow(s),veh/h/ln	1810	1791	1572	1795	1777	1610	1753	1900	1585	1781	1856	1610
Q Serve(g_s), s	2.2	11.4	2.0	8.4	16.1	8.9	5.8	8.9	7.3	8.4	8.8	1.9
Cycle Q Clear(g_c), s	2.2	11.4	2.0	8.4	16.1	8.9	5.8	8.9	7.3	8.4	8.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	882	664	256	1152	785	309	335	506	291	303	367
V/C Ratio(X)	0.48	0.69	0.11	0.82	0.75	0.39	0.50	0.73	0.40	0.73	0.76	0.14
Avail Cap(c_a), veh/h	172	1069	746	414	1543	962	547	593	721	435	453	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	25.2	12.9	30.7	22.3	12.0	27.4	28.7	19.6	29.3	29.5	22.7
Incr Delay (d2), s/veh	3.0	1.5	0.1	6.7	1.5	0.3	1.2	3.0	0.5	3.5	4.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.6	0.9	3.8	6.3	4.1	2.4	4.1	2.5	3.7	4.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	26.7	12.9	37.3	23.8	12.3	28.6	31.7	20.1	32.8	33.7	22.9
LnGrp LOS	D	C	B	D	C	B	C	C	C	C	C	C
Approach Vol, veh/h		736			1386			599			497	
Approach Delay, s/veh		26.1			23.3			27.0			32.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.0	15.5	23.2		17.0	9.8	28.9				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		23.0	17.0	22.0		18.0	7.0	32.0				
Max Q Clear Time (g_c+I1), s		10.9	10.4	13.4		10.8	4.2	18.1				
Green Ext Time (p_c), s		2.0	0.3	2.7		1.3	0.0	5.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



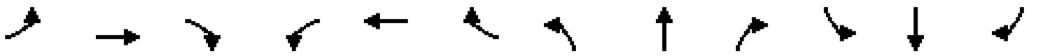
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	752	133	118	315	100	53	100	231	301	230	27
Future Volume (veh/h)	36	752	133	118	315	100	53	100	231	301	230	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1811	1856	1811	1826	1841	1841	1856	1870	1885	1900
Adj Flow Rate, veh/h	38	800	141	126	335	106	56	106	246	283	298	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	4	6	3	6	5	4	4	3	2	1	0
Cap, veh/h	91	1008	699	160	1130	819	294	308	406	358	379	405
Arrive On Green	0.05	0.29	0.29	0.09	0.33	0.33	0.17	0.17	0.17	0.20	0.20	0.20
Sat Flow, veh/h	1810	3497	1535	1767	3441	1547	1753	1841	1572	1781	1885	1610
Grp Volume(v), veh/h	38	800	141	126	335	106	56	106	246	283	298	29
Grp Sat Flow(s),veh/h/ln	1810	1749	1535	1767	1721	1547	1753	1841	1572	1781	1885	1610
Q Serve(g_s), s	1.6	16.7	4.4	5.5	5.7	2.7	2.2	4.0	10.9	11.9	11.9	1.1
Cycle Q Clear(g_c), s	1.6	16.7	4.4	5.5	5.7	2.7	2.2	4.0	10.9	11.9	11.9	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	1008	699	160	1130	819	294	308	406	358	379	405
V/C Ratio(X)	0.42	0.79	0.20	0.79	0.30	0.13	0.19	0.34	0.61	0.79	0.79	0.07
Avail Cap(c_a), veh/h	160	1282	820	268	1479	976	332	349	440	540	572	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	26.0	12.9	35.2	19.8	9.4	28.3	29.1	25.8	30.0	30.0	22.6
Incr Delay (d2), s/veh	3.1	2.7	0.1	8.4	0.1	0.1	0.3	0.7	2.1	4.6	4.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.8	1.9	2.6	2.1	1.3	0.9	1.8	4.0	5.3	5.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	28.7	13.0	43.6	19.9	9.5	28.6	29.7	27.9	34.6	34.1	22.7
LnGrp LOS	D	C	B	D	B	A	C	C	C	C	C	C
Approach Vol, veh/h		979			567			408			610	
Approach Delay, s/veh		26.9			23.2			28.5			33.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	18.3	12.2	27.8		20.9	9.0	31.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	15.0	12.0	29.0		24.0	7.0	34.0					
Max Q Clear Time (g_c+I1), s	12.9	7.5	18.7		13.9	3.6	7.7					
Green Ext Time (p_c), s	0.4	0.1	4.1		2.0	0.0	2.4					

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	644	76	225	931	301	161	242	209	252	171	76
Future Volume (veh/h)	69	644	76	225	931	301	161	242	209	252	171	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1885	1870	1900	1841	1900	1870	1870	1856	1900
Adj Flow Rate, veh/h	70	657	78	230	950	307	164	247	213	216	232	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	3	1	2	0	4	0	2	2	3	0
Cap, veh/h	126	928	679	275	1216	811	303	328	516	287	299	372
Arrive On Green	0.07	0.26	0.26	0.15	0.34	0.34	0.17	0.17	0.17	0.16	0.16	0.16
Sat Flow, veh/h	1810	3582	1572	1795	3554	1610	1753	1900	1585	1781	1856	1610
Grp Volume(v), veh/h	70	657	78	230	950	307	164	247	213	216	232	78
Grp Sat Flow(s),veh/h/ln	1810	1791	1572	1795	1777	1610	1753	1900	1585	1781	1856	1610
Q Serve(g_s), s	2.9	13.1	2.3	9.8	18.9	9.2	6.7	9.7	8.2	9.1	9.4	3.1
Cycle Q Clear(g_c), s	2.9	13.1	2.3	9.8	18.9	9.2	6.7	9.7	8.2	9.1	9.4	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	928	679	275	1216	811	303	328	516	287	299	372
V/C Ratio(X)	0.56	0.71	0.11	0.84	0.78	0.38	0.54	0.75	0.41	0.75	0.78	0.21
Avail Cap(c_a), veh/h	161	1046	731	410	1534	955	468	507	665	407	424	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	26.5	13.4	32.4	23.2	12.0	29.7	31.0	20.7	31.5	31.7	24.5
Incr Delay (d2), s/veh	3.8	1.9	0.1	9.3	2.1	0.3	1.5	3.5	0.5	4.8	5.7	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.4	1.1	4.7	7.5	4.2	2.8	4.6	2.9	4.1	4.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.2	28.4	13.5	41.7	25.3	12.3	31.2	34.5	21.2	36.3	37.3	24.7
LnGrp LOS	D	C	B	D	C	B	C	C	C	D	D	C
Approach Vol, veh/h		805			1487			624			526	
Approach Delay, s/veh		27.9			25.2			29.1			35.1	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	18.6	17.0	25.4		17.7	10.5	32.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	21.0	18.0	23.0		18.0	7.0	34.0					
Max Q Clear Time (g_c+I1), s	11.7	11.8	15.1		11.4	4.9	20.9					
Green Ext Time (p_c), s	1.9	0.3	2.7		1.3	0.0	6.1					

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

CR 600 S & MOON ROAD

TURN VOLUME COUNTS
CAPACITY ANALYSIS

CR 600 S & MOON RD - TMC

Thu Aug 29, 2024
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220408, Location: 39.67457, -86.418573

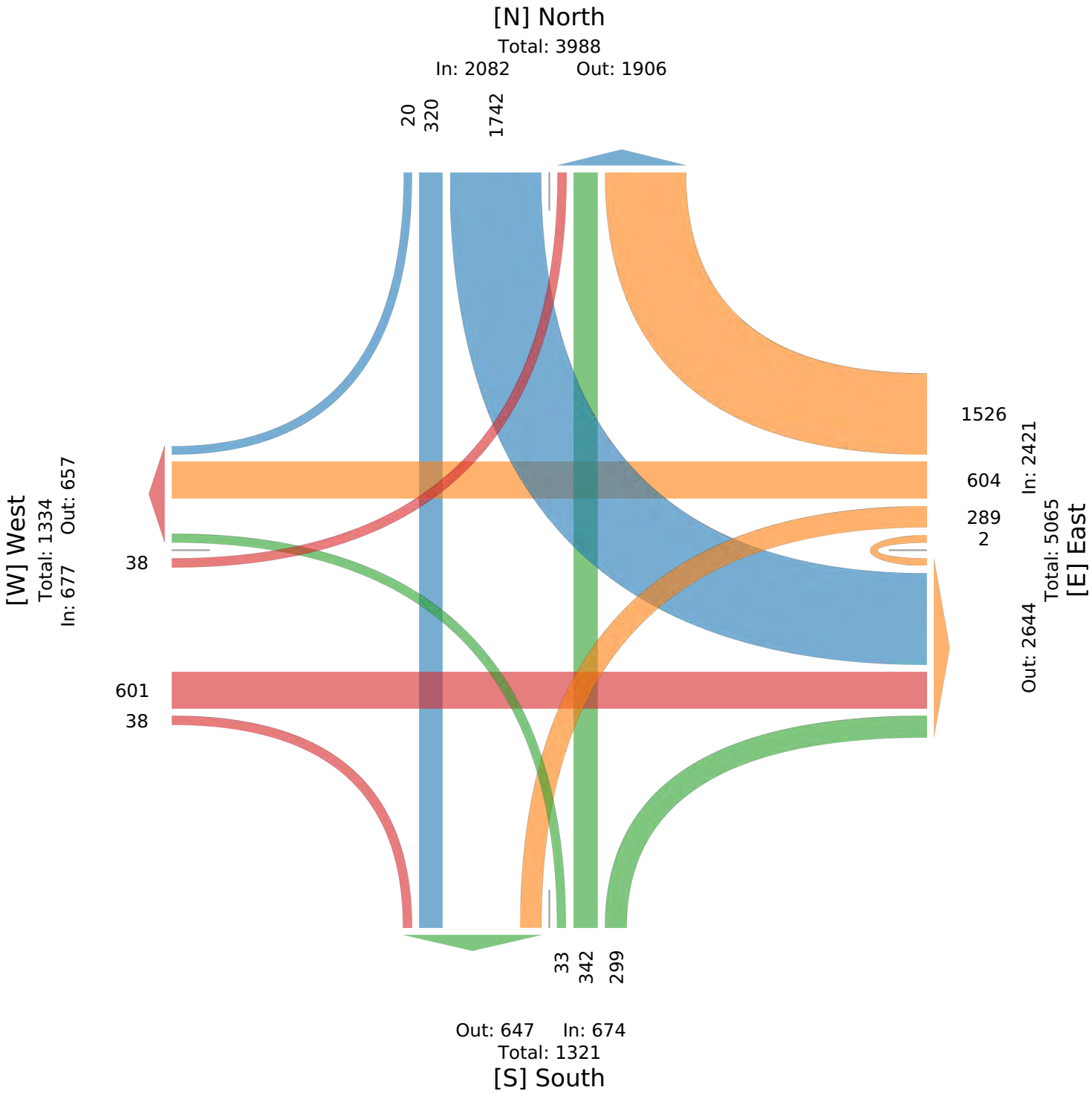
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-08-29 6:00AM	0	2	2	0	**4**	64	1	0	0	**65**	0	19	1	0	**20**	1	7	24	0	**32**	**121**
6:15AM	2	2	7	0	**11**	87	0	0	0	**87**	0	25	0	0	**25**	5	8	29	1	**43**	**166**
6:30AM	0	9	8	0	**17**	92	11	0	0	**103**	1	31	1	0	**33**	6	7	28	0	**41**	**194**
6:45AM	0	10	9	0	**19**	80	9	0	0	**89**	2	30	1	0	**33**	8	17	46	0	**71**	**212**
Hourly Total	2	23	26	0	**51**	323	21	0	0	**344**	3	105	3	0	**111**	20	39	127	1	**187**	**693**
7:00AM	0	10	18	0	**28**	103	9	0	0	**112**	0	40	0	0	**40**	9	12	39	0	**60**	**240**
7:15AM	2	16	22	0	**40**	141	13	3	0	**157**	1	43	1	0	**45**	7	24	38	0	**69**	**311**
7:30AM	0	19	20	0	**39**	124	10	0	0	**134**	1	33	1	0	**35**	14	15	52	0	**81**	**289**
7:45AM	0	10	22	0	**32**	126	14	0	0	**140**	2	33	6	0	**41**	13	23	63	0	**99**	**312**
Hourly Total	2	55	82	0	**139**	494	46	3	0	**543**	4	149	8	0	**161**	43	74	192	0	**309**	**1152**
8:00AM	1	12	17	0	**30**	59	14	1	0	**74**	3	22	0	0	**25**	12	10	61	0	**83**	**212**
8:15AM	1	11	6	0	**18**	77	35	0	0	**112**	2	28	5	0	**35**	19	15	37	0	**71**	**236**
8:30AM	5	58	35	0	**98**	55	42	1	0	**98**	0	24	3	0	**27**	14	17	40	0	**71**	**294**
8:45AM	3	13	14	0	**30**	50	7	0	0	**57**	4	19	1	0	**24**	12	13	35	1	**61**	**172**
Hourly Total	10	94	72	0	**176**	241	98	2	0	**341**	9	93	9	0	**111**	57	55	173	1	**286**	**914**
9:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00PM	0	20	12	0	**32**	64	10	2	0	**76**	3	15	4	0	**22**	15	45	82	0	**142**	**272**
4:15PM	3	21	10	0	**34**	81	14	1	0	**96**	2	26	1	0	**29**	18	40	105	0	**163**	**322**
4:30PM	2	9	14	0	**25**	60	21	1	0	**82**	2	25	2	0	**29**	12	47	106	0	**165**	**301**
4:45PM	4	21	11	0	**36**	58	21	2	0	**81**	2	27	1	0	**30**	17	50	104	0	**171**	**318**
Hourly Total	9	71	47	0	**127**	263	66	6	0	**335**	9	93	8	0	**110**	62	182	397	0	**641**	**1213**
5:00PM	3	16	19	0	**38**	57	10	2	0	**69**	5	27	1	0	**33**	22	50	94	0	**166**	**306**
5:15PM	1	22	8	0	**31**	63	15	0	0	**78**	2	26	1	0	**29**	15	48	111	0	**174**	**312**
5:30PM	1	14	12	0	**27**	73	10	2	0	**85**	1	27	2	0	**30**	13	38	109	0	**160**	**302**
5:45PM	0	9	9	0	**18**	56	18	2	0	**76**	2	15	2	0	**19**	8	37	82	0	**127**	**240**
Hourly Total	5	61	48	0	**114**	249	53	6	0	**308**	10	95	6	0	**111**	58	173	396	0	**627**	**1160**
6:00PM	2	10	6	0	**18**	54	14	1	0	**69**	1	32	2	0	**35**	23	27	76	0	**126**	**248**
6:15PM	0	11	4	0	**15**	58	5	0	0	**63**	1	9	2	0	**12**	11	23	62	0	**96**	**186**
6:30PM	1	7	10	0	**18**	27	9	0	0	**36**	0	9	0	0	**9**	4	20	54	0	**78**	**141**
6:45PM	2	10	4	0	**16**	33	8	2	0	**43**	1	16	0	0	**17**	11	11	49	0	**71**	**147**
Hourly Total	5	38	24	0	**67**	172	36	3	0	**211**	3	66	4	0	**73**	49	81	241	0	**371**	**722**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total	33	342	299	0	**674**	1742	320	20	0	**2082**	38	601	38	0	**677**	289	604	1526	2	**2421**	**5854**
% Approach	4.9%	50.7%	44.4%	0%	-	83.7%	15.4%	1.0%	0%	-	5.6%	88.8%	5.6%	0%	-	11.9%	24.9%	63.0%	0.1%	-	-
% Total	0.6%	5.8%	5.1%	0%	**11.5%**	29.8%	5.5%	0.3%	0%	**35.6%**	0.6%	10.3%	0.6%	0%	**11.6%**	4.9%	10.3%	26.1%	0%	**41.4%**	-
Lights and Motorcycles	32	337	288	0	**657**	1701	307	19	0	**2027**	37	585	34	0	**656**	284	594	1487	1	**2366**	5706
% Lights and Motorcycles	97.0%	98.5%	96.3%	0%	**97.5%**	97.6%	95.9%	95.0%	0%	**97.4%**	97.4%	97.3%	89.5%	0%	**96.9%**	98.3%	98.3%	97.4%	50.0%	**97.7%**	97.5%
Heavy	1	5	11	0	**17**	41	13	1	0	**55**	1	16	4	0	**21**	5	10	39	1	**55**	148
% Heavy	3.0%	1.5%	3.7%	0%	**2.5%**	2.4%	4.1%	5.0%	0%	**2.6%**	2.6%	2.7%	10.5%	0%	**3.1%**	1.7%	1.7%	2.6%	50.0%	**2.3%**	2.5%

*L: Left, R: Right, T: Thru, U: U-Turn

CR 600 S & MOON RD - TMC
Thu Aug 29, 2024
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220408, Location: 39.67457, -86.418573

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 600 S & MOON RD - TMC

Thu Aug 29, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220408, Location: 39.67457, -86.418573

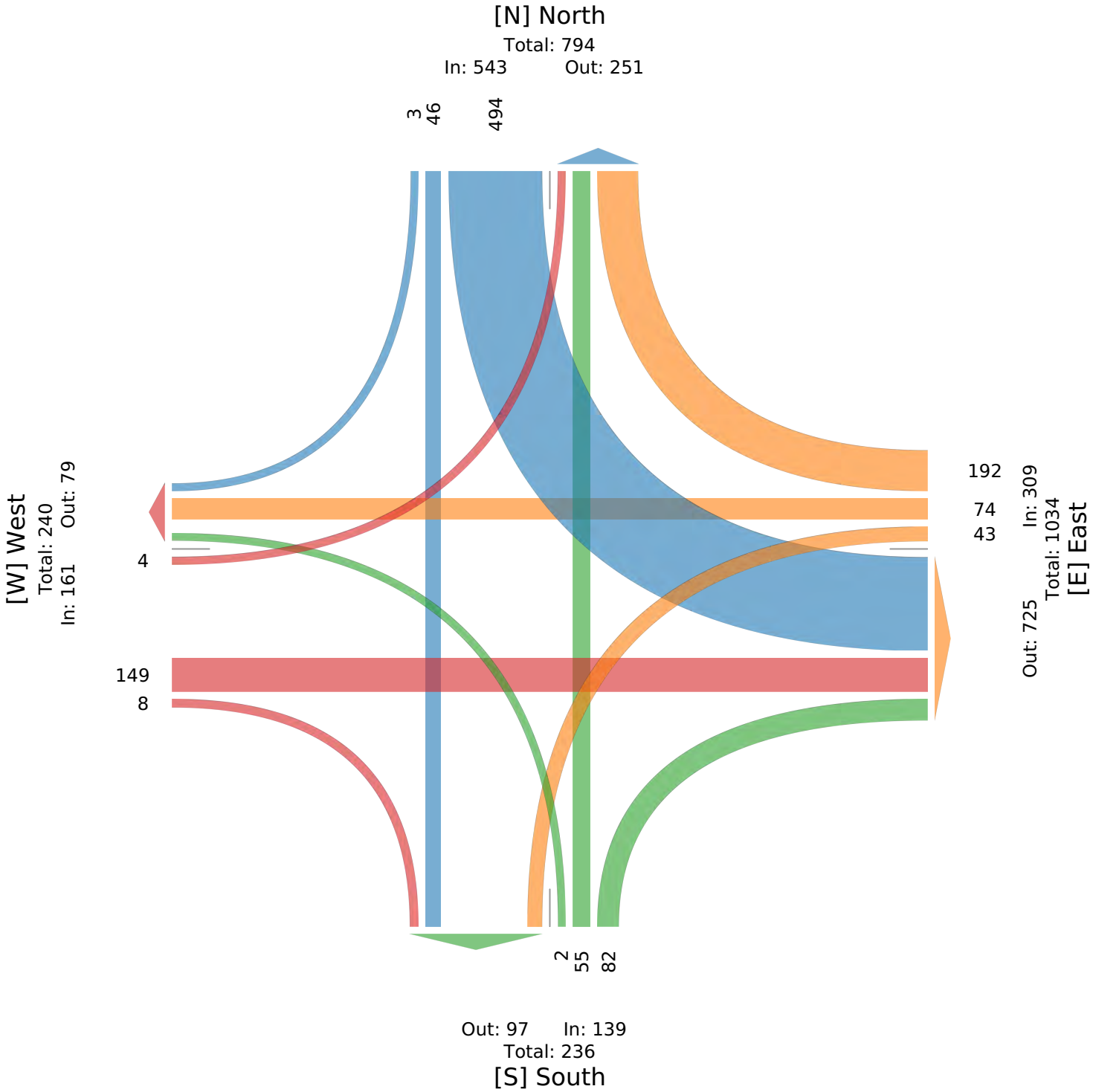
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2024-08-29 7:00AM	0	10	18	0	**28**	103	9	0	0	**112**	0	40	0	0	**40**	9	12	39	0	**60**	**240**
7:15AM	2	16	22	0	**40**	141	13	3	0	**157**	1	43	1	0	**45**	7	24	38	0	**69**	**311**
7:30AM	0	19	20	0	**39**	124	10	0	0	**134**	1	33	1	0	**35**	14	15	52	0	**81**	**289**
7:45AM	0	10	22	0	**32**	126	14	0	0	**140**	2	33	6	0	**41**	13	23	63	0	**99**	**312**
Total	2	55	82	0	**139**	494	46	3	0	**543**	4	149	8	0	**161**	43	74	192	0	**309**	**1152**
% Approach	1.4%	39.6%	59.0%	0%	**-**	91.0%	8.5%	0.6%	0%	**-**	2.5%	92.5%	5.0%	0%	**-**	13.9%	23.9%	62.1%	0%	**-**	-
% Total	0.2%	4.8%	7.1%	0%	**12.1%**	42.9%	4.0%	0.3%	0%	**47.1%**	0.3%	12.9%	0.7%	0%	**14.0%**	3.7%	6.4%	16.7%	0%	**26.8%**	-
PHF	0.250	0.724	0.932	-	**0.869**	0.876	0.821	0.250	-	**0.865**	0.500	0.866	0.333	-	**0.894**	0.768	0.771	0.762	-	**0.780**	0.923
Lights and Motorcycles	2	54	80	0	**136**	487	43	2	0	**532**	4	145	8	0	**157**	43	74	182	0	**299**	1124
% Lights and Motorcycles	100%	98.2%	97.6%	0%	**97.8%**	98.6%	93.5%	66.7%	0%	**98.0%**	100%	97.3%	100%	0%	**97.5%**	100%	100%	94.8%	0%	**96.8%**	97.6%
Heavy	0	1	2	0	**3**	7	3	1	0	**11**	0	4	0	0	**4**	0	0	10	0	**10**	28
% Heavy	0%	1.8%	2.4%	0%	**2.2%**	1.4%	6.5%	33.3%	0%	**2.0%**	0%	2.7%	0%	0%	**2.5%**	0%	0%	5.2%	0%	**3.2%**	2.4%

*L: Left, R: Right, T: Thru, U: U-Turn

CR 600 S & MOON RD - TMC
Thu Aug 29, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220408, Location: 39.67457, -86.418573

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 600 S & MOON RD - TMC

Thu Aug 29, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220408, Location: 39.67457, -86.418573

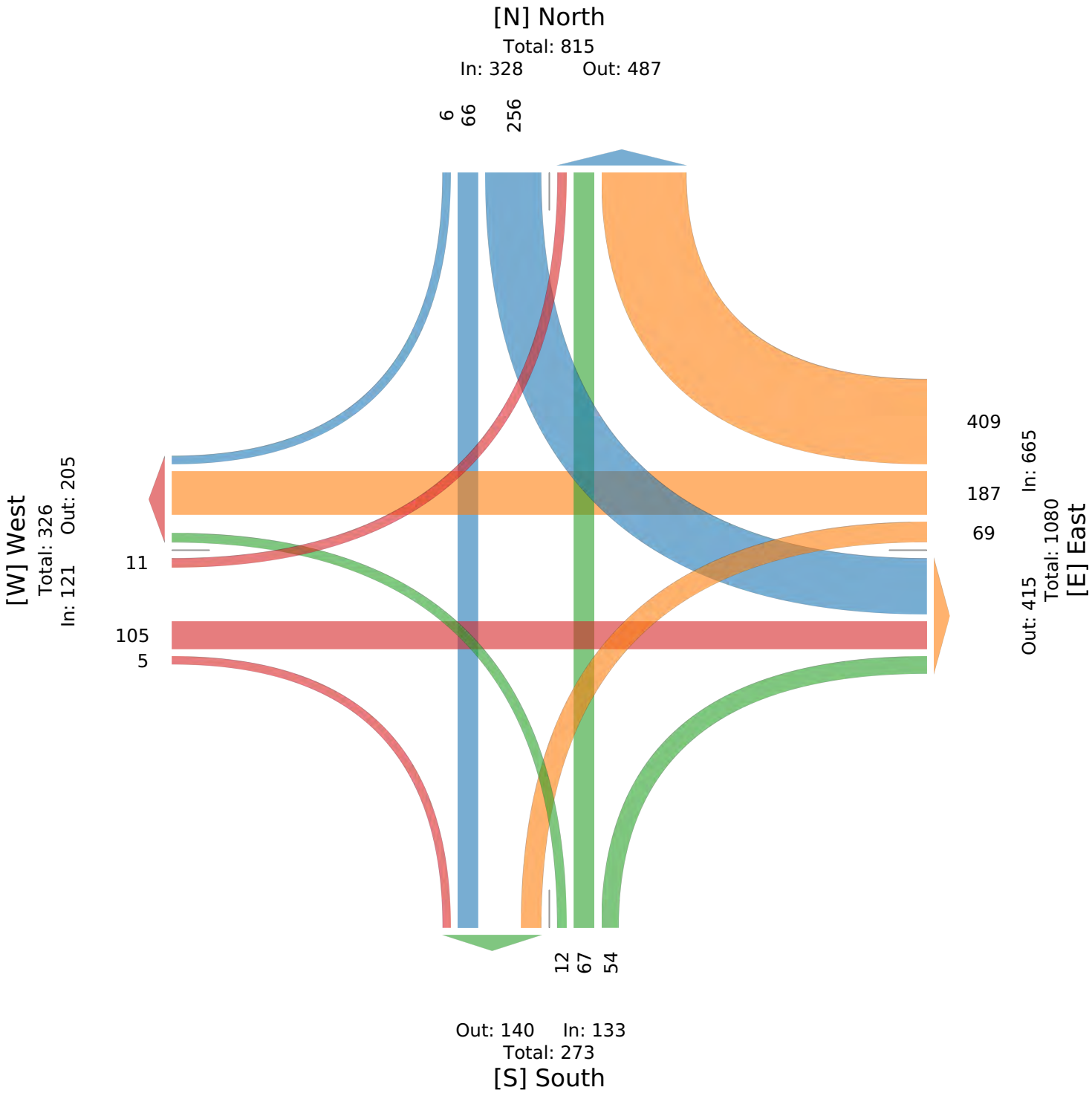
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg / Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2024-08-29 4:15PM	3	21	10	0	**34**	81	14	1	0	**96**	2	26	1	0	**29**	18	40	105	0	**163**	**322**
4:30PM	2	9	14	0	**25**	60	21	1	0	**82**	2	25	2	0	**29**	12	47	106	0	**165**	**301**
4:45PM	4	21	11	0	**36**	58	21	2	0	**81**	2	27	1	0	**30**	17	50	104	0	**171**	**318**
5:00PM	3	16	19	0	**38**	57	10	2	0	**69**	5	27	1	0	**33**	22	50	94	0	**166**	**306**
Total	12	67	54	0	**133**	256	66	6	0	**328**	11	105	5	0	**121**	69	187	409	0	**665**	**1247**
% Approach	9.0%	50.4%	40.6%	0%	**-**	78.0%	20.1%	1.8%	0%	**-**	9.1%	86.8%	4.1%	0%	**-**	10.4%	28.1%	61.5%	0%	**-**	-
% Total	1.0%	5.4%	4.3%	0%	**10.7%**	20.5%	5.3%	0.5%	0%	**26.3%**	0.9%	8.4%	0.4%	0%	**9.7%**	5.5%	15.0%	32.8%	0%	**53.3%**	-
PHF	0.750	0.798	0.711	-	**0.875**	0.790	0.786	0.750	-	**0.854**	0.550	0.972	0.625	-	**0.917**	0.784	0.935	0.965	-	**0.972**	0.968
Lights and Motorcycles	12	67	54	0	**133**	247	62	6	0	**315**	11	101	5	0	**117**	68	184	397	0	**649**	1214
% Lights and Motorcycles	100%	100%	100%	0%	**100%**	96.5%	93.9%	100%	0%	**96.0%**	100%	96.2%	100%	0%	**96.7%**	98.6%	98.4%	97.1%	0%	**97.6%**	97.4%
Heavy	0	0	0	0	**0**	9	4	0	0	**13**	0	4	0	0	**4**	1	3	12	0	**16**	33
% Heavy	0%	0%	0%	0%	**0%**	3.5%	6.1%	0%	0%	**4.0%**	0%	3.8%	0%	0%	**3.3%**	1.4%	1.6%	2.9%	0%	**2.4%**	2.6%

*L: Left, R: Right, T: Thru, U: U-Turn

CR 600 S & MOON RD - TMC
Thu Aug 29, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220408, Location: 39.67457, -86.418573

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



MOVEMENT SUMMARY

Site: 101 [Existing AM Peak (Site Folder: CR 600 S & Moon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Proposed Design 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Moon Road - Northbound															
3	L2	All MCs	2	0.0	2	0.0	0.215	13.1	LOS B	1.2	31.4	0.69	0.70	0.69	33.1
8	T1	All MCs	60	22.0	60	22.0	0.215	10.1	LOS B	1.2	31.4	0.69	0.70	0.69	33.2
18	R2	All MCs	89	2.0	89	2.0	0.215	8.2	LOS A	1.2	31.4	0.69	0.70	0.69	33.4
Approach			151	9.9	151	9.9	0.215	9.0	LOS A	1.2	31.4	0.69	0.70	0.69	33.3
East: CR 600 S - Westbound															
1	L2	All MCs	47	0.0	47	0.0	0.265	9.6	LOS A	1.6	40.9	0.27	0.50	0.27	34.5
6	T1	All MCs	80	0.0	80	0.0	0.265	4.8	LOS A	1.6	40.9	0.27	0.50	0.27	35.2
16	R2	All MCs	209	5.0	209	5.0	0.265	4.7	LOS A	1.6	40.9	0.27	0.50	0.27	34.7
Approach			336	3.1	336	3.1	0.265	5.4	LOS A	1.6	40.9	0.27	0.50	0.27	34.8
North: Moon Road - Southbound															
7	L2	All MCs	537	1.0	537	1.0	0.473	10.1	LOS B	3.2	81.7	0.39	0.61	0.39	32.5
4	T1	All MCs	50	7.0	50	7.0	0.473	5.4	LOS A	3.2	81.7	0.39	0.61	0.39	32.9
14	R2	All MCs	3	33.0	3	33.0	0.473	6.0	LOS A	3.2	81.7	0.39	0.61	0.39	32.0
Approach			590	1.7	590	1.7	0.473	9.7	LOS A	3.2	81.7	0.39	0.61	0.39	32.5
West: CR 600 S - Eastbound															
5	L2	All MCs	4	0.0	4	0.0	0.211	12.5	LOS B	1.2	30.7	0.66	0.65	0.66	33.4
2	T1	All MCs	162	3.0	162	3.0	0.211	7.9	LOS A	1.2	30.7	0.66	0.65	0.66	34.0
12	R2	All MCs	9	0.0	9	0.0	0.211	7.5	LOS A	1.2	30.7	0.66	0.65	0.66	33.8
Approach			175	2.8	175	2.8	0.211	8.0	LOS A	1.2	30.7	0.66	0.65	0.66	34.0
All Vehicles			1252	3.2	1252	3.2	0.473	8.2	LOS A	3.2	81.7	0.43	0.59	0.43	33.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Existing PM Peak (Site Folder: CR 600 S & Moon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Proposed Design 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Moon Road - Northbound															
3	L2	All MCs	12	0.0	12	0.0	0.130	10.9	LOS B	0.7	16.5	0.49	0.58	0.49	34.0
8	T1	All MCs	69	0.0	69	0.0	0.130	6.1	LOS A	0.7	16.5	0.49	0.58	0.49	34.7
18	R2	All MCs	56	0.0	56	0.0	0.130	5.9	LOS A	0.7	16.5	0.49	0.58	0.49	34.4
Approach			137	0.0	137	0.0	0.130	6.4	LOS A	0.7	16.5	0.49	0.58	0.49	34.5
East: CR 600 S - Westbound															
1	L2	All MCs	71	1.0	71	1.0	0.541	9.9	LOS A	4.3	110.8	0.38	0.49	0.38	34.3
6	T1	All MCs	193	2.0	193	2.0	0.541	5.1	LOS A	4.3	110.8	0.38	0.49	0.38	34.9
16	R2	All MCs	422	3.0	422	3.0	0.541	5.0	LOS A	4.3	110.8	0.38	0.49	0.38	34.6
Approach			686	2.5	686	2.5	0.541	5.5	LOS A	4.3	110.8	0.38	0.49	0.38	34.7
North: Moon Road - Southbound															
7	L2	All MCs	264	4.0	264	4.0	0.315	10.8	LOS B	1.8	46.1	0.48	0.64	0.48	32.5
4	T1	All MCs	68	6.0	68	6.0	0.315	6.0	LOS A	1.8	46.1	0.48	0.64	0.48	33.1
14	R2	All MCs	6	0.0	6	0.0	0.315	5.6	LOS A	1.8	46.1	0.48	0.64	0.48	32.9
Approach			338	4.3	338	4.3	0.315	9.8	LOS A	1.8	46.1	0.48	0.64	0.48	32.6
West: CR 600 S - Eastbound															
5	L2	All MCs	11	0.0	11	0.0	0.127	11.0	LOS B	0.6	16.6	0.51	0.58	0.51	33.8
2	T1	All MCs	108	4.0	108	4.0	0.127	6.4	LOS A	0.6	16.6	0.51	0.58	0.51	34.3
12	R2	All MCs	5	0.0	5	0.0	0.127	6.0	LOS A	0.6	16.6	0.51	0.58	0.51	34.1
Approach			125	3.5	125	3.5	0.127	6.8	LOS A	0.6	16.6	0.51	0.58	0.51	34.3
All Vehicles			1286	2.8	1286	2.8	0.541	6.9	LOS A	4.3	110.8	0.43	0.55	0.43	34.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Background 2030 AM Peak (Site Folder: CR 600 S & Moon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Proposed Design 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Moon Road - Northbound															
3	L2	All MCs	2	0.0	2	0.0	0.240	13.5	LOS B	1.3	36.3	0.73	0.72	0.73	32.8
8	T1	All MCs	64	22.0	64	22.0	0.240	10.7	LOS B	1.3	36.3	0.73	0.72	0.73	32.9
18	R2	All MCs	95	2.0	95	2.0	0.240	8.7	LOS A	1.3	36.3	0.73	0.72	0.73	33.1
Approach			161	9.9	161	9.9	0.240	9.6	LOS A	1.3	36.3	0.73	0.72	0.73	33.0
East: CR 600 S - Westbound															
1	L2	All MCs	50	0.0	50	0.0	0.285	9.7	LOS A	1.8	45.2	0.29	0.50	0.29	34.5
6	T1	All MCs	86	0.0	86	0.0	0.285	4.8	LOS A	1.8	45.2	0.29	0.50	0.29	35.1
16	R2	All MCs	223	5.0	223	5.0	0.285	4.7	LOS A	1.8	45.2	0.29	0.50	0.29	34.7
Approach			359	3.1	359	3.1	0.285	5.4	LOS A	1.8	45.2	0.29	0.50	0.29	34.8
North: Moon Road - Southbound															
7	L2	All MCs	573	1.0	573	1.0	0.508	10.2	LOS B	3.6	92.0	0.42	0.61	0.42	32.4
4	T1	All MCs	53	7.0	53	7.0	0.508	5.5	LOS A	3.6	92.0	0.42	0.61	0.42	32.9
14	R2	All MCs	3	33.0	3	33.0	0.508	6.2	LOS A	3.6	92.0	0.42	0.61	0.42	31.9
Approach			629	1.7	629	1.7	0.508	9.8	LOS A	3.6	92.0	0.42	0.61	0.42	32.4
West: CR 600 S - Eastbound															
5	L2	All MCs	4	0.0	4	0.0	0.235	12.9	LOS B	1.4	35.4	0.70	0.67	0.70	33.3
2	T1	All MCs	173	3.0	173	3.0	0.235	8.3	LOS A	1.4	35.4	0.70	0.67	0.70	33.9
12	R2	All MCs	10	0.0	10	0.0	0.235	7.9	LOS A	1.4	35.4	0.70	0.67	0.70	33.7
Approach			187	2.8	187	2.8	0.235	8.4	LOS A	1.4	35.4	0.70	0.67	0.70	33.8
All Vehicles			1336	3.2	1336	3.2	0.508	8.4	LOS A	3.6	92.0	0.46	0.60	0.46	33.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Background 2030 PM Peak (Site Folder: CR 600 S & Moon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Proposed Design 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Moon Road - Northbound															
3	L2	All MCs	13	0.0	13	0.0	0.142	11.1	LOS B	0.7	18.4	0.51	0.59	0.51	33.9
8	T1	All MCs	73	0.0	73	0.0	0.142	6.2	LOS A	0.7	18.4	0.51	0.59	0.51	34.6
18	R2	All MCs	60	0.0	60	0.0	0.142	6.0	LOS A	0.7	18.4	0.51	0.59	0.51	34.3
Approach			146	0.0	146	0.0	0.142	6.6	LOS A	0.7	18.4	0.51	0.59	0.51	34.4
East: CR 600 S - Westbound															
1	L2	All MCs	76	1.0	76	1.0	0.580	10.0	LOS B	5.0	126.5	0.42	0.50	0.42	34.2
6	T1	All MCs	205	2.0	205	2.0	0.580	5.2	LOS A	5.0	126.5	0.42	0.50	0.42	34.8
16	R2	All MCs	449	3.0	449	3.0	0.580	5.1	LOS A	5.0	126.5	0.42	0.50	0.42	34.5
Approach			731	2.5	731	2.5	0.580	5.6	LOS A	5.0	126.5	0.42	0.50	0.42	34.6
North: Moon Road - Southbound															
7	L2	All MCs	281	4.0	281	4.0	0.340	11.0	LOS B	2.0	51.5	0.51	0.65	0.51	32.4
4	T1	All MCs	72	6.0	72	6.0	0.340	6.2	LOS A	2.0	51.5	0.51	0.65	0.51	33.0
14	R2	All MCs	6	0.0	6	0.0	0.340	5.7	LOS A	2.0	51.5	0.51	0.65	0.51	32.9
Approach			360	4.3	360	4.3	0.340	9.9	LOS A	2.0	51.5	0.51	0.65	0.51	32.5
West: CR 600 S - Eastbound															
5	L2	All MCs	12	0.0	12	0.0	0.139	11.2	LOS B	0.7	18.6	0.54	0.59	0.54	33.7
2	T1	All MCs	115	4.0	115	4.0	0.139	6.5	LOS A	0.7	18.6	0.54	0.59	0.54	34.2
12	R2	All MCs	5	0.0	5	0.0	0.139	6.1	LOS A	0.7	18.6	0.54	0.59	0.54	34.0
Approach			133	3.5	133	3.5	0.139	6.9	LOS A	0.7	18.6	0.54	0.59	0.54	34.2
All Vehicles			1370	2.8	1370	2.8	0.580	7.0	LOS A	5.0	126.5	0.47	0.56	0.47	33.9

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Background 2030 + Proposed AM Peak (Site Folder: CR 600 S & Moon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Proposed Design 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Moon Road - Northbound															
3	L2	All MCs	4	0.0	4	0.0	0.267	14.6	LOS B	1.6	42.0	0.78	0.75	0.78	32.2
8	T1	All MCs	64	22.0	64	22.0	0.267	12.0	LOS B	1.6	42.0	0.78	0.75	0.78	32.4
18	R2	All MCs	95	2.0	95	2.0	0.267	9.8	LOS A	1.6	42.0	0.78	0.75	0.78	32.5
Approach			163	9.8	163	9.8	0.267	10.8	LOS B	1.6	42.0	0.78	0.75	0.78	32.4
East: CR 600 S - Westbound															
1	L2	All MCs	50	0.0	50	0.0	0.309	9.8	LOS A	1.9	48.6	0.32	0.50	0.32	34.4
6	T1	All MCs	107	0.0	107	0.0	0.309	4.9	LOS A	1.9	48.6	0.32	0.50	0.32	35.1
16	R2	All MCs	226	5.0	226	5.0	0.309	4.9	LOS A	1.9	48.6	0.32	0.50	0.32	34.6
Approach			383	3.0	383	3.0	0.309	5.5	LOS A	1.9	48.6	0.32	0.50	0.32	34.7
North: Moon Road - Southbound															
7	L2	All MCs	583	1.0	583	1.0	0.534	10.4	LOS B	3.9	100.2	0.47	0.61	0.47	32.3
4	T1	All MCs	53	7.0	53	7.0	0.534	5.7	LOS A	3.9	100.2	0.47	0.61	0.47	32.8
14	R2	All MCs	11	33.0	11	33.0	0.534	6.5	LOS A	3.9	100.2	0.47	0.61	0.47	31.8
Approach			647	2.0	647	2.0	0.534	9.9	LOS A	3.9	100.2	0.47	0.61	0.47	32.3
West: CR 600 S - Eastbound															
5	L2	All MCs	26	0.0	26	0.0	0.356	13.3	LOS B	2.3	58.0	0.76	0.71	0.76	33.0
2	T1	All MCs	235	3.0	235	3.0	0.356	8.7	LOS A	2.3	58.0	0.76	0.71	0.76	33.5
12	R2	All MCs	17	0.0	17	0.0	0.356	8.3	LOS A	2.3	58.0	0.76	0.71	0.76	33.3
Approach			278	2.5	278	2.5	0.356	9.1	LOS A	2.3	58.0	0.76	0.71	0.76	33.5
All Vehicles			1471	3.2	1471	3.2	0.534	8.7	LOS A	3.9	100.2	0.52	0.62	0.52	33.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Background 2030 + Proposed PM Peak (Site Folder: CR 600 S & Moon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Proposed Design 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Moon Road - Northbound															
3	L2	All MCs	22	0.0	22	0.0	0.157	11.4	LOS B	0.8	21.1	0.56	0.62	0.56	33.7
8	T1	All MCs	73	0.0	73	0.0	0.157	6.6	LOS A	0.8	21.1	0.56	0.62	0.56	34.4
18	R2	All MCs	60	0.0	60	0.0	0.157	6.4	LOS A	0.8	21.1	0.56	0.62	0.56	34.1
Approach			155	0.0	155	0.0	0.157	7.2	LOS A	0.8	21.1	0.56	0.62	0.56	34.2
East: CR 600 S - Westbound															
1	L2	All MCs	76	1.0	76	1.0	0.654	10.3	LOS B	6.2	158.4	0.52	0.52	0.52	34.0
6	T1	All MCs	273	2.0	273	2.0	0.654	5.5	LOS A	6.2	158.4	0.52	0.52	0.52	34.6
16	R2	All MCs	461	3.0	461	3.0	0.654	5.4	LOS A	6.2	158.4	0.52	0.52	0.52	34.3
Approach			810	2.5	810	2.5	0.654	5.9	LOS A	6.2	158.4	0.52	0.52	0.52	34.3
North: Moon Road - Southbound															
7	L2	All MCs	288	4.0	288	4.0	0.393	11.5	LOS B	2.5	63.5	0.60	0.67	0.60	32.4
4	T1	All MCs	72	6.0	72	6.0	0.393	6.8	LOS A	2.5	63.5	0.60	0.67	0.60	32.9
14	R2	All MCs	31	0.0	31	0.0	0.393	6.3	LOS A	2.5	63.5	0.60	0.67	0.60	32.8
Approach			391	4.1	391	4.1	0.393	10.2	LOS B	2.5	63.5	0.60	0.67	0.60	32.5
West: CR 600 S - Eastbound															
5	L2	All MCs	27	0.0	27	0.0	0.202	11.3	LOS B	1.1	28.7	0.57	0.61	0.57	33.5
2	T1	All MCs	156	4.0	156	4.0	0.202	6.7	LOS A	1.1	28.7	0.57	0.61	0.57	34.0
12	R2	All MCs	9	0.0	9	0.0	0.202	6.3	LOS A	1.1	28.7	0.57	0.61	0.57	33.9
Approach			192	3.2	192	3.2	0.202	7.3	LOS A	1.1	28.7	0.57	0.61	0.57	34.0
All Vehicles			1547	2.7	1547	2.7	0.654	7.3	LOS A	6.2	158.4	0.55	0.58	0.55	33.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

CR 600 S & CR 521 E

TURN VOLUME COUNTS
CAPACITY ANALYSIS

CR 600 S & CR 521 E - TMC

Thu Aug 29, 2024
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220399, Location: 39.674123, -86.432652

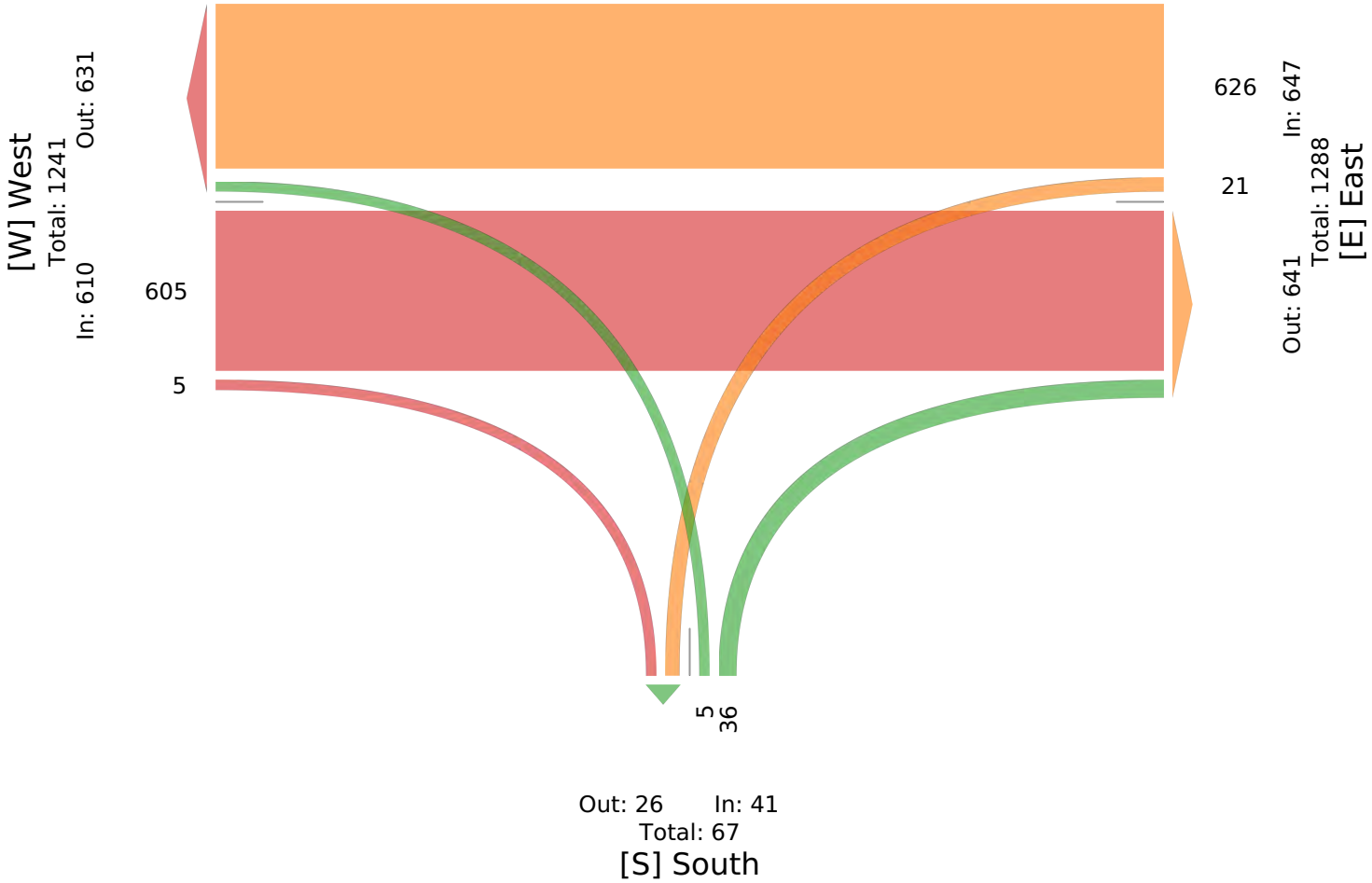
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South				West				East				
Direction	Northbound				Eastbound				Westbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2024-08-29 6:00AM	0	0	0	**0**	14	0	0	**14**	0	3	0	**3**	**17**
6:15AM	0	1	0	**1**	20	0	0	**20**	1	7	0	**8**	**29**
6:30AM	0	1	0	**1**	32	1	0	**33**	0	8	0	**8**	**42**
6:45AM	0	3	0	**3**	30	0	0	**30**	0	18	0	**18**	**51**
Hourly Total	0	5	0	**5**	96	1	0	**97**	1	36	0	**37**	**139**
7:00AM	1	2	0	**3**	36	0	0	**36**	0	14	0	**14**	**53**
7:15AM	0	0	0	**0**	40	0	0	**40**	1	23	0	**24**	**64**
7:30AM	0	3	0	**3**	35	0	0	**35**	1	14	0	**15**	**53**
7:45AM	0	4	0	**4**	29	0	0	**29**	2	20	0	**22**	**55**
Hourly Total	1	9	0	**10**	140	0	0	**140**	4	71	0	**75**	**225**
8:00AM	0	2	0	**2**	22	0	0	**22**	0	10	0	**10**	**34**
8:15AM	1	3	0	**4**	32	0	0	**32**	1	16	0	**17**	**53**
8:30AM	0	1	0	**1**	27	1	0	**28**	1	20	0	**21**	**50**
8:45AM	1	2	0	**3**	17	0	0	**17**	3	13	0	**16**	**36**
Hourly Total	2	8	0	**10**	98	1	0	**99**	5	59	0	**64**	**173**
9:00AM	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
4:00PM	0	3	0	**3**	20	1	0	**21**	0	50	0	**50**	**74**
4:15PM	1	2	0	**3**	25	0	0	**25**	2	40	0	**42**	**70**
4:30PM	0	1	0	**1**	27	0	0	**27**	2	50	0	**52**	**80**
4:45PM	1	2	0	**3**	31	1	0	**32**	1	49	0	**50**	**85**
Hourly Total	2	8	0	**10**	103	2	0	**105**	5	189	0	**194**	**309**
5:00PM	0	0	0	**0**	28	0	0	**28**	3	50	0	**53**	**81**
5:15PM	0	1	0	**1**	29	0	0	**29**	0	54	0	**54**	**84**
5:30PM	0	1	0	**1**	26	0	0	**26**	0	41	0	**41**	**68**
5:45PM	0	3	0	**3**	15	0	0	**15**	2	34	0	**36**	**54**
Hourly Total	0	5	0	**5**	98	0	0	**98**	5	179	0	**184**	**287**
6:00PM	0	1	0	**1**	34	1	0	**35**	0	32	0	**32**	**68**
6:15PM	0	0	0	**0**	10	0	0	**10**	0	24	0	**24**	**34**
6:30PM	0	0	0	**0**	11	0	0	**11**	0	22	0	**22**	**33**
6:45PM	0	0	0	**0**	14	0	0	**14**	1	14	0	**15**	**29**
Hourly Total	0	1	0	**1**	69	1	0	**70**	1	92	0	**93**	**164**
7:00PM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Total	5	36	0	**41**	605	5	0	**610**	21	626	0	**647**	**1298**
% Approach	12.2%	87.8%	0%	**-**	99.2%	0.8%	0%	**-**	3.2%	96.8%	0%	**-**	-
% Total	0.4%	2.8%	0%	**3.2%**	46.6%	0.4%	0%	**47.0%**	1.6%	48.2%	0%	**49.8%**	-
Lights and Motorcycles	5	31	0	**36**	589	3	0	**592**	16	615	0	**631**	1259
% Lights and Motorcycles	100%	86.1%	0%	**87.8%**	97.4%	60.0%	0%	**97.0%**	76.2%	98.2%	0%	**97.5%**	97.0%
Heavy	0	5	0	**5**	16	2	0	**18**	5	11	0	**16**	39
% Heavy	0%	13.9%	0%	**12.2%**	2.6%	40.0%	0%	**3.0%**	23.8%	1.8%	0%	**2.5%**	3.0%

*L: Left, R: Right, T: Thru, U: U-Turn

CR 600 S & CR 521 E - TMC
Thu Aug 29, 2024
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220399, Location: 39.674123, -86.432652

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 600 S & CR 521 E - TMC

Thu Aug 29, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220399, Location: 39.674123, -86.432652

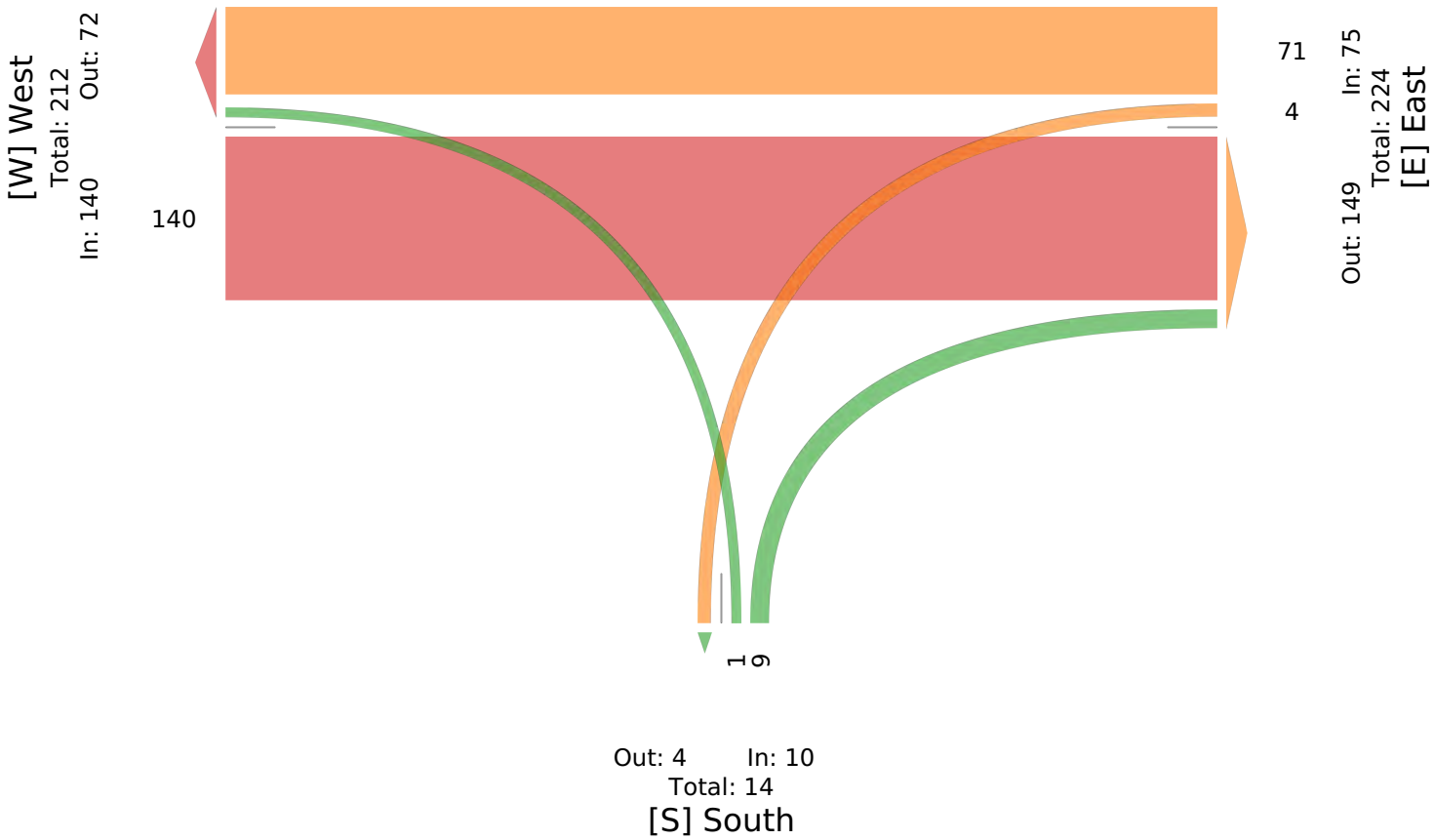
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound				West Eastbound				East Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2024-08-29 7:00AM	1	2	0	**3**	36	0	0	**36**	0	14	0	**14**	**53**
7:15AM	0	0	0	**0**	40	0	0	**40**	1	23	0	**24**	**64**
7:30AM	0	3	0	**3**	35	0	0	**35**	1	14	0	**15**	**53**
7:45AM	0	4	0	**4**	29	0	0	**29**	2	20	0	**22**	**55**
Total	1	9	0	**10**	140	0	0	**140**	4	71	0	**75**	**225**
% Approach	10.0%	90.0%	0%	**-**	100%	0%	0%	**-**	5.3%	94.7%	0%	**-**	-
% Total	0.4%	4.0%	0%	**4.4%**	62.2%	0%	0%	**62.2%**	1.8%	31.6%	0%	**33.3%**	-
PHF	0.250	0.563	-	**0.625**	0.875	-	-	**0.875**	0.500	0.772	-	**0.781**	0.879
Lights and Motorcycles	1	7	0	**8**	138	0	0	**138**	3	70	0	**73**	219
% Lights and Motorcycles	100%	77.8%	0%	**80.0%**	98.6%	0%	0%	**98.6%**	75.0%	98.6%	0%	**97.3%**	97.3%
Heavy	0	2	0	**2**	2	0	0	**2**	1	1	0	**2**	6
% Heavy	0%	22.2%	0%	**20.0%**	1.4%	0%	0%	**1.4%**	25.0%	1.4%	0%	**2.7%**	2.7%

*L: Left, R: Right, T: Thru, U: U-Turn

CR 600 S & CR 521 E - TMC
Thu Aug 29, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220399, Location: 39.674123, -86.432652

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 600 S & CR 521 E - TMC

Thu Aug 29, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220399, Location: 39.674123, -86.432652

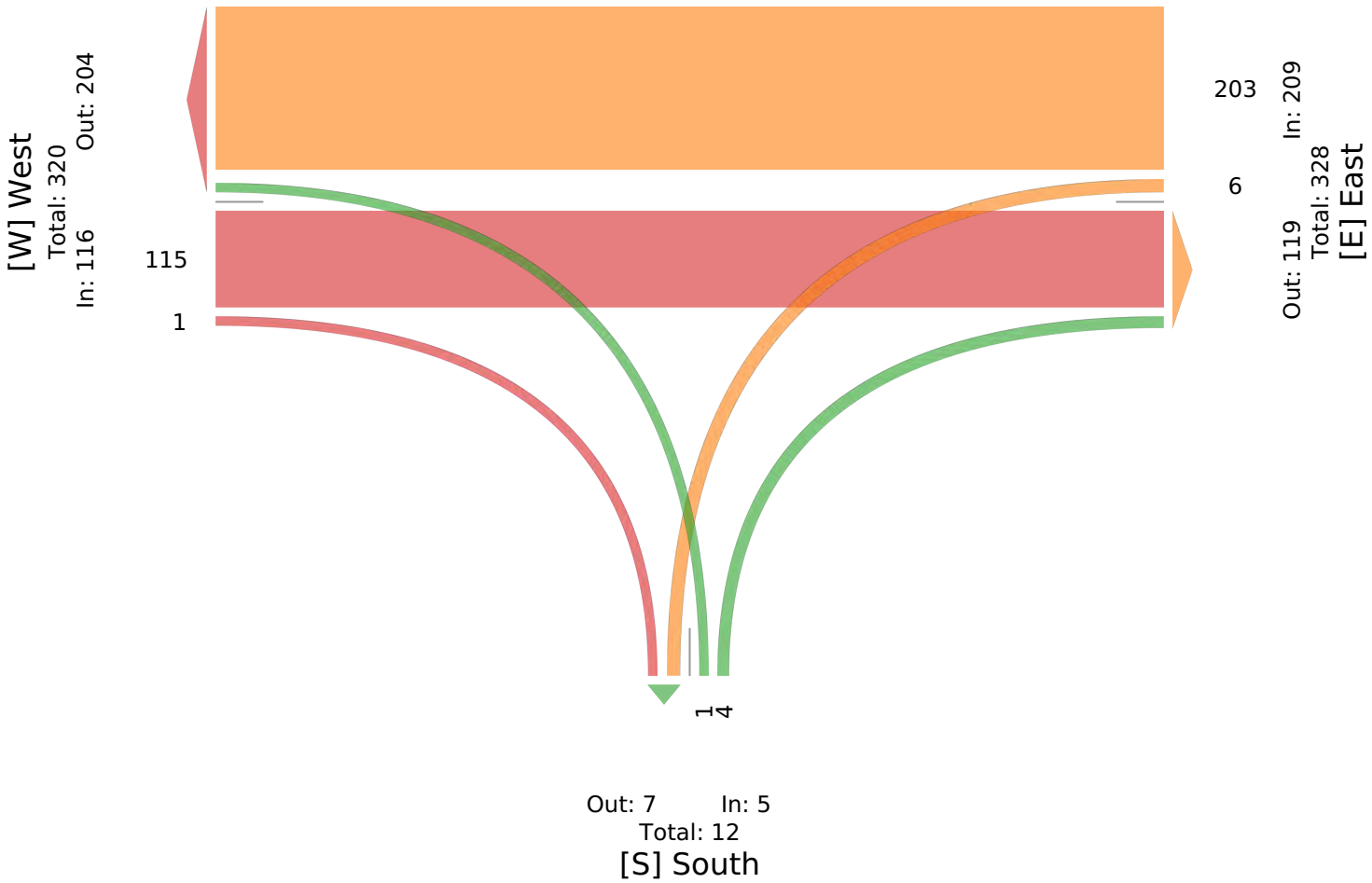
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg / Direction	South Northbound				West Eastbound				East Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2024-08-29 4:30PM	0	1	0	**1**	27	0	0	**27**	2	50	0	**52**	**80**
4:45PM	1	2	0	**3**	31	1	0	**32**	1	49	0	**50**	**85**
5:00PM	0	0	0	**0**	28	0	0	**28**	3	50	0	**53**	**81**
5:15PM	0	1	0	**1**	29	0	0	**29**	0	54	0	**54**	**84**
Total	1	4	0	**5**	115	1	0	**116**	6	203	0	**209**	**330**
% Approach	20.0%	80.0%	0%	**-**	99.1%	0.9%	0%	**-**	2.9%	97.1%	0%	**-**	-
% Total	0.3%	1.2%	0%	**1.5%**	34.8%	0.3%	0%	**35.2%**	1.8%	61.5%	0%	**63.3%**	-
PHF	0.250	0.500	-	**0.417**	0.927	0.250	-	**0.906**	0.500	0.940	-	**0.968**	0.971
Lights and Motorcycles	1	3	0	**4**	111	1	0	**112**	4	201	0	**205**	321
% Lights and Motorcycles	100%	75.0%	0%	**80.0%**	96.5%	100%	0%	**96.6%**	66.7%	99.0%	0%	**98.1%**	97.3%
Heavy	0	1	0	**1**	4	0	0	**4**	2	2	0	**4**	9
% Heavy	0%	25.0%	0%	**20.0%**	3.5%	0%	0%	**3.4%**	33.3%	1.0%	0%	**1.9%**	2.7%

*L: Left, R: Right, T: Thru, U: U-Turn

CR 600 S & CR 521 E - TMC
Thu Aug 29, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1220399, Location: 39.674123, -86.432652

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	0	4	71	1	9
Future Vol, veh/h	140	0	4	71	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	25	1	0	22
Mvmt Flow	159	0	5	81	1	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	249	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	-	-	4.35	-	6.4	6.42
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.425	-	3.5	3.498
Pot Cap-1 Maneuver	-	-	1292	-	744	836
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1292	-	741	836
Mov Cap-2 Maneuver	-	-	-	-	741	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	935	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.42	9.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	826	-	-	96	-
HCM Lane V/C Ratio	0.014	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	1	6	203	1	4
Future Vol, veh/h	115	1	6	203	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	33	1	0	25
Mvmt Flow	119	1	6	209	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	341	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.43	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.525
Pot Cap-1 Maneuver	-	-	1297	-	659	874
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1297	-	656	874
Mov Cap-2 Maneuver	-	-	-	-	656	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.22	9.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	820	-	-	52	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	149	0	4	76	1	10
Future Vol, veh/h	149	0	4	76	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	25	1	0	22
Mvmt Flow	169	0	5	86	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	169	0	265	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.35	-	6.4	6.42
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.425	-	3.5	3.498
Pot Cap-1 Maneuver	-	-	1280	-	729	825
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	726	825
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.39	9.49
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	815	-	-	90	-
HCM Lane V/C Ratio	0.015	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	1	6	216	1	4
Future Vol, veh/h	123	1	6	216	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	33	1	0	25
Mvmt Flow	127	1	6	223	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	362	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	-	-	4.43	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.525
Pot Cap-1 Maneuver	-	-	1287	-	641	865
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1287	-	637	865
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.21	9.49
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	807	-	-	49	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	233	0	4	104	1	10
Future Vol, veh/h	233	0	4	104	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	25	1	0	22
Mvmt Flow	265	0	5	118	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	392	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.35	-	6.4	6.42
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.425	-	3.5	3.498
Pot Cap-1 Maneuver	-	-	1177	-	616	728
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1177	-	614	728
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.3	10.12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	716	-	-	67	-
HCM Lane V/C Ratio	0.017	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.1	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	1	6	314	1	4
Future Vol, veh/h	180	1	6	314	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	33	1	0	25
Mvmt Flow	186	1	6	324	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	522	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	-	-	4.43	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.525
Pot Cap-1 Maneuver	-	-	1222	-	518	800
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1222	-	515	800
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	721	-	-	34	-
HCM Lane V/C Ratio	0.007	-	-	0.005	-
HCM Ctrl Dly (s/v)	10	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

US 40 & MECKLENBURG DR/VANDALIA BLVD

TURN VOLUME COUNTS
CAPACITY ANALYSIS

US 40 & MECKLENBURG DR - TMC

Thu Feb 20, 2025
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1270786, Location: 39.693405, -86.430398

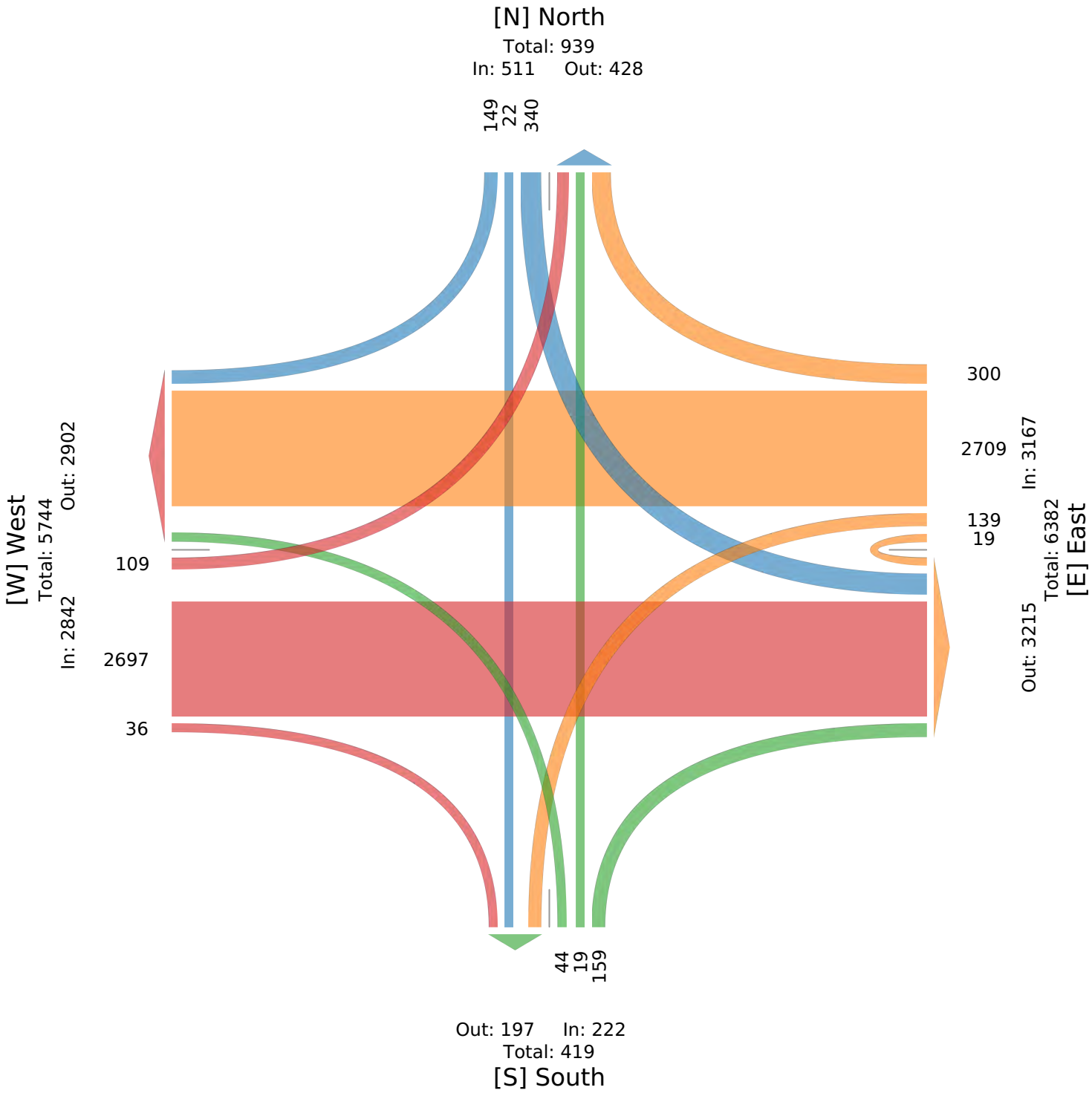
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-02-20 6:00AM	0	0	1	0	**1**	10	0	4	0	**14**	0	102	0	0	**102**	1	42	2	0	**45**	**162**
6:15AM	2	0	3	0	**5**	9	0	5	0	**14**	2	114	0	0	**116**	1	65	1	0	**67**	**202**
6:30AM	0	1	1	0	**2**	14	0	4	0	**18**	3	126	0	0	**129**	0	78	3	0	**81**	**230**
6:45AM	0	1	5	0	**6**	18	1	5	0	**24**	2	163	1	0	**166**	0	87	5	1	**93**	**289**
Hourly Total	2	2	10	0	**14**	51	1	18	0	**70**	7	505	1	0	**513**	2	272	11	1	**286**	**883**
7:00AM	2	0	12	0	**14**	14	1	4	0	**19**	2	114	1	0	**117**	2	46	2	1	**51**	**201**
7:15AM	0	1	16	0	**17**	23	0	13	0	**36**	2	111	0	0	**113**	0	70	2	1	**73**	**239**
7:30AM	7	0	13	0	**20**	18	1	19	0	**38**	4	110	1	0	**115**	1	89	7	0	**97**	**270**
7:45AM	2	0	10	0	**12**	17	0	7	0	**24**	3	108	1	0	**112**	4	72	7	0	**83**	**231**
Hourly Total	11	1	51	0	**63**	72	2	43	0	**117**	11	443	3	0	**457**	7	277	18	2	**304**	**941**
8:00AM	3	1	7	0	**11**	14	0	6	0	**20**	6	145	2	0	**153**	3	51	6	1	**61**	**245**
8:15AM	2	0	7	0	**9**	20	1	9	0	**30**	5	113	0	0	**118**	4	73	8	0	**85**	**242**
8:30AM	5	1	3	0	**9**	14	0	2	0	**16**	1	123	1	0	**125**	1	80	10	0	**91**	**241**
8:45AM	3	2	5	0	**10**	18	1	9	0	**28**	2	133	0	0	**135**	4	77	13	0	**94**	**267**
Hourly Total	13	4	22	0	**39**	66	2	26	0	**94**	14	514	3	0	**531**	12	281	37	1	**331**	**995**
9:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00PM	4	0	5	0	**9**	16	4	10	0	**30**	8	124	4	0	**136**	9	187	25	1	**222**	**397**
4:15PM	1	1	8	0	**10**	11	0	5	0	**16**	7	106	3	0	**116**	14	212	24	1	**251**	**393**
4:30PM	2	1	7	0	**10**	8	1	8	0	**17**	4	101	4	0	**109**	10	195	18	1	**224**	**360**
4:45PM	2	2	3	0	**7**	19	2	7	0	**28**	11	141	1	0	**153**	14	174	29	2	**219**	**407**
Hourly Total	9	4	23	0	**36**	54	7	30	0	**91**	30	472	12	0	**514**	47	768	96	5	**916**	**1557**
5:00PM	3	0	8	0	**11**	11	1	7	0	**19**	6	110	3	0	**119**	11	190	26	2	**229**	**378**
5:15PM	0	2	4	0	**6**	14	1	5	0	**20**	7	131	3	0	**141**	10	183	22	1	**216**	**383**
5:30PM	1	0	9	0	**10**	18	1	4	0	**23**	11	129	1	0	**141**	13	151	15	1	**180**	**354**
5:45PM	1	2	8	0	**11**	11	2	7	0	**20**	8	131	3	0	**142**	8	123	22	1	**154**	**327**
Hourly Total	5	4	29	0	**38**	54	5	23	0	**82**	32	501	10	0	**543**	42	647	85	5	**779**	**1442**
6:00PM	2	2	6	0	**10**	17	1	6	0	**24**	4	93	0	0	**97**	10	161	14	1	**186**	**317**
6:15PM	0	1	10	0	**11**	8	2	1	0	**11**	2	59	2	0	**63**	9	121	12	4	**146**	**231**
6:30PM	0	1	4	0	**5**	8	1	2	0	**11**	5	62	2	0	**69**	5	109	14	0	**128**	**213**
6:45PM	2	0	4	0	**6**	10	1	0	0	**11**	4	48	3	0	**55**	5	73	13	0	**91**	**163**
Hourly Total	4	4	24	0	**32**	43	5	9	0	**57**	15	262	7	0	**284**	29	464	53	5	**551**	**924**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total	44	19	159	0	**222**	340	22	149	0	**511**	109	2697	36	0	**2842**	139	2709	300	19	**3167**	**6742**
% Approach	19.8%	8.6%	71.6%	0%	**-**	66.5%	4.3%	29.2%	0%	**-**	3.8%	94.9%	1.3%	0%	**-**	4.4%	85.5%	9.5%	0.6%	**-**	-
% Total	0.7%	0.3%	2.4%	0%	**3.3%**	5.0%	0.3%	2.2%	0%	**7.6%**	1.6%	40.0%	0.5%	0%	**42.2%**	2.1%	40.2%	4.4%	0.3%	**47.0%**	-
Lights and Motorcycles	43	18	153	0	**214**	336	22	144	0	**502**	105	2601	34	0	**2740**	139	2642	295	19	**3095**	6551
% Lights and Motorcycles	97.7%	94.7%	96.2%	0%	**96.4%**	98.8%	100%	96.6%	0%	**98.2%**	96.3%	96.4%	94.4%	0%	**96.4%**	100%	97.5%	98.3%	100%	**97.7%**	97.2%
Heavy	1	1	6	0	**8**	4	0	5	0	**9**	4	96	2	0	**102**	0	67	5	0	**72**	191
% Heavy	2.3%	5.3%	3.8%	0%	**3.6%**	1.2%	0%	3.4%	0%	**1.8%**	3.7%	3.6%	5.6%	0%	**3.6%**	0%	2.5%	1.7%	0%	**2.3%**	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MECKLENBURG DR - TMC
Thu Feb 20, 2025
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1270786, Location: 39.693405, -86.430398

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



US 40 & MECKLENBURG DR - TMC

Thu Feb 20, 2025
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1270786, Location: 39.693405, -86.430398

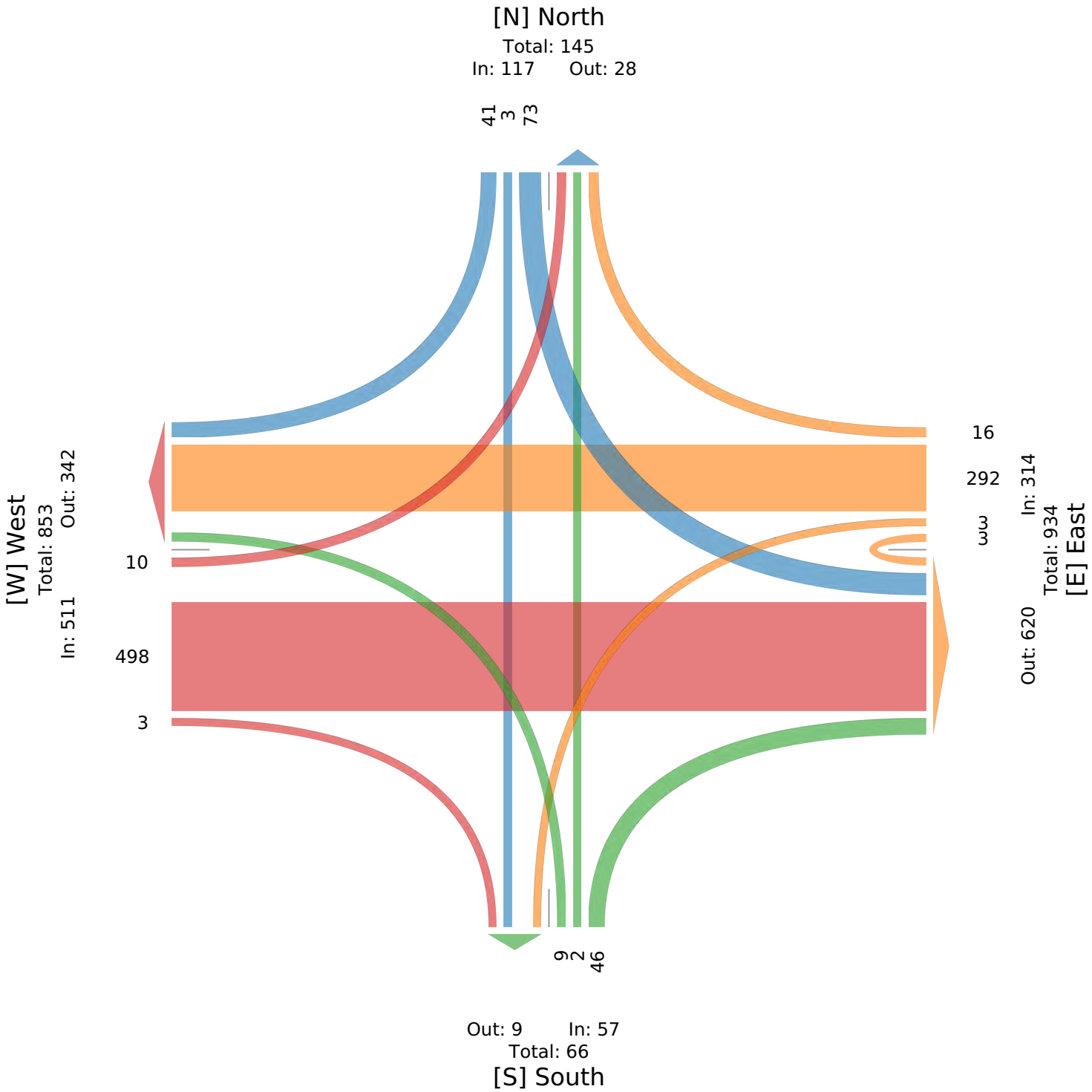
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-02-20 6:45AM	0	1	5	0	**6**	18	1	5	0	**24**	2	163	1	0	**166**	0	87	5	1	**93**	**289**
7:00AM	2	0	12	0	**14**	14	1	4	0	**19**	2	114	1	0	**117**	2	46	2	1	**51**	**201**
7:15AM	0	1	16	0	**17**	23	0	13	0	**36**	2	111	0	0	**113**	0	70	2	1	**73**	**239**
7:30AM	7	0	13	0	**20**	18	1	19	0	**38**	4	110	1	0	**115**	1	89	7	0	**97**	**270**
Total	9	2	46	0	**57**	73	3	41	0	**117**	10	498	3	0	**511**	3	292	16	3	**314**	**999**
% Approach	15.8%	3.5%	80.7%	0%	**-**	62.4%	2.6%	35.0%	0%	**-**	2.0%	97.5%	0.6%	0%	**-**	1.0%	93.0%	5.1%	1.0%	**-**	-
% Total	0.9%	0.2%	4.6%	0%	**5.7%**	7.3%	0.3%	4.1%	0%	**11.7%**	1.0%	49.8%	0.3%	0%	**51.2%**	0.3%	29.2%	1.6%	0.3%	**31.4%**	-
PHF	0.321	0.500	0.719	-	**0.713**	0.793	0.750	0.539	-	**0.770**	0.625	0.764	0.750	-	**0.770**	0.375	0.820	0.571	0.750	**0.809**	0.864
Lights and Motorcycles	9	2	43	0	**54**	72	3	40	0	**115**	10	468	2	0	**480**	3	288	15	3	**309**	958
% Lights and Motorcycles	100%	100%	93.5%	0%	**94.7%**	98.6%	100%	97.6%	0%	**98.3%**	100%	94.0%	66.7%	0%	**93.9%**	100%	98.6%	93.8%	100%	**98.4%**	95.9%
Heavy	0	0	3	0	**3**	1	0	1	0	**2**	0	30	1	0	**31**	0	4	1	0	**5**	41
% Heavy	0%	0%	6.5%	0%	**5.3%**	1.4%	0%	2.4%	0%	**1.7%**	0%	6.0%	33.3%	0%	**6.1%**	0%	1.4%	6.3%	0%	**1.6%**	4.1%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MECKLENBURG DR - TMC
Thu Feb 20, 2025
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1270786, Location: 39.693405, -86.430398

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



US 40 & MECKLENBURG DR - TMC

Thu Feb 20, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1270786, Location: 39.693405, -86.430398

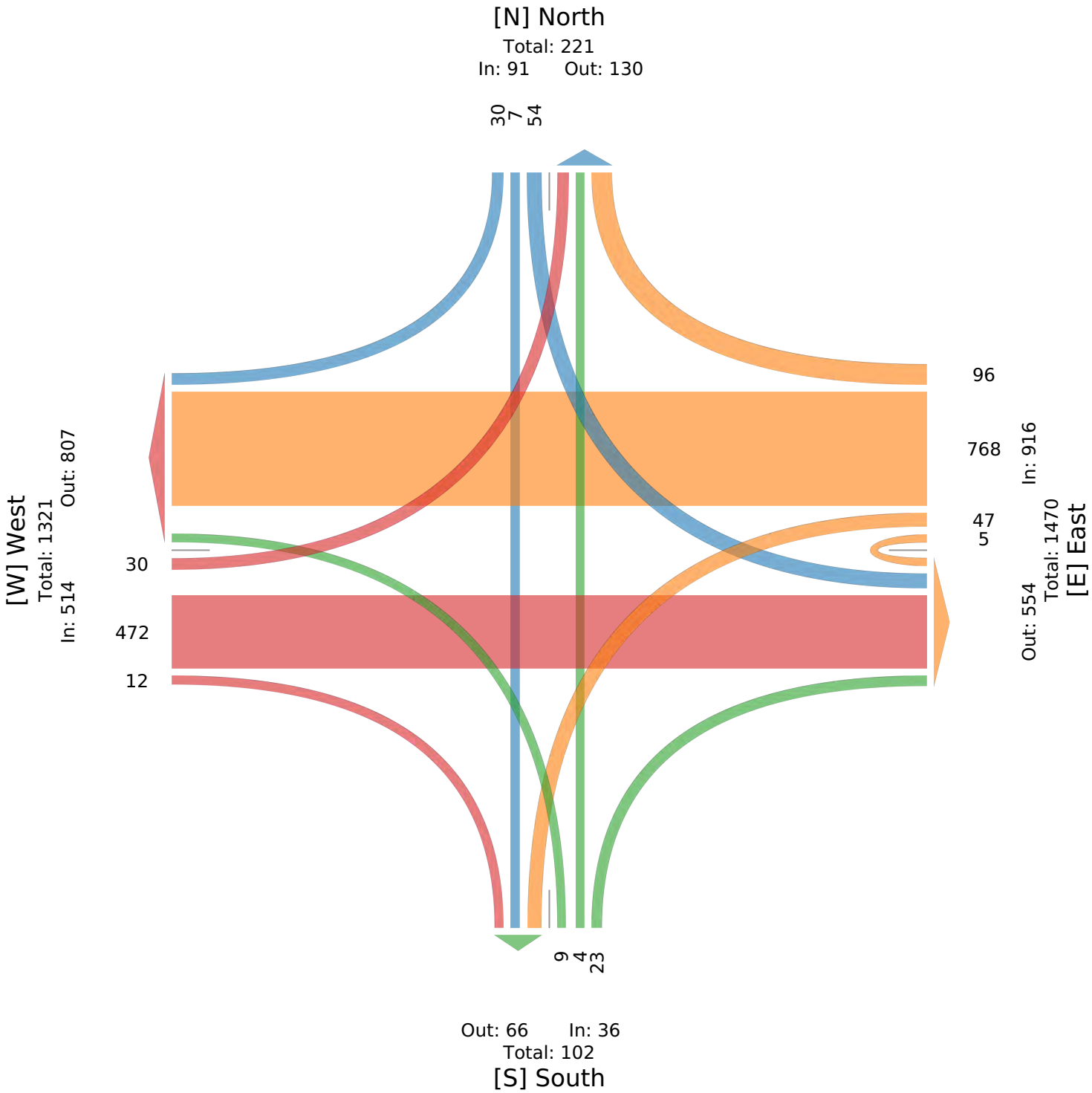
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

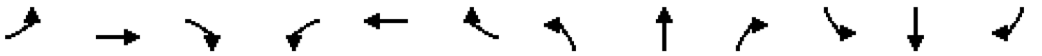
Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-02-20 4:00PM	4	0	5	0	**9**	16	4	10	0	**30**	8	124	4	0	**136**	9	187	25	1	**222**	**397**
4:15PM	1	1	8	0	**10**	11	0	5	0	**16**	7	106	3	0	**116**	14	212	24	1	**251**	**393**
4:30PM	2	1	7	0	**10**	8	1	8	0	**17**	4	101	4	0	**109**	10	195	18	1	**224**	**360**
4:45PM	2	2	3	0	**7**	19	2	7	0	**28**	11	141	1	0	**153**	14	174	29	2	**219**	**407**
Total	9	4	23	0	**36**	54	7	30	0	**91**	30	472	12	0	**514**	47	768	96	5	**916**	**1557**
% Approach	25.0%	11.1%	63.9%	0%	**-**	59.3%	7.7%	33.0%	0%	**-**	5.8%	91.8%	2.3%	0%	**-**	5.1%	83.8%	10.5%	0.5%	**-**	-
% Total	0.6%	0.3%	1.5%	0%	**2.3%**	3.5%	0.4%	1.9%	0%	**5.8%**	1.9%	30.3%	0.8%	0%	**33.0%**	3.0%	49.3%	6.2%	0.3%	**58.8%**	-
PHF	0.563	0.500	0.719	-	**0.900**	0.711	0.438	0.750	-	**0.758**	0.682	0.837	0.750	-	**0.840**	0.839	0.906	0.828	0.625	**0.912**	0.956
Lights and Motorcycles	9	4	21	0	**34**	54	7	28	0	**89**	29	460	12	0	**501**	47	754	94	5	**900**	1524
% Lights and Motorcycles	100%	100%	91.3%	0%	**94.4%**	100%	100%	93.3%	0%	**97.8%**	96.7%	97.5%	100%	0%	**97.5%**	100%	98.2%	97.9%	100%	**98.3%**	97.9%
Heavy	0	0	2	0	**2**	0	0	2	0	**2**	1	12	0	0	**13**	0	14	2	0	**16**	33
% Heavy	0%	0%	8.7%	0%	**5.6%**	0%	0%	6.7%	0%	**2.2%**	3.3%	2.5%	0%	0%	**2.5%**	0%	1.8%	2.1%	0%	**1.7%**	2.1%

*L: Left, R: Right, T: Thru, U: U-Turn

US 40 & MECKLENBURG DR - TMC
Thu Feb 20, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1270786, Location: 39.693405, -86.430398

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US





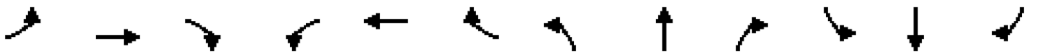
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	498	3	3	292	16	9	2	46	73	3	41
Future Volume (veh/h)	10	498	3	3	292	16	9	2	46	73	3	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1411	1900	1885	1811	1900	1900	1796	1885	1900	1870
Adj Flow Rate, veh/h	12	579	3	3	340	19	10	2	53	87	0	48
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	6	33	0	1	6	0	0	7	1	0	2
Cap, veh/h	104	1264	7	104	1290	553	175	35	175	414	0	183
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.12	0.12	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1810	3510	18	1810	3582	1535	1520	304	1522	3591	0	1585
Grp Volume(v), veh/h	12	284	298	3	340	19	12	0	53	87	0	48
Grp Sat Flow(s),veh/h/ln	1810	1721	1808	1810	1791	1535	1824	0	1522	1795	0	1585
Q Serve(g_s), s	0.4	8.8	8.8	0.1	4.7	0.6	0.4	0.0	2.2	1.5	0.0	1.9
Cycle Q Clear(g_c), s	0.4	8.8	8.8	0.1	4.7	0.6	0.4	0.0	2.2	1.5	0.0	1.9
Prop In Lane	1.00		0.01	1.00		1.00	0.83		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	620	651	104	1290	553	210	0	175	414	0	183
V/C Ratio(X)	0.12	0.46	0.46	0.03	0.26	0.03	0.06	0.00	0.30	0.21	0.00	0.26
Avail Cap(c_a), veh/h	159	855	899	159	1781	763	263	0	219	517	0	228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	17.0	17.0	30.9	15.7	14.4	27.3	0.0	28.1	27.8	0.0	28.0
Incr Delay (d2), s/veh	0.5	0.5	0.5	0.1	0.1	0.0	0.1	0.0	1.0	0.2	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.1	3.3	0.0	1.7	0.2	0.2	0.0	0.8	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	17.5	17.5	31.0	15.8	14.4	27.5	0.0	29.1	28.1	0.0	28.8
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		594			362			65			135	
Approach Delay, s/veh		17.8			15.9			28.8			28.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	31.5		14.0	9.9	31.5		14.0				
Change Period (Y+Rc), s	5.9	6.5		6.0	5.9	6.5		6.0				
Max Green Setting (Gmax), s	6.1	34.5		10.0	6.1	34.5		10.0				
Max Q Clear Time (g_c+I1), s	2.1	10.8		3.9	2.4	6.7		4.2				
Green Ext Time (p_c), s	0.0	3.3		0.2	0.0	2.2		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.0	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



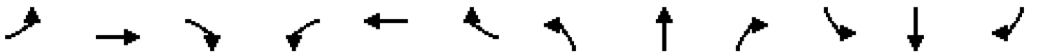
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	472	12	47	768	96	9	4	23	54	7	30
Future Volume (veh/h)	30	472	12	47	768	96	9	4	23	54	7	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1870	1870	1900	1900	1767	1900	1900	1796
Adj Flow Rate, veh/h	31	492	12	49	800	100	9	4	24	61	0	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	0	0	2	2	0	0	9	0	0	7
Cap, veh/h	102	1267	31	104	1280	571	147	65	173	417	0	175
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.12	0.12	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1767	3517	86	1810	3554	1585	1271	565	1497	3619	0	1522
Grp Volume(v), veh/h	31	246	258	49	800	100	13	0	24	61	0	31
Grp Sat Flow(s),veh/h/ln	1767	1763	1840	1810	1777	1585	1836	0	1497	1810	0	1522
Q Serve(g_s), s	1.2	7.2	7.2	1.8	12.9	3.0	0.4	0.0	1.0	1.1	0.0	1.3
Cycle Q Clear(g_c), s	1.2	7.2	7.2	1.8	12.9	3.0	0.4	0.0	1.0	1.1	0.0	1.3
Prop In Lane	1.00		0.05	1.00		1.00	0.69		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	635	663	104	1280	571	212	0	173	417	0	175
V/C Ratio(X)	0.30	0.39	0.39	0.47	0.62	0.18	0.06	0.00	0.14	0.15	0.00	0.18
Avail Cap(c_a), veh/h	181	902	941	211	1869	834	212	0	173	469	0	197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	16.5	16.5	31.7	18.3	15.2	27.4	0.0	27.6	27.6	0.0	27.7
Incr Delay (d2), s/veh	1.7	0.4	0.4	3.3	0.5	0.1	0.1	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	2.8	0.8	4.7	1.0	0.2	0.0	0.4	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	16.9	16.9	34.9	18.8	15.3	27.5	0.0	28.0	27.8	0.0	28.2
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		535			949			37			92	
Approach Delay, s/veh		17.8			19.3			27.8			27.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	31.5		14.0	9.9	31.5		14.0				
Change Period (Y+Rc), s	5.9	6.5		6.0	5.9	6.5		6.0				
Max Green Setting (Gmax), s	8.1	35.5		9.0	7.1	36.5		8.0				
Max Q Clear Time (g_c+I1), s	3.8	9.2		3.3	3.2	14.9		3.0				
Green Ext Time (p_c), s	0.0	2.9		0.1	0.0	5.7		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.5	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



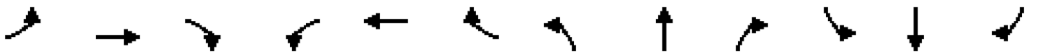
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	525	3	3	308	17	9	2	49	77	3	43
Future Volume (veh/h)	11	525	3	3	308	17	9	2	49	77	3	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1411	1900	1885	1811	1900	1900	1796	1885	1900	1870
Adj Flow Rate, veh/h	13	610	3	3	358	20	10	2	57	92	0	50
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	6	33	0	1	6	0	0	7	1	0	2
Cap, veh/h	104	1265	6	104	1290	553	175	35	175	414	0	183
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.12	0.12	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1810	3511	17	1810	3582	1535	1520	304	1522	3591	0	1585
Grp Volume(v), veh/h	13	299	314	3	358	20	12	0	57	92	0	50
Grp Sat Flow(s),veh/h/ln	1810	1721	1808	1810	1791	1535	1824	0	1522	1795	0	1585
Q Serve(g_s), s	0.5	9.3	9.3	0.1	4.9	0.6	0.4	0.0	2.4	1.6	0.0	2.0
Cycle Q Clear(g_c), s	0.5	9.3	9.3	0.1	4.9	0.6	0.4	0.0	2.4	1.6	0.0	2.0
Prop In Lane	1.00		0.01	1.00		1.00	0.83		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	620	651	104	1290	553	210	0	175	414	0	183
V/C Ratio(X)	0.12	0.48	0.48	0.03	0.28	0.04	0.06	0.00	0.32	0.22	0.00	0.27
Avail Cap(c_a), veh/h	159	855	899	159	1781	763	263	0	219	517	0	228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	17.2	17.2	30.9	15.8	14.4	27.3	0.0	28.2	27.9	0.0	28.0
Incr Delay (d2), s/veh	0.5	0.6	0.6	0.1	0.1	0.0	0.1	0.0	1.1	0.3	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.3	3.5	0.0	1.8	0.2	0.2	0.0	0.9	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.6	17.8	17.7	31.0	15.9	14.4	27.5	0.0	29.3	28.1	0.0	28.8
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		626			381			69			142	
Approach Delay, s/veh		18.0			15.9			29.0			28.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	31.5		14.0	9.9	31.5		14.0				
Change Period (Y+Rc), s	5.9	6.5		6.0	5.9	6.5		6.0				
Max Green Setting (Gmax), s	6.1	34.5		10.0	6.1	34.5		10.0				
Max Q Clear Time (g_c+I1), s	2.1	11.3		4.0	2.5	6.9		4.4				
Green Ext Time (p_c), s	0.0	3.5		0.2	0.0	2.3		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.2	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



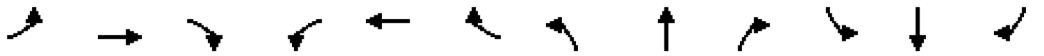
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	498	13	50	810	101	9	4	24	57	7	32
Future Volume (veh/h)	32	498	13	50	810	101	9	4	24	57	7	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1870	1870	1900	1900	1767	1900	1900	1796
Adj Flow Rate, veh/h	33	519	14	52	844	105	9	4	25	64	0	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	0	0	2	2	0	0	9	0	0	7
Cap, veh/h	102	1263	34	104	1280	571	147	65	173	417	0	175
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.12	0.12	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1767	3507	95	1810	3554	1585	1271	565	1497	3619	0	1522
Grp Volume(v), veh/h	33	261	272	52	844	105	13	0	25	64	0	33
Grp Sat Flow(s),veh/h/ln	1767	1763	1839	1810	1777	1585	1836	0	1497	1810	0	1522
Q Serve(g_s), s	1.2	7.7	7.7	1.9	13.8	3.1	0.4	0.0	1.0	1.1	0.0	1.4
Cycle Q Clear(g_c), s	1.2	7.7	7.7	1.9	13.8	3.1	0.4	0.0	1.0	1.1	0.0	1.4
Prop In Lane	1.00		0.05	1.00		1.00	0.69		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	635	662	104	1280	571	212	0	173	417	0	175
V/C Ratio(X)	0.32	0.41	0.41	0.50	0.66	0.18	0.06	0.00	0.14	0.15	0.00	0.19
Avail Cap(c_a), veh/h	181	927	967	211	1920	856	212	0	173	417	0	175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	16.7	16.7	31.7	18.6	15.2	27.4	0.0	27.6	27.7	0.0	27.8
Incr Delay (d2), s/veh	1.8	0.4	0.4	3.6	0.6	0.2	0.1	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.8	3.0	0.9	5.1	1.0	0.2	0.0	0.4	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.2	17.1	17.1	35.4	19.2	15.4	27.5	0.0	28.0	27.8	0.0	28.3
LnGrp LOS	C	B	B	D	B	B	C		C	C		C
Approach Vol, veh/h		566			1001			38			97	
Approach Delay, s/veh		18.0			19.6			27.8			28.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	31.5		14.0	9.9	31.5		14.0				
Change Period (Y+Rc), s	5.9	6.5		6.0	5.9	6.5		6.0				
Max Green Setting (Gmax), s	8.1	36.5		8.0	7.1	37.5		8.0				
Max Q Clear Time (g_c+I1), s	3.9	9.7		3.4	3.2	15.8		3.0				
Green Ext Time (p_c), s	0.0	3.1		0.1	0.0	6.1		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		19.8	
HCM 7th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.



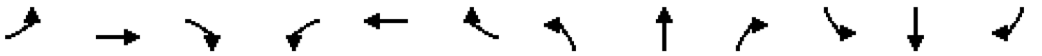
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	622	3	3	341	17	9	2	49	77	3	43
Future Volume (veh/h)	11	622	3	3	341	17	9	2	49	77	3	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1411	1900	1885	1811	1900	1900	1796	1885	1900	1870
Adj Flow Rate, veh/h	13	723	3	3	397	20	10	2	57	92	0	50
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	6	33	0	1	6	0	0	7	1	0	2
Cap, veh/h	104	1266	5	104	1290	553	175	35	175	414	0	183
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.12	0.12	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1810	3514	15	1810	3582	1535	1520	304	1522	3591	0	1585
Grp Volume(v), veh/h	13	354	372	3	397	20	12	0	57	92	0	50
Grp Sat Flow(s),veh/h/ln	1810	1721	1808	1810	1791	1535	1824	0	1522	1795	0	1585
Q Serve(g_s), s	0.5	11.5	11.5	0.1	5.5	0.6	0.4	0.0	2.4	1.6	0.0	2.0
Cycle Q Clear(g_c), s	0.5	11.5	11.5	0.1	5.5	0.6	0.4	0.0	2.4	1.6	0.0	2.0
Prop In Lane	1.00		0.01	1.00		1.00	0.83		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	620	651	104	1290	553	210	0	175	414	0	183
V/C Ratio(X)	0.12	0.57	0.57	0.03	0.31	0.04	0.06	0.00	0.32	0.22	0.00	0.27
Avail Cap(c_a), veh/h	133	880	925	133	1832	785	263	0	219	517	0	228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	17.9	17.9	30.9	16.0	14.4	27.3	0.0	28.2	27.9	0.0	28.0
Incr Delay (d2), s/veh	0.5	0.8	0.8	0.1	0.1	0.0	0.1	0.0	1.1	0.3	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.1	4.3	0.0	2.0	0.2	0.2	0.0	0.9	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.6	18.7	18.7	31.0	16.1	14.4	27.5	0.0	29.3	28.1	0.0	28.8
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		739			420			69			142	
Approach Delay, s/veh		18.9			16.1			29.0			28.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	31.5		14.0	9.9	31.5		14.0				
Change Period (Y+Rc), s	5.9	6.5		6.0	5.9	6.5		6.0				
Max Green Setting (Gmax), s	5.1	35.5		10.0	5.1	35.5		10.0				
Max Q Clear Time (g_c+I1), s	2.1	13.5		4.0	2.5	7.5		4.4				
Green Ext Time (p_c), s	0.0	4.2		0.2	0.0	2.6		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.6	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	565	13	50	924	101	9	4	24	57	7	32
Future Volume (veh/h)	32	565	13	50	924	101	9	4	24	57	7	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1870	1870	1900	1900	1767	1900	1900	1796
Adj Flow Rate, veh/h	33	589	14	52	962	105	9	4	25	64	0	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	0	0	2	2	0	0	9	0	0	7
Cap, veh/h	101	1278	30	104	1290	575	146	65	172	415	0	175
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1767	3520	84	1810	3554	1585	1271	565	1497	3619	0	1522
Grp Volume(v), veh/h	33	295	308	52	962	105	13	0	25	64	0	33
Grp Sat Flow(s),veh/h/ln	1767	1763	1840	1810	1777	1585	1836	0	1497	1810	0	1522
Q Serve(g_s), s	1.3	8.9	8.9	1.9	16.5	3.1	0.4	0.0	1.0	1.1	0.0	1.4
Cycle Q Clear(g_c), s	1.3	8.9	8.9	1.9	16.5	3.1	0.4	0.0	1.0	1.1	0.0	1.4
Prop In Lane	1.00		0.05	1.00		1.00	0.69		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	640	668	104	1290	575	211	0	172	415	0	175
V/C Ratio(X)	0.33	0.46	0.46	0.50	0.75	0.18	0.06	0.00	0.15	0.15	0.00	0.19
Avail Cap(c_a), veh/h	155	948	990	184	1963	875	211	0	172	415	0	175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	17.0	17.0	31.9	19.4	15.1	27.5	0.0	27.8	27.8	0.0	27.9
Incr Delay (d2), s/veh	1.8	0.5	0.5	3.7	0.9	0.2	0.1	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.3	3.4	0.9	6.1	1.0	0.2	0.0	0.4	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.4	17.5	17.5	35.6	20.3	15.3	27.6	0.0	28.2	28.0	0.0	28.4
LnGrp LOS	C	B	B	D	C	B	C		C	C		C
Approach Vol, veh/h		636			1119			38			97	
Approach Delay, s/veh		18.3			20.5			28.0			28.1	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	31.8		14.0	9.9	31.8		14.0				
Change Period (Y+Rc), s	5.9	6.5		6.0	5.9	6.5		6.0				
Max Green Setting (Gmax), s	7.1	37.5		8.0	6.1	38.5		8.0				
Max Q Clear Time (g_c+I1), s	3.9	10.9		3.4	3.3	18.5		3.0				
Green Ext Time (p_c), s	0.0	3.5		0.1	0.0	6.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			20.3									
HCM 7th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

US 40 & PROPOSED WEST ACCESS DRIVE

TURN LANE WARRANTS
CAPACITY ANALYSIS

Total Approach Volume	Right-Turn Volume
0	90
500	90
1200	40
1600	40

AM Peak Hour Traffic Volume Input		PM Peak Hour Traffic Volume Input	
Total Approach Volume	667	Total Approach Volume	638
Right-Turn Volume	10	Right-Turn Volume	34
WARRANTED?	NO	WARRANTED?	NO

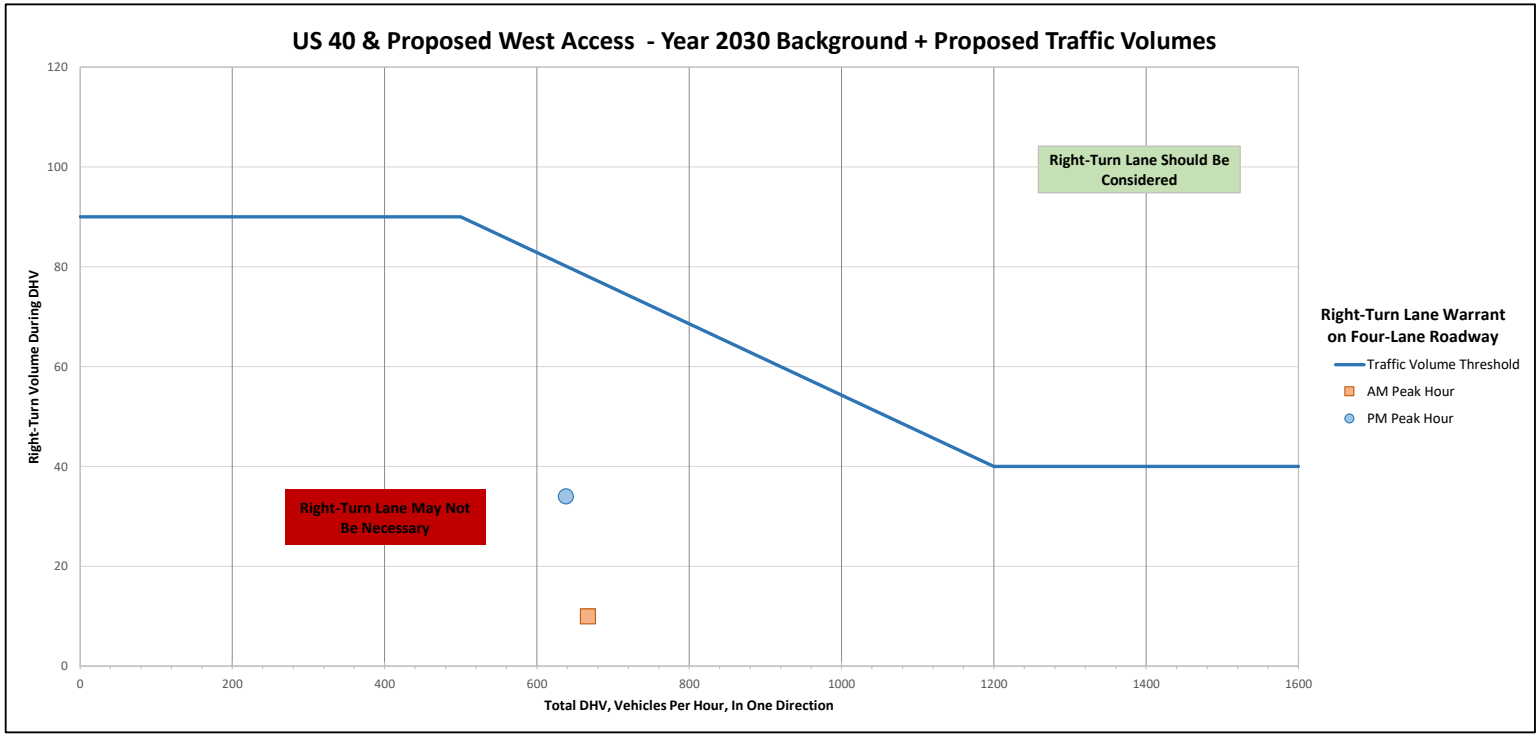


Figure is only applicable on highways with a design speed of 80 km/h (50 mph) or greater. For speeds less than 80 km/h (50 mph) , see Section 18 (b.c).

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	657	10	6	389	0	29	0	18	0	0	0
Future Vol, veh/h	0	657	10	6	389	0	29	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	714	11	7	423	0	32	0	20	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	725	0	0	944	1155	362	793	1161	211
Stage 1	-	-	-	-	-	-	720	720	-	436	436	-
Stage 2	-	-	-	-	-	-	224	436	-	357	725	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	874	-	-	217	195	634	279	194	794
Stage 1	0	-	-	-	-	-	385	431	-	569	578	-
Stage 2	0	-	-	-	-	-	758	578	-	633	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	874	-	-	215	194	634	269	192	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	194	-	269	192	-
Stage 1	-	-	-	-	-	-	385	431	-	565	574	-
Stage 2	-	-	-	-	-	-	752	574	-	614	428	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.14	20.17	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	288	-	-	874	-	-	-
HCM Lane V/C Ratio	0.177	-	-	0.007	-	-	-
HCM Ctrl Dly (s/v)	20.2	-	-	9.2	-	-	0
HCM Lane LOS	C	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	8	124	3	11	217	87	2	0	6	51	0	5
Future Vol, veh/h	8	124	3	11	217	87	2	0	6	51	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	135	3	12	236	95	2	0	7	55	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	138	0	0	414	508	136	412	415	236
Stage 1	-	-	-	-	-	-	154	154	-	260	260	-
Stage 2	-	-	-	-	-	-	260	354	-	152	155	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1229	-	-	1446	-	-	549	468	912	550	528	803
Stage 1	-	-	-	-	-	-	849	770	-	745	693	-
Stage 2	-	-	-	-	-	-	745	630	-	850	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1229	-	-	1446	-	-	536	459	912	537	518	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	536	459	-	537	518	-
Stage 1	-	-	-	-	-	-	842	764	-	737	686	-
Stage 2	-	-	-	-	-	-	732	624	-	838	763	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.47	0.26	9.69	12.31
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	776	106	-	-	87	-	-	553
HCM Lane V/C Ratio	0.011	0.007	-	-	0.008	-	-	0.11
HCM Ctrl Dly (s/v)	9.7	7.9	0	-	7.5	0	-	12.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

US 40 & PROPOSED EAST RI/RO ACCESS DRIVE

TURN LANE WARRANTS
CAPACITY ANALYSIS

Total Approach Volume	Right-Turn Volume
0	90
500	90
1200	40
1600	40

AM Peak Hour Traffic Volume Input		PM Peak Hour Traffic Volume Input	
Total Approach Volume	675	Total Approach Volume	616
Right-Turn Volume	2	Right-Turn Volume	8
WARRANTED?	NO	WARRANTED?	NO

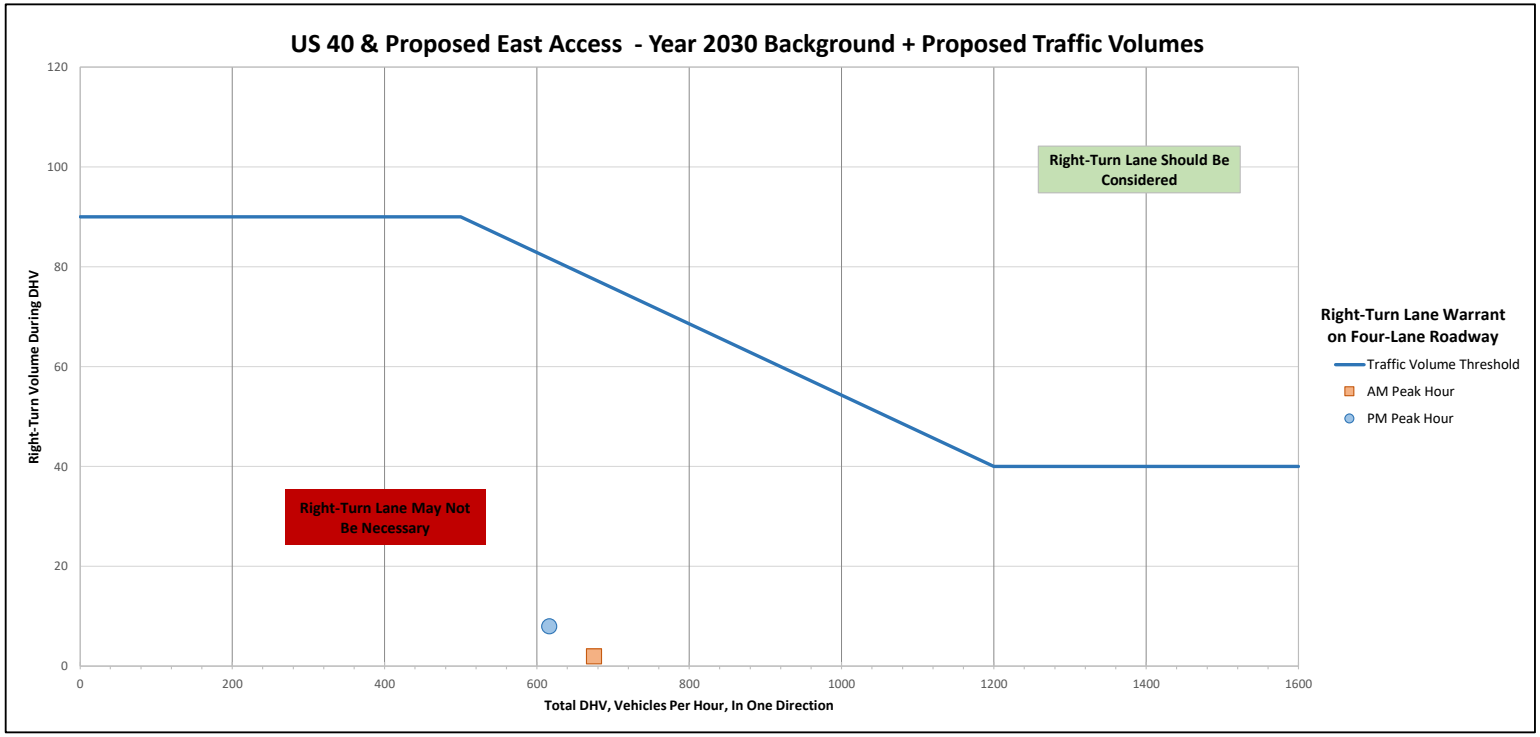


Figure is only applicable on highways with a design speed of 80 km/h (50 mph) or greater. For speeds less than 80 km/h (50 mph) , see Section 18 (b.c).

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	673	2	27	388	7	79
Future Vol, veh/h	673	2	27	388	7	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	732	2	29	422	8	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	734	0	1002	367
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	867	-	239	630
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	231	630
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.6	12.84
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	552	-	-	867	-
HCM Lane V/C Ratio	0.169	-	-	0.034	-
HCM Ctrl Dly (s/v)	12.8	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	604	34	21	880	0	20	0	12	0	0	0
Future Vol, veh/h	0	604	34	21	880	0	20	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	657	37	23	957	0	22	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	693	0	0	1199	1677	347	1330	1696	478
Stage 1	-	-	-	-	-	-	675	675	-	1002	1002	-
Stage 2	-	-	-	-	-	-	524	1002	-	328	693	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	898	-	-	141	94	649	113	92	533
Stage 1	0	-	-	-	-	-	410	451	-	260	318	-
Stage 2	0	-	-	-	-	-	505	318	-	659	443	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	898	-	-	137	92	649	108	89	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	92	-	108	89	-
Stage 1	-	-	-	-	-	-	410	451	-	253	310	-
Stage 2	-	-	-	-	-	-	492	310	-	645	443	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.21	27.42	0
HCM LOS			D	A

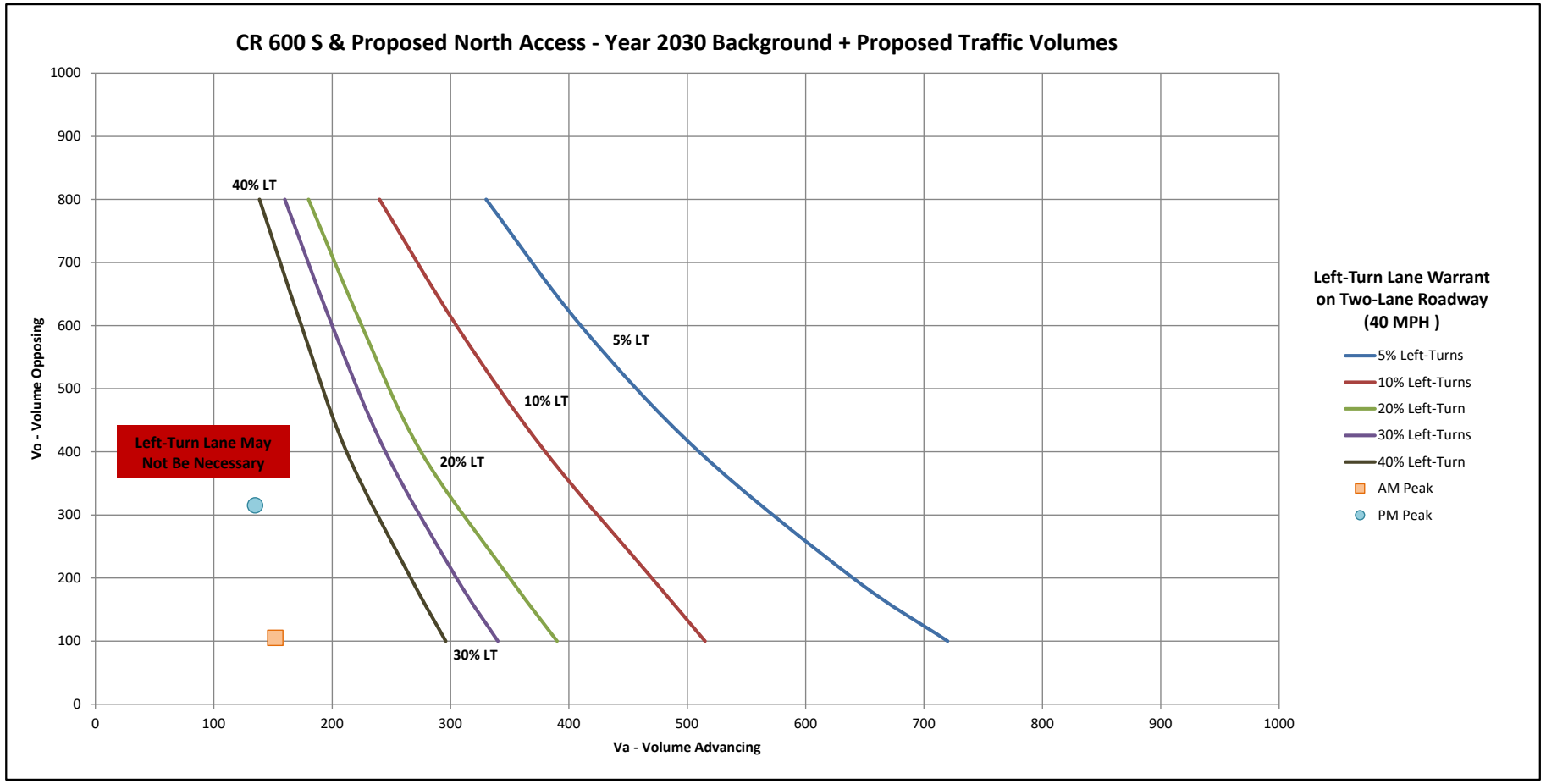
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	195	-	-	898	-	-	-
HCM Lane V/C Ratio	0.178	-	-	0.025	-	-	-
HCM Ctrl Dly (s/v)	27.4	-	-	9.1	-	-	0
HCM Lane LOS	D	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-	-	-

CR 600 S & PROPOSED NORTH/SOUTH ACCESS DRIVE

TURN LANE WARRANTS
CAPACITY ANALYSIS

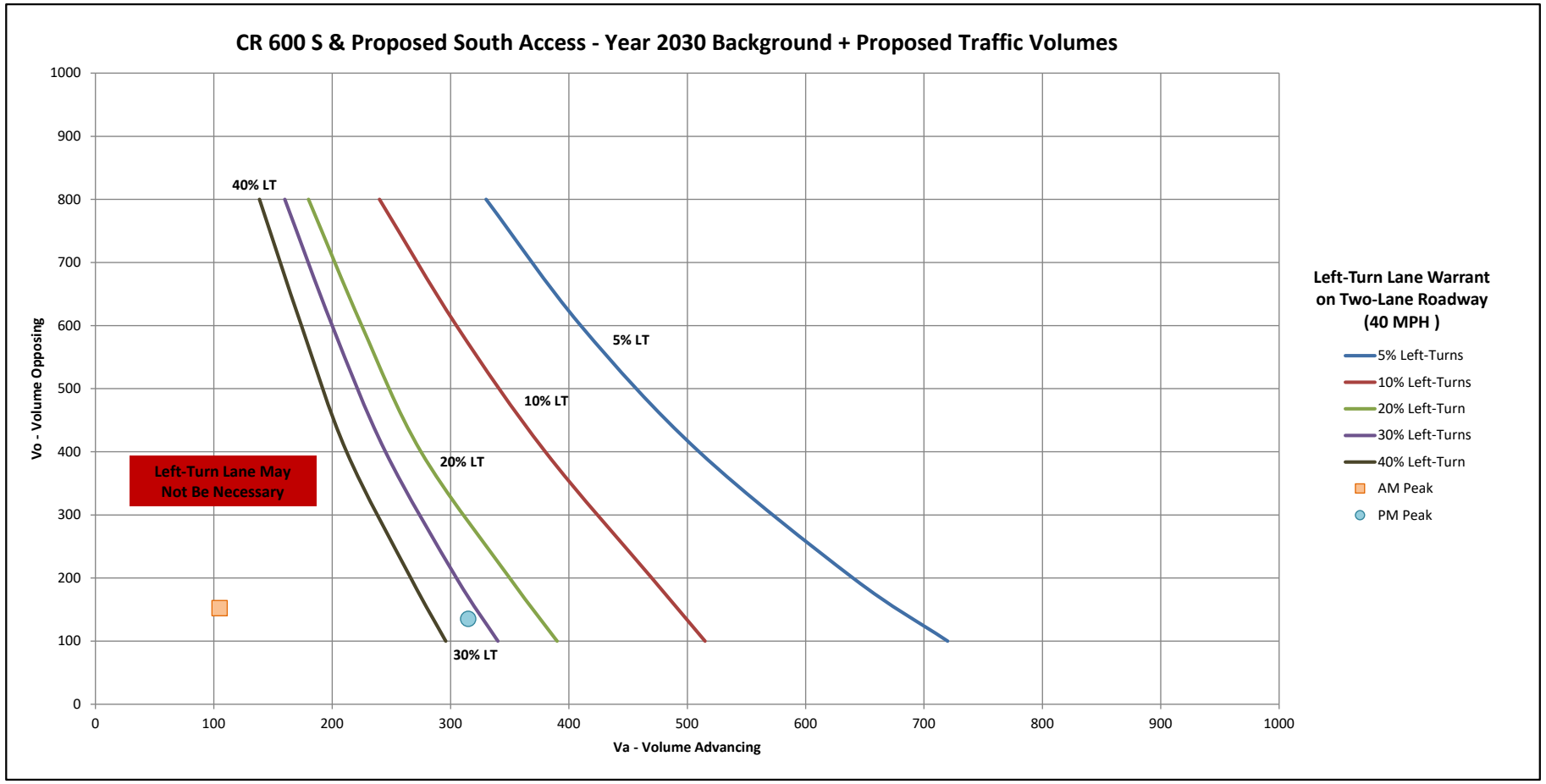
Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)							
		5% Left Turns	10% Left Turns	15% Left Turns	20% Left Turns	25% Left Turns	30% Left Turns	35% Left Turns	40% Left Turns
40	800	330	240	207	180	168	160	146	139
	600	410	305	260	225	211	200	184	174
	400	510	380	320	275	258	245	224	212
	200	640	470	401	350	324	305	282	266
	100	720	515	446	390	360	340	313	296

AM Peak Hour Traffic Volume Input		PM Peak Hour Traffic Volume Input	
Advancing Volume (Va)	152	Advancing Volume (Va)	135
Opposing Volume (Vo)	105	Opposing Volume (Vo)	315
Left-Turn Volume	2	Left-Turn Volume	8
% Left-Turn	1%	% Left-Turn	6%
WARRANTED?	NO	WARRANTED?	NO



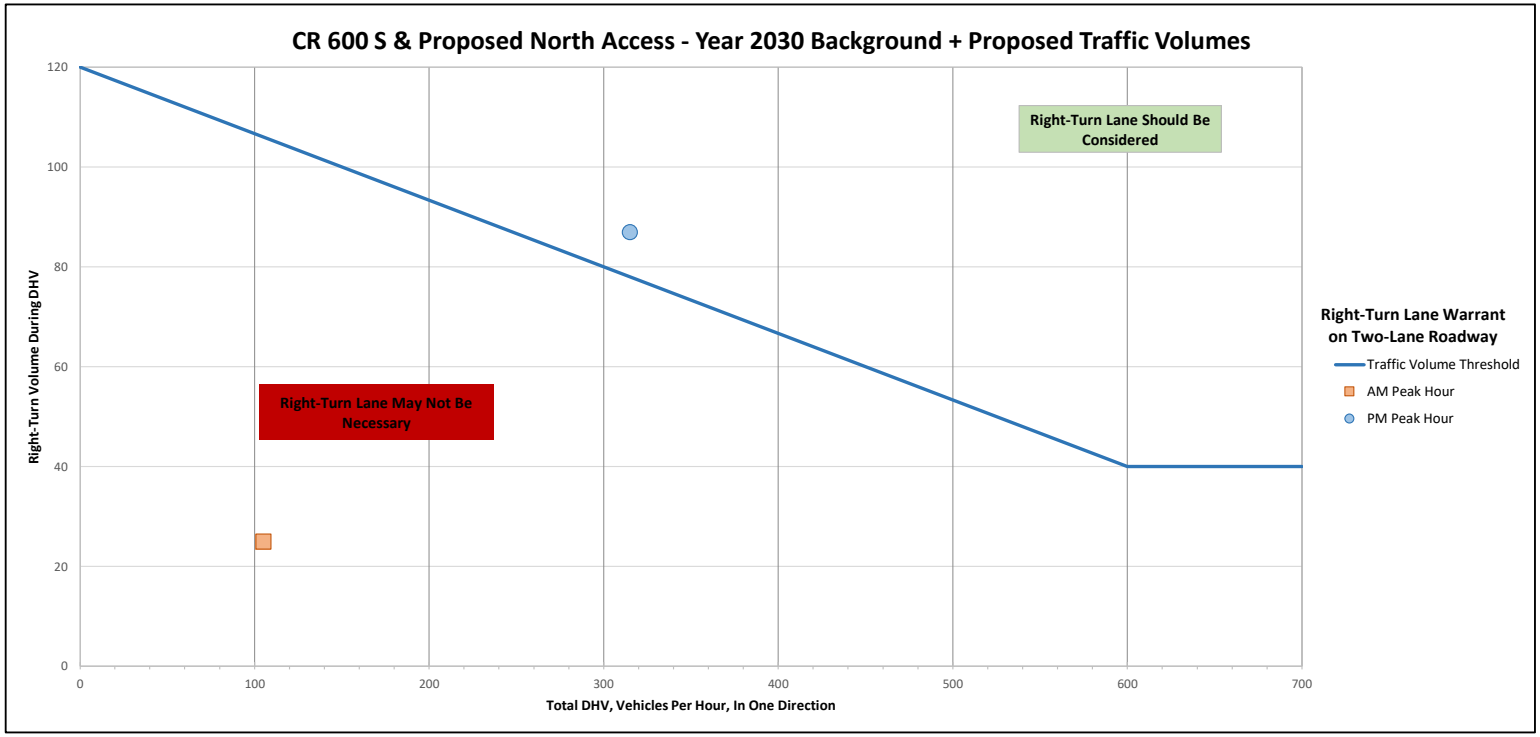
Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)							
		5% Left Turns	10% Left Turns	15% Left Turns	20% Left Turns	25% Left Turns	30% Left Turns	35% Left Turns	40% Left Turns
40	800	330	240	207	180	168	160	146	139
	600	410	305	260	225	211	200	184	174
	400	510	380	320	275	258	245	224	212
	200	640	470	401	350	324	305	282	266
	100	720	515	446	390	360	340	313	296

AM Peak Hour Traffic Volume Input		PM Peak Hour Traffic Volume Input	
Advancing Volume (Va)	105	Advancing Volume (Va)	315
Opposing Volume (Vo)	152	Opposing Volume (Vo)	135
Left-Turn Volume	3	Left-Turn Volume	11
% Left-Turn	3%	% Left-Turn	3%
WARRANTED?	NO	WARRANTED?	NO



Total Approach Volume	Right-Turn Volume
0	120
600	40
700	40

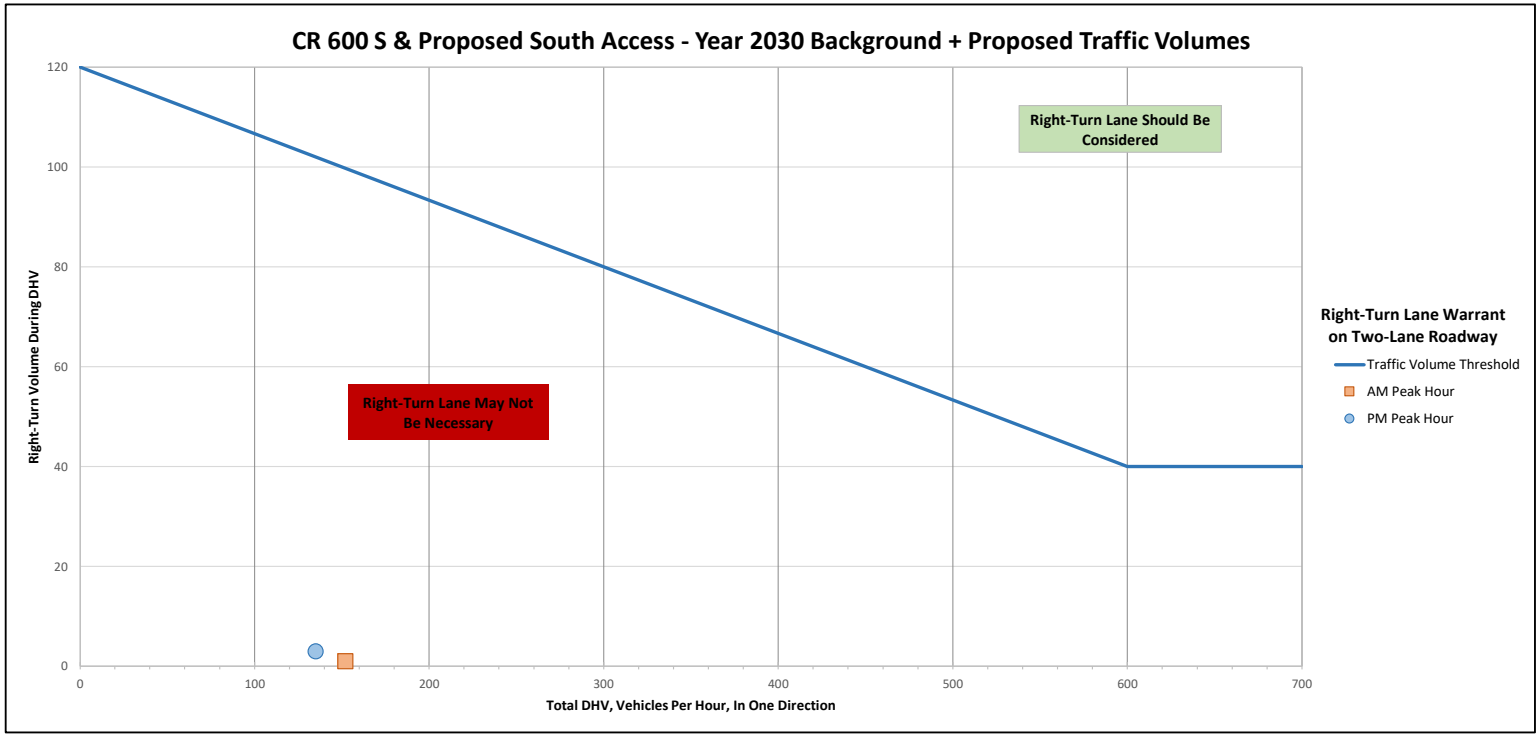
AM Peak Hour Traffic Volume Input		PM Peak Hour Traffic Volume Input	
Total Approach Volume	105	Total Approach Volume	315
Right-Turn Volume	25	Right-Turn Volume	87
WARRANTED?	NO	WARRANTED?	YES



NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20

Total Approach Volume	Right-Turn Volume
0	120
600	40
700	40

AM Peak Hour Traffic Volume Input		PM Peak Hour Traffic Volume Input	
Total Approach Volume	152	Total Approach Volume	135
Right-Turn Volume	1	Right-Turn Volume	3
WARRANTED?	NO	WARRANTED?	NO



NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	149	1	3	77	25	2	0	9	75	0	7
Future Vol, veh/h	2	149	1	3	77	25	2	0	9	75	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	162	1	3	84	27	2	0	10	82	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	163	0	0	257	284	163	257	258	84
Stage 1	-	-	-	-	-	-	167	167	-	90	90	-
Stage 2	-	-	-	-	-	-	90	117	-	166	167	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1479	-	-	1416	-	-	696	625	882	697	647	976
Stage 1	-	-	-	-	-	-	835	760	-	917	820	-
Stage 2	-	-	-	-	-	-	917	798	-	836	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1479	-	-	1416	-	-	688	622	882	686	644	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	622	-	686	644	-
Stage 1	-	-	-	-	-	-	834	759	-	915	818	-
Stage 2	-	-	-	-	-	-	908	797	-	825	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.22	9.35	10.85
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	839	24	-	-	68	-	-	704
HCM Lane V/C Ratio	0.014	0.001	-	-	0.002	-	-	0.127
HCM Ctrl Dly (s/v)	9.4	7.4	0	-	7.5	0	-	10.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	608	8	93	896	5	55
Future Vol, veh/h	608	8	93	896	5	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	661	9	101	974	5	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	670	0	1354	335
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	689	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	916	-	141	661
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	916	-	125	661
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.89	13.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	916	-
HCM Lane V/C Ratio	0.134	-	-	0.11	-
HCM Ctrl Dly (s/v)	13.5	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.4	-