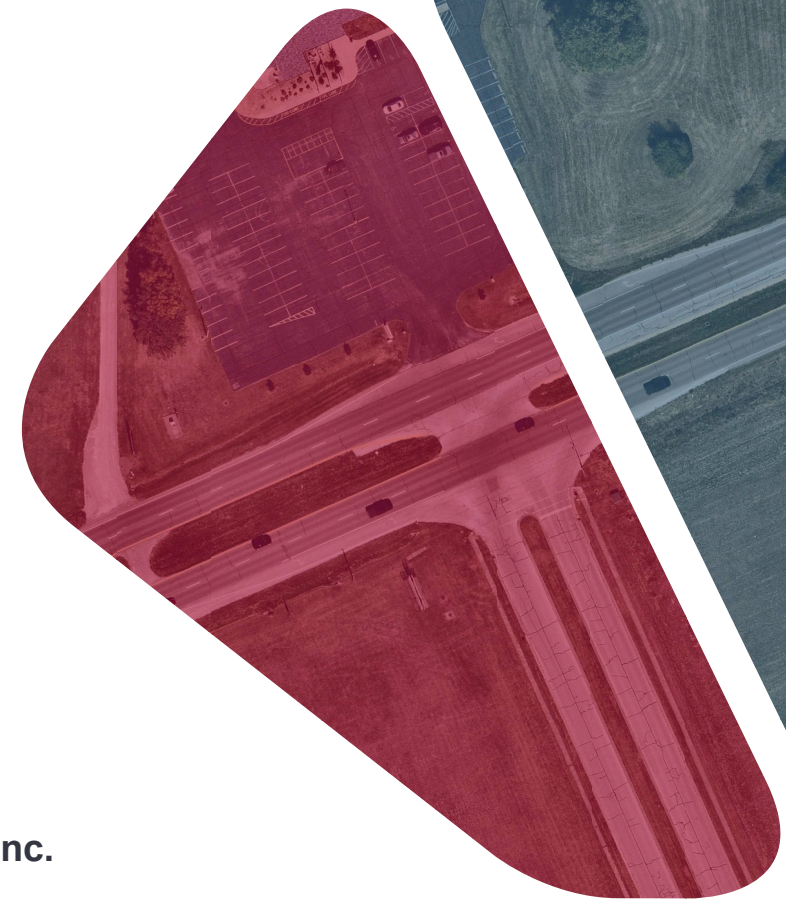
CREW CARWASH

Traffic Impact Study

Plainfield, Indiana

October 2025



Prepared for:

Crew Carwash, Inc.

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) performed a traffic impact study for the proposed Crew Carwash development located south of US 40 (Main Street) and east of Eddy Way in Plainfield, Indiana. The proposed development includes a 5,949 square-foot automated carwash, a 3,000 square-foot coffee shop and a gas station with a 6,300 square-foot convenience store and 10 fueling positions. Access to the proposed site will be provided via a new Access Road that will become the fourth leg to the Main Street and Reese Wholesale Access Drive intersection and will wrap around the southern side of the site through Venura Boulevard to Eddy Way. Access to each development will be provided via full movement driveways along the Access Road. The proposed development is expected to be constructed by Year 2027.

The study evaluates the intersections of Main Street and Eddy Way-Parking Lot Access, Ventura Boulevard and Reese Wholesale Access Drive under Existing Year (2025), Opening Year (2027) No-Build, and Opening Year (2027) Build conditions and the proposed site access driveways utilizing Synchro (Version 12) traffic analysis software. All intersections are projected to operate at acceptable LOS under Opening Year (2027) Build conditions with the exception of the minor street approaches at the Main Street and Eddy Way intersection, it is not uncommon for minor street approaches to operate at higher delay during peak hours. Turn lane warrants, provided in INDOT Design Manual Chapter 46-4.01, were evaluated along Main Street and Reese Wholesale Access Drive-Access Road to determine if a dedicated turn lanes were warranted. Based on the projected future volumes a westbound left-turn lane is warranted and was included in the analysis of future build conditions. Additionally, a signal warrant, per *Manual of Uniform Control Devices (MUTCD),* was evaluated at the Main Street and Reese Wholesale Access Drive-Access Road intersection to determine if a signal is warranted under future conditions with the addition of site traffic. Based on the projected future volumes a traffic signal is warranted and was included in the analysis of future build conditions.

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future conditions, the proposed Access Road and site access driveways for the development and intersection improvements are recommended to be constructed as follows:

- Main Street and Reese Wholesale Access Drive-Access Road
  - Install a traffic signal with protected-permissive phasing for the westbound and northbound left-turn lanes.
  - Construct a westbound left-turn lane.
  - Construct the northbound approach to include one left-turn lane and one shared through/right turn lane.
- Ventura Boulevard and Access Road
  - Construct as a full movement four-leg intersection with minor-leg stop-control along Access Road.
- Eddy Way and Access Road
  - Construct as a full movement three-leg intersection with minor-leg stop-control along Access Road.
- Access Road and Site Driveways
  - Construct as full-movement driveways with one ingress and one egress lane and minor-leg stop-control.

INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Crew Carwash, Inc. to perform a traffic impact study for the proposed Crew Carwash development located south of US 40 (Main Street) and east of Eddy Way in Plainfield, Indiana. The proposed development includes a 5,949 square-foot automated carwash with a 3,000 square-foot coffee shop and a gas station with a 6,300 square-foot convenience store with 10 fueling positions. Access to the proposed site will be provided via a new Access Road that will become the fourth leg to the Main Street at Reese Wholesale Access Drive
intersection and will wrap around the southern side of the site through Ventura Boulevard to Eddy Way. Access to each development will be provided via full movement driveways along the Access Road. The proposed site is shown in **Exhibit 1**.

This report presents and documents the study methodology, summarizes data collection and development traffic characteristics, highlights the evaluation of traffic conditions on the study intersections and roadways, and identifies recommendations to address operational impacts and integrate the proposed development into the surrounding transportation system.

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EXHIBIT 1

SITE LOCATION MAP

EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site and surrounding area to inventory relevant information pertaining to nearby land uses, inventory key transportation system characteristics, and document existing traffic control. This section of the report details information on these existing conditions.

Area Land Uses & Connectivity

The site is currently undeveloped. The surrounding area is comprised of retail developments to the east of the site and residential development to the west, south and north of the site.

Traffic Count Data

Traffic counts were collected on Thursday, September 18, 2025, from 4:00 PM to 6:00 PM and Saturday September 20, 2025, from 11:00 AM to 1:00 PM at the following study intersections:

- Main Street and Eddy Way - Parking Lot Access
- Main Street and Ventura Boulevard
- Main Street and Reese Wholesale Access Drive

Copies of the traffic counts are included in the **Appendix**.

The turning movement counts indicated an evening peak hour from 4:00 PM to 5:00 PM and a Saturday peak hour from 12:00 PM to 1:00 PM. For purposes of the analysis, the peak hour traffic volumes were rounded to the nearest multiple of five. The Existing (2025) traffic counts are illustrated in **Exhibit 2**.

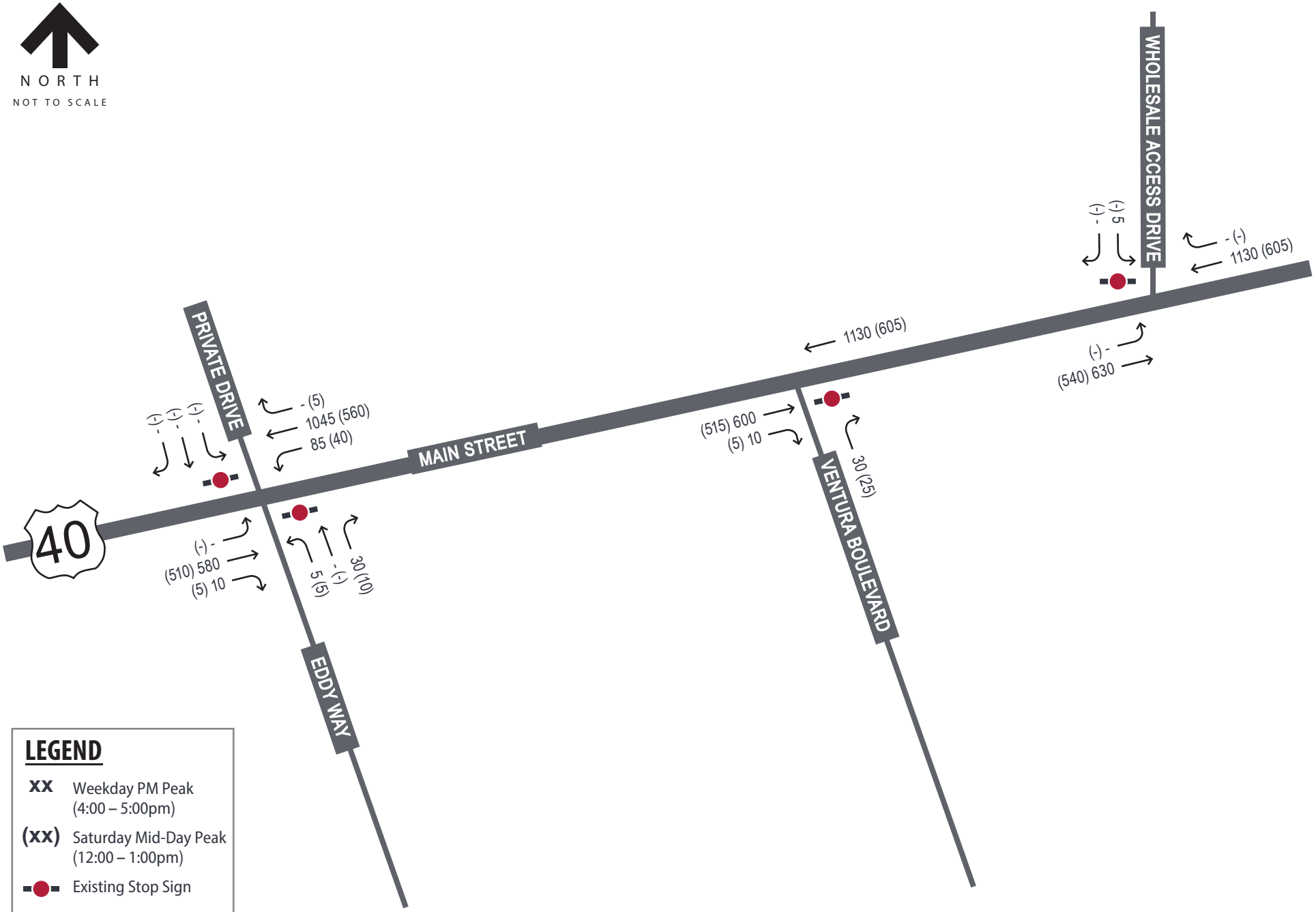

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EXHIBIT 2

EXISTING (2025) TRAFFIC VOLUMES

Existing Capacity Analysis

Per INDOT standards, Synchro capacity software was used to evaluate the existing operational conditions at the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 1**.

Table 1: Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2: Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 7th Edition.
[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersection under the existing conditions. The results of the capacity analysis for the existing conditions are summarized in **Table 3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service.

Additional capacity analysis details for the study intersection are provided in Synchro's HCM 7th Edition summary reports included in the **Appendix**.

Table 3: Existing (2025) Levels of Service

Intersection		Weekday PM Peak Hour		Saturday Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
Main Street and Eddy Way – Parking Lot Access	MLSC				
Eastbound (Left)		11	B	9	A
Westbound (Left)		9	A	9	A
Northbound		16	C	14	B
Southbound		47	E	19	C
Main Street and Ventura Boulevard	MLSC				
Northbound		10+	B	10+	B
Main Street and Reese Wholesale Access Drive	MLSC				
Eastbound (Left)		11	B	9	A
Southbound		34	D	14	B

MLSC -Minor Leg Stop Control Intersection

Under existing conditions, all approaches and movements within the study area operate at LOS D or better during the evening and Saturday peak hours with one exception. During the evening peak hour, the southbound approach at the Main Street and Eddy Way-Parking Lot Access intersection operates at LOS E. It should be noted that it is not uncommon for side street approaches to experience higher delay during peak periods.

Under existing conditions all movements experience a 95th percentile queue length of one vehicle (25 feet) or less and are accommodated within the existing storage lanes.

DEVELOPMENT CHARACTERISTICS

This section of the report outlines key characteristics for the proposed Crew Carwash development and estimates the site's trip generation and distribution on the study area street network during peak hours.

Development Characteristics

The site is currently undeveloped. The surrounding area is comprised of commercial and residential developments. The proposed development would provide a 5,949 square-foot automated carwash, a gas station with an approximate 6,300 square-foot convenience store and 10 fueling positions, and an approximate 3,000 square-foot coffee shop with a drive-through.

The conceptual site plan is included in the **Appendix**.

Trip Generation

To calculate trips generated by the proposed development, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The proposed development was modeled using Land Use Code (LUC) 948 (Automated Car Wash), LUC 945 (Convenience Store / Gas Station) and LUC 937 (Coffee / Donut Shop with Drive-Through Window). The trip generation rates are shown in **Table 4**.

Table 4: ITE Trip Generation Data

ITE Land Use	Units	Weekday	Saturday
		PM Peak Hour	Mid-Day Peak Hour
Automated Car Wash (948)	*Per 1,000 SF*	T = 24.4(X)	T = 32.1(X)
		49% In / 51% Out	50% In / 50% Out
Convenience Store / Gas Station (945)	*Per Fueling Position*	T = 21.08(X)	T = 18.72(X)
		50% In / 50% Out	50% In / 50% Out
Coffee / Donut Shop with Drive-Through Window (937)	*Per 1,000 SF*	T = 39.0(X)	T = 74.24(X)
		50% In / 50% Out	49% In / 51% Out

T = Number of Trips
X = Number of Units

The trip generation for the proposed site is shown in **Table 5**. The site generated trips are expected to follow multiple routing patterns when traveling to and from the subject site, as described below:

- **Primary Trips** – Vehicles that travel to the subject development and then return directly to their place of origin are called "primary trips". Primary trips reflect new traffic volumes generated by the proposed development that would approach and depart on the same route.
- **Pass-By** – Pass-by traffic reflects the travel patterns of motorists who are already traveling on the adjacent study roadways and stop at the site en route to another destination. The pass-by rates listed in the ITE Trip Generation Manual, 12th Edition, were used to calculate the number of pass-by trips.

Based on the trip generation rates in **Table 4**, the trip generation estimates for the proposed development are provided in **Table 5**.

Table 5: Site-Generated Traffic Projections

Land Use	Size	Weekday			Saturday		
		PM Peak Hour			Mid-Day Peak Hour		
		In	Out	Total	In	Out	Total
Automated Car Wash (948)	5.95 x 1,000 SF	70	75	145	95	95	190
Convenience Store with Gas Station (945)	10 Fueling Positions	105	105	210	95	95	190
Coffee Shop (937)	3.00 x 1,000 SF	60	60	120	110	115	225
Total Trips		235	240	475	300	305	605
Minus Pass-by Trips (LUC 948)[1]		*-40*	*-40*	*-80*	*-45*	*-45*	*-90*
Minus Pass-by Trips (LUC 945)[2]		*-80*	*-80*	*-160*	*-70*	*-70*	*-140*
Minus Pass-by Trips (LUC 937)[3]		*-45*	*-45*	*-90*	*-90*	*-90*	*-180*
Total Pass-by Trips (Minus)		*-165*	*-165*	*-330*	*-205*	*-205*	*-410*
Total New Trips		70	75	145	95	100	195

[1] There are no pass-by trips associated with LUC 948 (Automated Car Wash), so the pass-by rates for a similar land use LUC 944 (Gasoline/Service Station) were used. Pass-by rates of 57% in the PM peak hour and 49% in the Saturday mid-day peak hour were used.

[2] ITE Pass-by rate of 75% provided for weekday PM peak hour for LUC 945 (Convenience Store/Gas Station). There are no pass-by rates associated with LUC 945 for Saturday mid-day peak hour; therefore, the PM peak hour pass-by rate of 75% was utilized for Saturday mid-day peak hour.

[3] ITE Pass-by rate of 81% provided for weekday PM peak hour for LUC 937 (Coffee / Donut Shop with Drive-Through Window). There are no pass-by rates associated with LUC 937 for Saturday mid-day peak hour; therefore, the PM peak hour pass-by rate of 81% was utilized for Saturday mid-day peak hour.

Directional Distribution

The estimated distribution of site-generated traffic for the subject site on the surrounding roadway network, as it approaches and departs the site, is a function of several variables, such as site access and parking locations, characteristics of the street system, prevailing traffic volumes/patterns, and the location of employees' residences. As such, the directional distribution shown in **Table 6,** presents the anticipated directional distribution from which vehicles will travel to and from the site.

Table 6: Estimated Trip Distribution

Traveling to/from:	Estimated Primary Trip Distribution	Estimated Pass-By Trip Distribution
East on Main Street	65%	65%
West on Main Street	35%	35%

Site Traffic Assignment

The primary site trip assignment is presented in **Exhibit 3**, and the pass-by trip assignment is presented in **Exhibit 4**. The total trip assignment is presented in **Exhibit 5**.

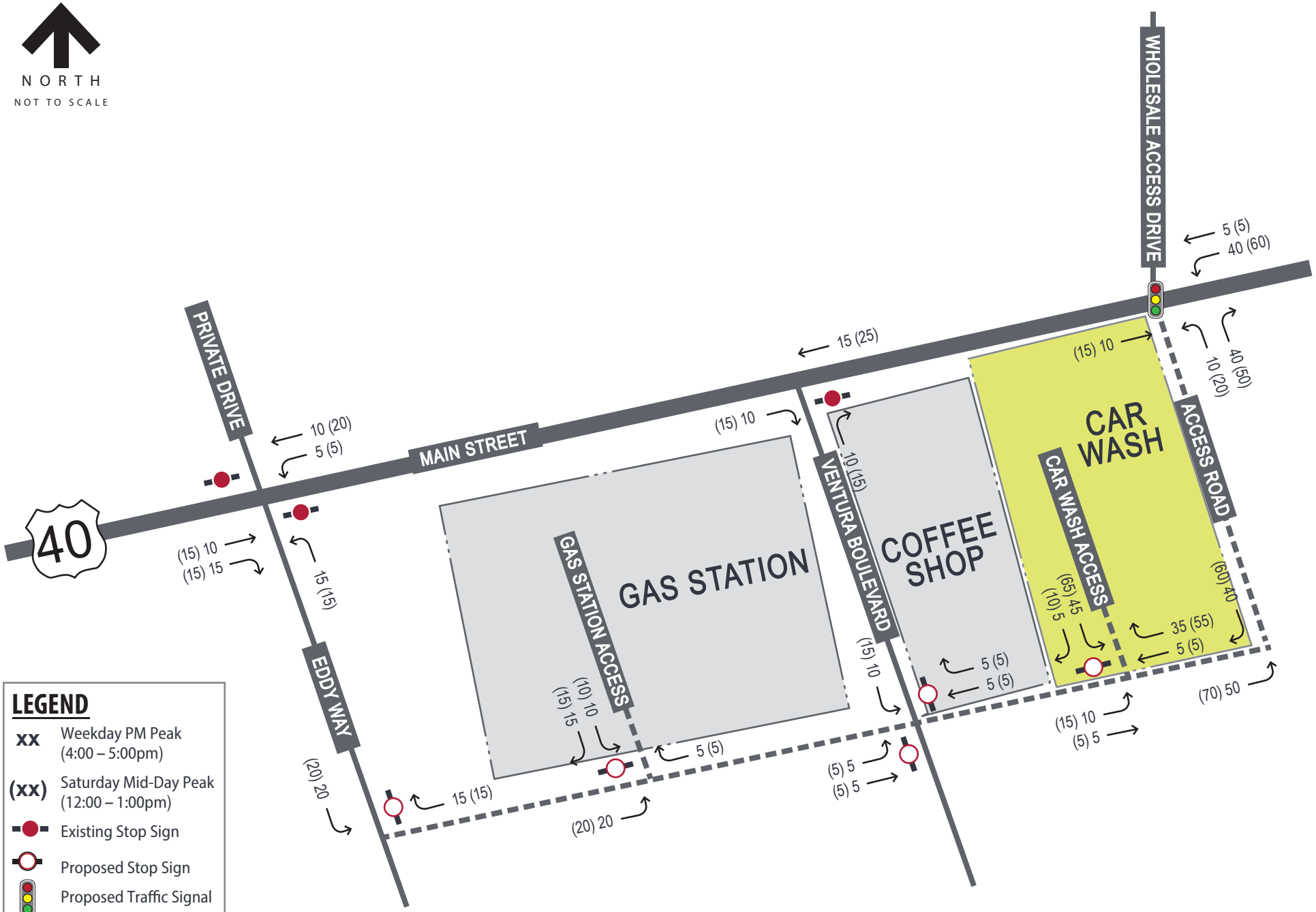

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EXHIBIT 3

PRIMARY TRIP ASSIGNMENT

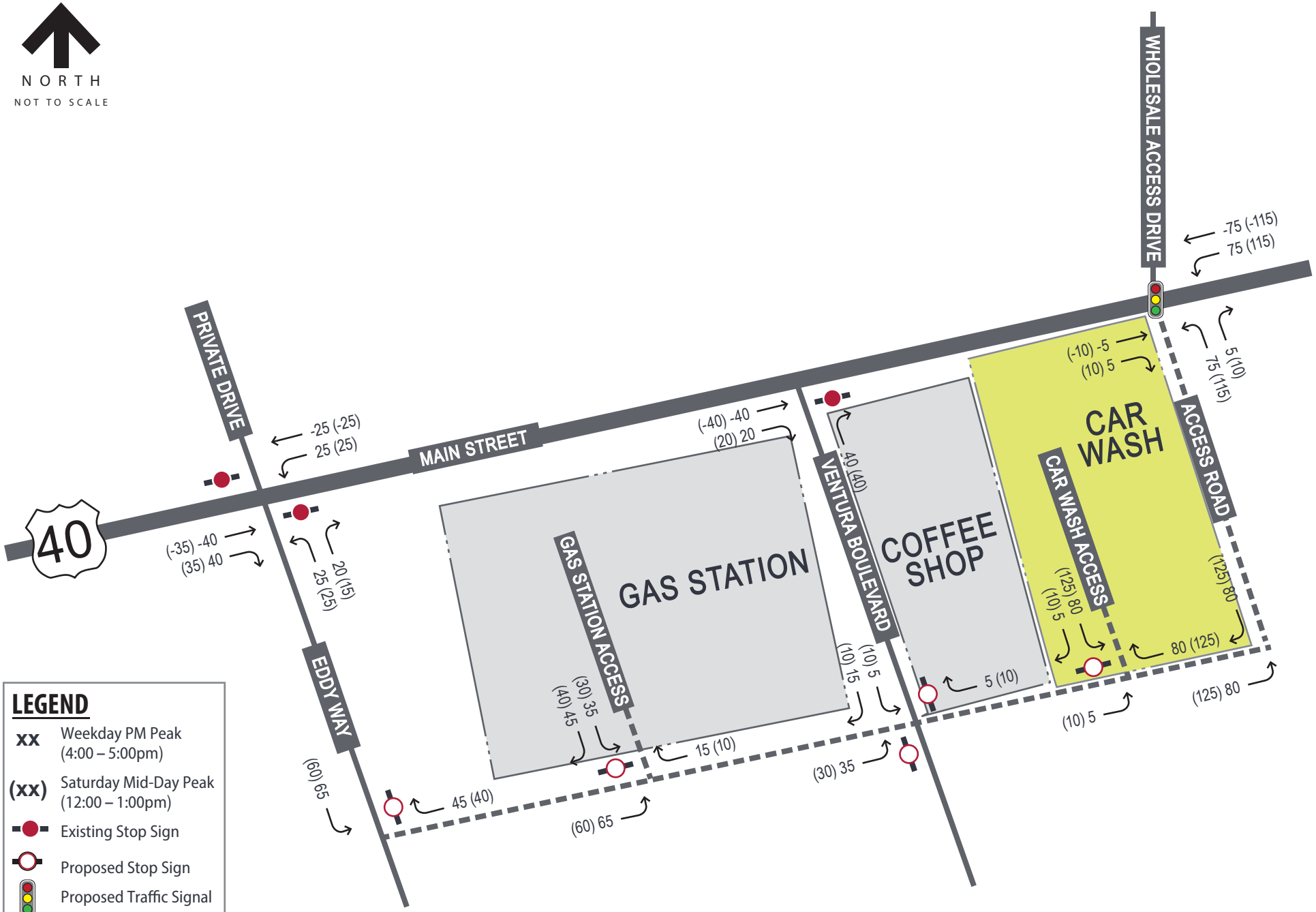

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EXHIBIT 4

PASS-BY TRIP ASSIGNMENT

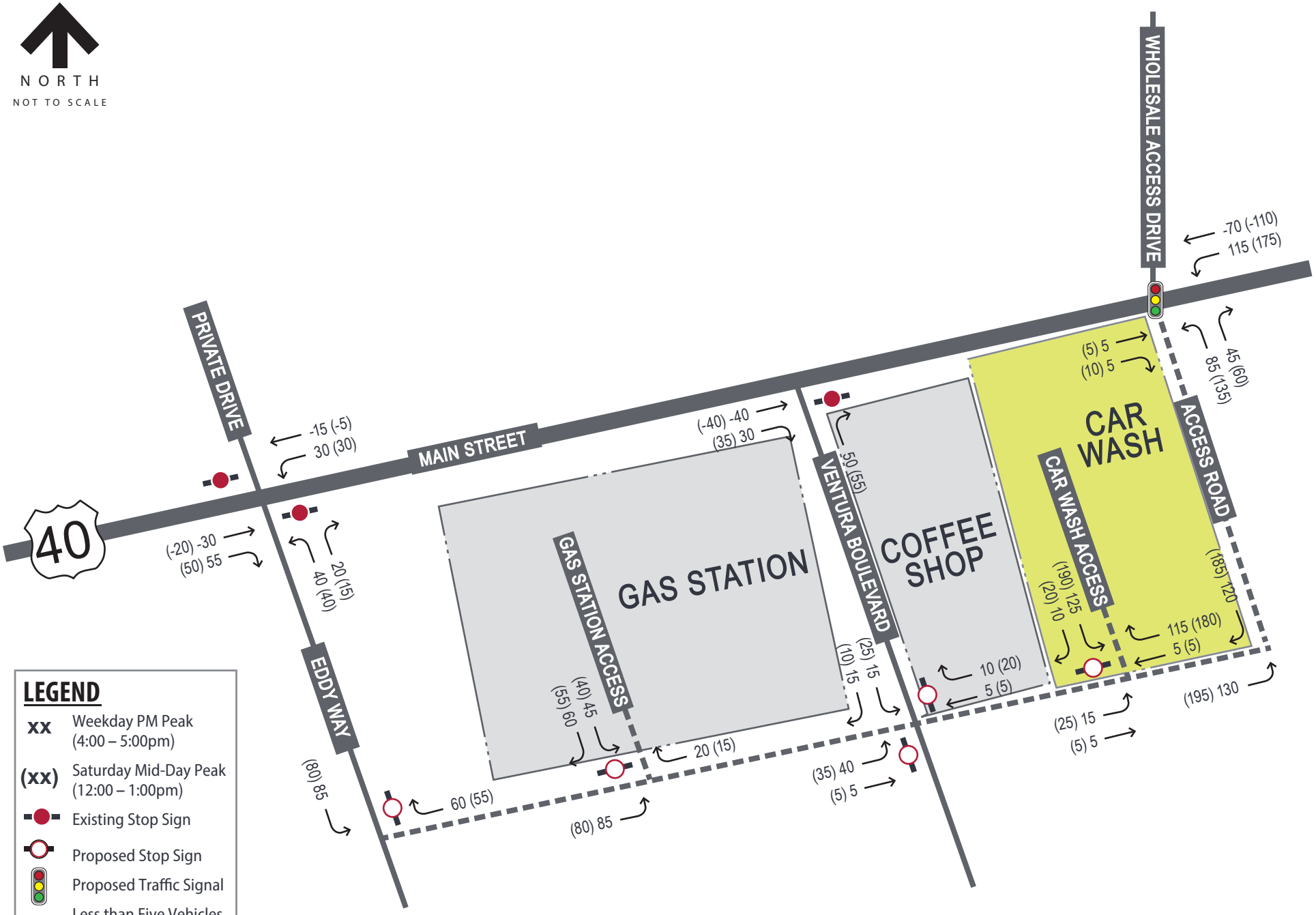

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EXHIBIT 5

TOTAL TRIP ASSIGNMENT

FUTURE CONDITIONS

This section of the report discusses the projected background traffic growth and the level of service for the future no-build and future build scenarios for the proposed Crew Carwash development. The proposed development is expected to be constructed by Year 2027; Kimley-Horn, therefore, evaluated future traffic conditions for Opening Year 2027 as the future conditions analysis horizon.

Future Background Traffic Projections

Area background traffic was developed with consideration for regional traffic growth over time. In order to estimate the growth and ambient levels of traffic in the study area, an annual growth rate was applied to existing traffic volumes in the study area. A growth rate of 2.4% was determined based on historical data and was applied to existing trips using a compound growth rate approach to project 2027 traffic. The future background traffic volumes for Year 2027 are presented in **Exhibit 6**.

Opening Year (2027) No-Build Capacity Analysis

Based on the volume projections provided in **Exhibit 6**, capacity results were identified for the study intersections under Opening Year (2027) No-Build conditions without the proposed development. The results of the capacity analysis are summarized in **Table 7**. Consistent with the existing conditions analysis, the results are based on Synchro's HCM 7th Edition reports. Copies of the capacity analysis reports are provided in the **Appendix**.

Table 7: Opening Year (2027) No-Build Levels of Service

Intersection		Weekday PM Peak Hour		Saturday Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
Main Street and Eddy Way – Parking Lot Access	MLSC				
Eastbound (Left)		11	B	9	A
Westbound (Left)		9	A	9	A
Northbound		17	C	15+	B
Southbound		49	E	20	C
Main Street and Ventura Boulevard	MLSC				
Northbound		11	B	10+	B
Main Street and Reese Wholesale Access Drive	MLSC				
Eastbound (Left)		11	B	9	A
Southbound		36	E	14	B

MLSC -Minor-Leg Stop-Control Intersection

With the addition of background traffic growth all approaches and movements within the study area are expected to operate at LOS D or better during the evening and Saturday peak hours with two exceptions. During the evening peak hour, the southbound approach at the Main Street and Eddy Way-Parking Lot Access intersection and Main Street and Reese Wholesale Access Drive intersections are expected to operate at LOS E. It is not uncommon for side street approaches to experience higher delays during peak periods.

Under no-build conditions all movements are expected to experience a 95th percentile queue length of one vehicle (25 feet) or less and are accommodated within the existing storage lanes.

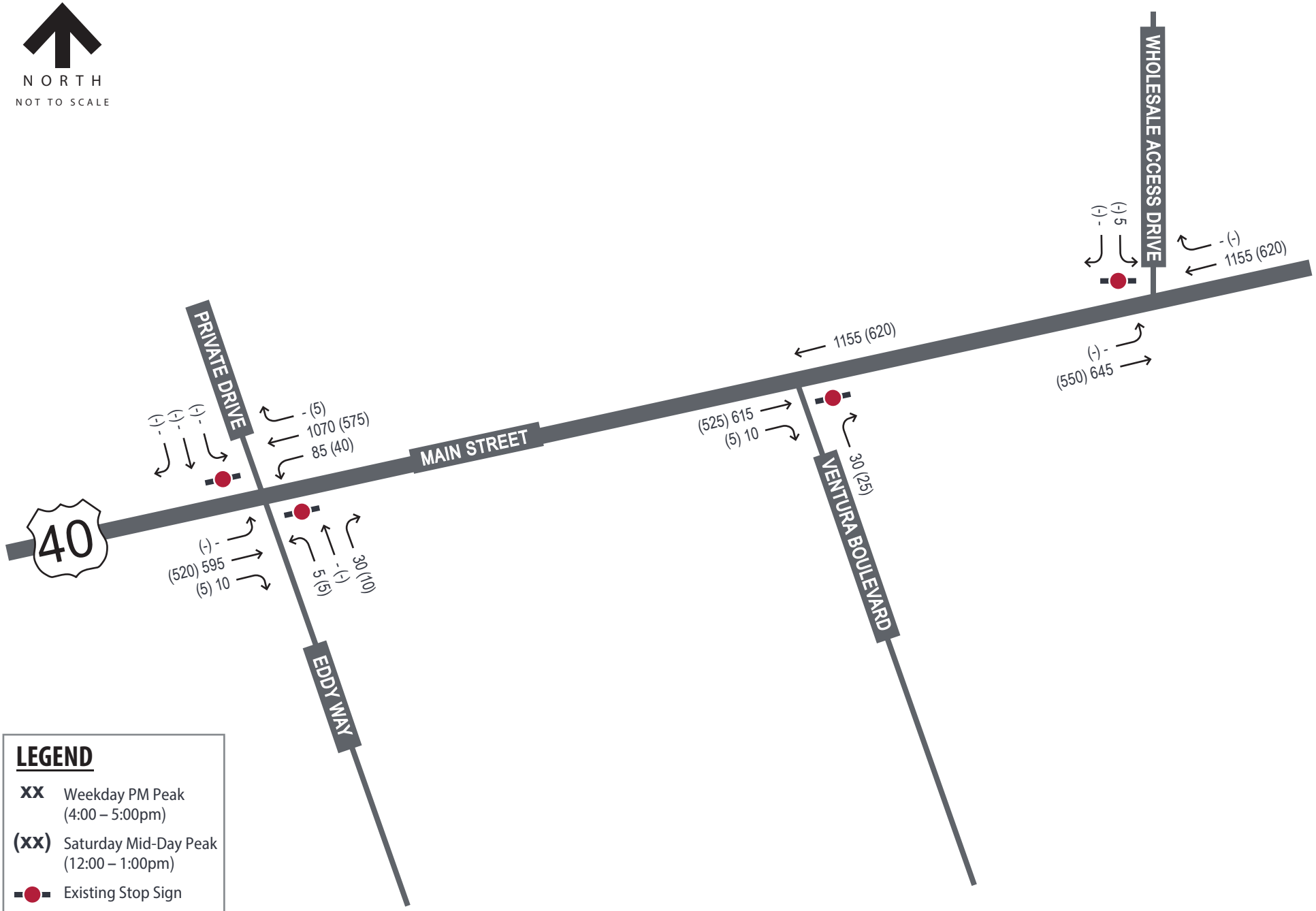

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EXHIBIT 6

OPENING YEAR (2027) NO-BUILD TRAFFIC PROJECTIONS

Opening Year (2027) Build Capacity Analysis

Opening Year (2027) Build Traffic Projections

Total traffic projections for Year 2027 were calculated by adding the total site-generated trips (**Exhibit 5**) to future no-build traffic projections (**Exhibit 6**). Traffic projections for the future build scenario are illustrated in **Exhibit 7**.

Future Geometry

A new Access Road is proposed to become the fourth leg to the Main Street and Reese Wholesale Access Drive intersection and will wrap around the southern side of the site through Ventura Boulevard to Eddy Way. The proposed two-lane roadway will intersect with Ventura Boulevard to create a new four-leg intersection with minor-leg stop-control along Access Road. Additionally, the Access Road will intersect with Eddy Way to create a new three-leg intersection with minor-leg stop-control along Access Road. All site access will be provided via the new Access Road. Final access locations have not been determined at the time of this study; however; for a conservative analysis, one driveway was analyzed to accommodate the car wash and coffee shop and one driveway was analyzed to accommodate the gas station. Regardless of the final placement of driveways, it is recommended that all driveways for the proposed development are constructed along the Access Road and operate as full movement with one ingress and one egress lane with minor-leg stop-control for outbound traffic.

Turn Lane Warrant Analysis

For the analysis of future traffic conditions, turn lane warrants were evaluated at the Main Street and Reese Wholesale Access Drive-Access Road intersection using guidelines from INDOT *Design Manual* Chapter 46-4.01 and traffic volume projections for future volumes. Based on the turn lane warrant guidance, a left-turn lane should be considered on all arterials. Main Street is classified as a principal arterial per INDOT. Additionally, a left-turn lane warrant should be considered when the left-turn movement exceeds 60 vehicles per hours. The westbound left-turn volume is projected to be 115 and 175 vehicles during the evening and Saturday peak hour, respectively. Based on the INDOT *Design Manual* guidance, a westbound left-turn lane is warranted and was included in the analysis of future conditions.

Signal Warrant Analysis

Signal warrant analysis was performed at the Main Street and Reese Wholesale Access Drive-Access Road intersection according to criteria set by the *Manual on Uniform Traffic Control Devices (MUTCD)*. The following warrants were evaluated: Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak Hour).

Using the 12-hour turning movement count data collected at the intersection, background traffic projections were developed by applying 2.4% growth rate through 2027 to estimate future no-build conditions. Site-generated traffic projections were estimated for the 12-hour period using time-of-day distribution data for LUC 948 Automated Car Wash, LUC 945 Convenience Store / Gas Station and LUC 937 Coffee / Donut Shop with Drive-Through Window provided in Appendix A from the ITE *Trip Generation Manual*, 12th Edition. These trips were then assigned to the intersection following the distribution assumptions previously discussed.

The 12-hour traffic projections and signal warrant analysis results for the build scenario is provided in **Table 8**. A summary of the three warrants evaluated is provided below.

Table 8: Opening Year (2027) Build Signal Warrant Summary

Time	Major Street (US 40)	Minor-Leg Approach (Reese Access-Access Road)	Warrant 1A[1]	Warrant 1B[1]	Warrant 2	Warrant 3
Future (2027) Build						
6:00 AM	924	210	Yes	Yes	Yes	Yes
7:00 AM	1243	255	Yes	Yes	Yes	Yes
8:00 AM	1098	303	Yes	Yes	Yes	Yes
9:00 AM	1002	273	Yes	Yes	Yes	Yes
10:00 AM	1109	265	Yes	Yes	Yes	Yes
11:00 AM	1129	278	Yes	Yes	Yes	Yes
12:00 PM	1202	277	Yes	Yes	Yes	Yes
1:00 PM	1254	273	Yes	Yes	Yes	Yes
2:00 PM	1291	265	Yes	Yes	Yes	Yes
3:00 PM	1598	273	Yes	Yes	Yes	Yes
4:00 PM	1859	258	Yes	Yes	Yes	Yes
5:00 PM	1682	240	Yes	Yes	Yes	Yes
Total Number of Hours Warrant Satisfied			12	12	12	12
Warrant Satisfied?			Yes	Yes	Yes	Yes

[1]To satisfy warrant criteria for the combined Conditions A & B, the minimum volume thresholds for both conditions must be met.

Warrant 1: Eight-Hour Vehicular Volume

According to the criteria outlined in Table 4C-1 of the *MUTCD*, traffic volumes at intersection must meet the following criteria for Warrant 1 for at least eight hours on an average day.

- Condition A: 420 vehicles per hour (VPH) on Main Street (major street); 140 VPH on Reese Wholesale Access Drive-Access Road (minor street); or
- Condition B: 630 vehicles per hour (VPH) on Main Street (major street); 70 VPH on Reese Wholesale Access Drive-Access Road (minor street)

As shown in Table 8, the Opening Year (2027) Build traffic volumes meet the eight-hour minimum requirement for Warrant 1, Condition B.

Warrant 2: Four-Hour Vehicular Volume

In order to meet the Warrant 2 standards for the installation of a traffic signal, traffic volumes must meet the volume criteria for at least four hours on an average day. The traffic volumes presented in Table 5 was compared to the Warrant 2 criteria outlined in Figure 4C-1 of the *MUTCD*. Based on the lane geometry at the intersection and the volume of traffic on Main Street (both approaches), the warrant threshold volume criteria for Reese Wholesale Access Drive-Access Road is 115 vehicles per hour under Warrant 2. The projected build traffic volumes for the Access Road exceed this threshold for 12 hours; and therefore, a traffic signal is warranted under Warrant 2.

Warrant 3: Peak Hour

The traffic volumes presented in in Table 8 were compared to the Warrant 3 criteria outlined in Figure 4C-3 of the *MUTCD*. Based on the lane geometry at the intersection and the volume of traffic on Main Street (both approaches), the warrant threshold volume criteria for Reese Wholesale Access Drive-Access Road is 150 vehicles per hour under Warrant 3. As summarized in Table 8, the hourly volume on Access Road exceeds the threshold 12 times during the 12-hour period; and therefore, a traffic signal is warranted under Warrant 3.

Based on the results of the signal warrant analysis, a traffic signal was assumed for the intersection of Main Street and Reese Wholesale Access Drive-Access Road in the analysis of Opening Year (2027) build conditions.

Opening Year (2027) Build Capacity Analysis

Capacity results were identified for the study intersections under Opening Year (2027) Build conditions. The results of the capacity analysis are summarized in **Table 9**. Consistent with the future no-build conditions analysis, the results are based on Synchro's HCM 7th Edition reports. Copies of the capacity analysis reports are provided in the **Appendix**.

Table 9: Opening Year (2027) Build Levels of Service

Intersection		Weekday PM Peak Hour		Saturday Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
Main Street and Eddy Way – Parking Lot Access	MLSC				
Eastbound (Left)		11	B	9	A
Westbound (Left)		10-	A	9	A
Northbound		46	E	22	C
Southbound		56	F	22	C
Main Street and Ventura Boulevard	MLSC				
Northbound		11	B	10+	B
Main Street and Reese Wholesale Access Drive – Access Road	Sig				
Eastbound		14	B	15	B
Westbound		9	A	8	A
Northbound		13	B	12	B
Southbound		17	B	17	B
Intersection		*11*	*B*	*11*	*C*
Eddy Way at Access Road	MLSC				
Westbound		9	A	9	A
Southbound (Left)		8	A	8	A
Ventura Boulevard at Access Road	MLSC				
Eastbound		10-	A	10-	A
Westbound		9	A	9	A
Northbound (Left)		7	A	7	A
Southbound (Left)		7	A	7	A
Access Road at Gas Station Access	MLSC				
Eastbound (Left)		7	A	7	A
Southbound		10-	A	9	A
Access Road at Car Wash Access	MLSC				
Eastbound (Left)		8	A	8	A
Southbound		10-	A	11	B

MLSC -Minor Leg Stop Control Intersection
Sig – Signalized Intersection

With the addition of site-generated traffic, all intersections, approaches, and movements are expected to operate at similar level of service, or experience minimal increases in delay per vehicle, compared to Opening Year (2027) No-Build conditions. All approaches within the study are expected to operate at LOS D or better with two exceptions. At the intersection of Main Street and Eddy Way-Parking Lot Access, the northbound and southbound movements are expected to operate at LOS E and F, respectively during the evening peak hour. It is not uncommon for side street approaches to experience higher delay during peak periods.

Under build conditions all movements are expected to experience a 95th percentile queue length of four vehicles (100 feet) or less and accommodated with the storage lanes.

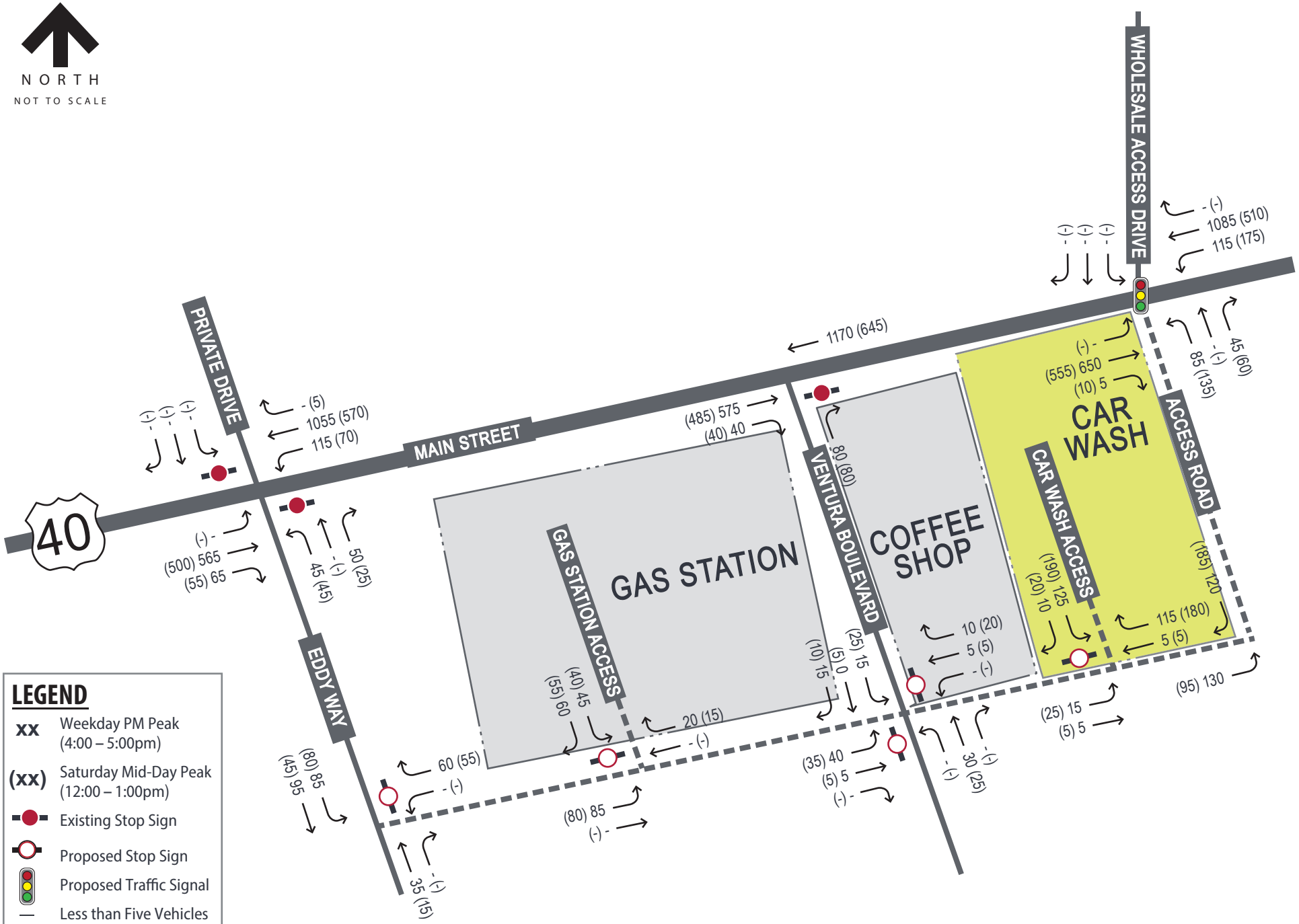

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EXHIBIT 7

OPENING YEAR (2027) BUILD TRAFFIC PROJECTIONS

RECOMMENDATIONS & CONCLUSIONS

The proposed Crew Carwash development is located south of US 40 (Main Street) and east of Eddy Way in Plainfield, Indiana will include a 5,949 square-foot automated carwash, a 3,000 square-foot coffee shop and a gas station with a 6,300 square-foot convenience store and 10 fueling positions and is estimated to be complete by 2027.

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future conditions, the addition of site-generated traffic does not significantly impact the operations at the study intersections. All intersections are projected to operate at acceptable LOS in the future (2027) conditions with the addition of site traffic, with the exception of the minor leg approaches at the Main Steet and Eddy Way-Parking Lot Access Intersection. It should be noted that it is not uncommon for side street approaches to experience higher delay during peak periods.

Based on the projected future volumes a signal and a westbound left-turn lane is warranted at the intersection of Main Street and Reese Wholesale Access Drive-Access Road and was included in the analysis of future build conditions.

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future conditions, the addition of site-generated traffic does not significantly impact the operations at the study intersections. The proposed site access driveways for the development and intersection improvements are recommended to be constructed as follows:

- Main Street and Reese Wholesale Access Drive-Access Road
  - Install a traffic signal with protected-permissive phasing for the westbound and northbound left-turn lanes.
  - Construct a westbound left-turn lane.
  - Construct the northbound approach to include one left-turn lane and one shared through/right-turn lane.
- Ventura Boulevard and Access Road
  - Construct as a full movement four-leg intersection with minor-leg stop-control along Access Road.
- Eddy Way and Access Road
  - Construct as a full movement three-leg intersection with minor-leg stop-control along Access Road.
- Access Road and Site Driveways
  - Construct as full-movement driveways with one ingress and one egress lane and minor-leg stop-control.

APPENDIX

Conceptional Site Plan

Traffic Count Data

Existing Year (2025) Capacity Reports

Opening Year (2027) No-Build Capacity Reports

Opening Year (2027) Build Capacity Reports

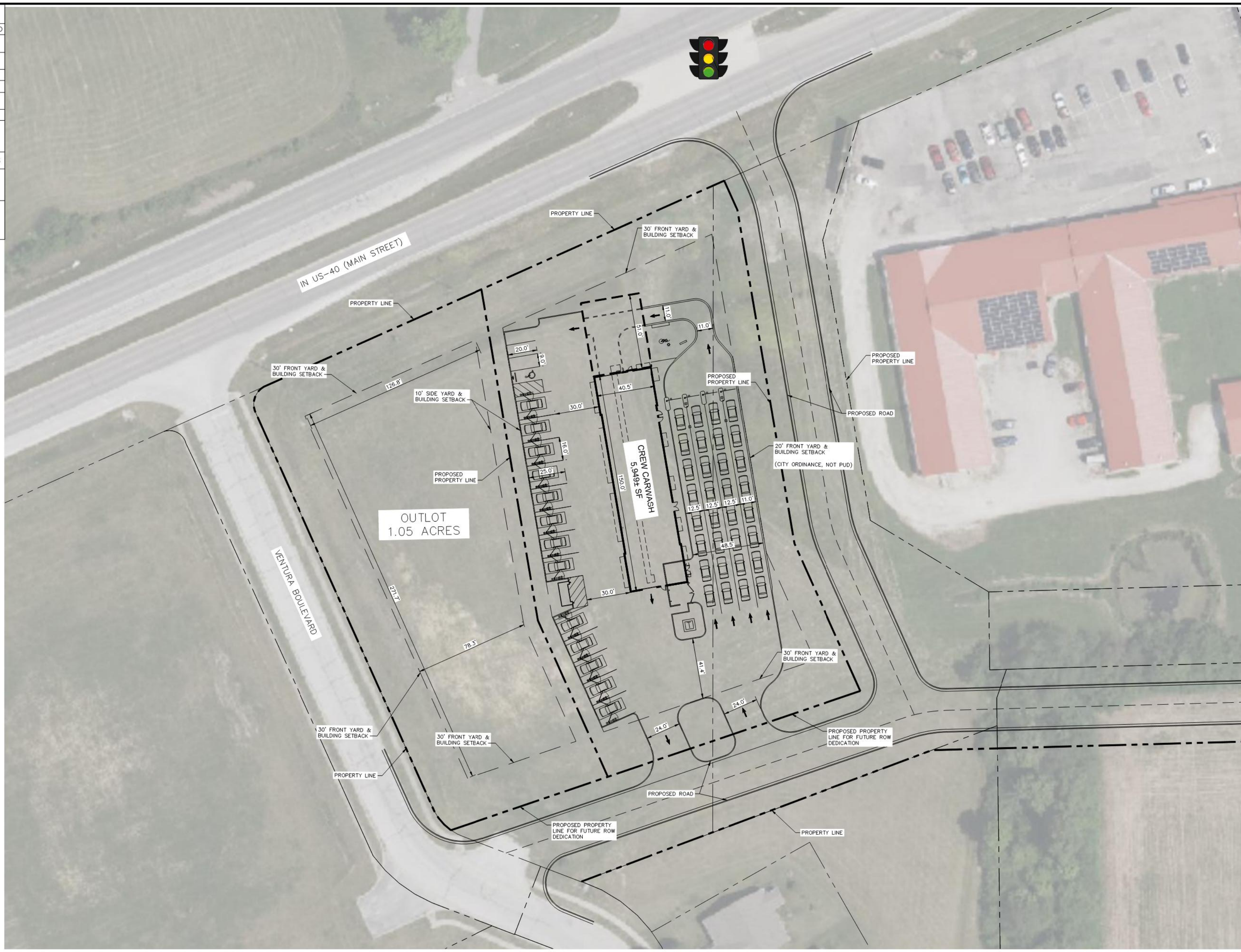
CONCEPTIONAL SITE PLAN

SITE DATA

JURISDICTION	PLAINFIELD
EXISTING ZONING	PUD
PROPOSED ZONING	PUD
CREW SITE AREA	±1.52 AC
OUTLOT	±1.02 AC
BUILDING AREA	±5,871 S.F.
MAXIMUM BUILDING HEIGHT	75 FT
MIN. PARKING REQUIRED	MARKET BASED
PARKING PROVIDED	4 SPACES
FRONT BLDG. SETBACK SIDE BLDG. SETBACK	30 FT 10 FT
FRONT BUFFER YARD SIDE BUFFER YARD REAR BUFFER YARD	30 FT 10 FT 20 FT

PLAN NOTES:

1. THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.
2. PROPERTY BOUNDARY SHOWN IS BASED ON HENDRICKS COUNTY GIS AND SHOULD BE CONSIDERED APPROXIMATE.
3. AUTOMATIC CARWASH IS A PERMITTED USE PER PUD.



NORTH

GRAPHIC SCALE IN FEET
0 15' 30' 60'

CREW CARWASH
US 40 & VENTURA BLVD.
PLAINFIELD, IN 46168

SCALE: AS NOTED
DESIGNED BY: EAS
DRAWN BY: EAS
CHECKED BY: NJB

Kimley»Horn
©2025 KIMLEY-HORN AND ASSOCIATES, INC.
250 EAST 96TH STREET, SUITE 580,
INDIANAPOLIS, IN 46240
PHONE: 317-218-9560
WWW.KIMLEY-HORN.COM

ORIGINAL ISSUE: 05/27/2025
KHA PROJECT NO.
SHEET NUMBER

No.	REVISIONS	DATE	BY

TRAFFIC COUNT DATA

Main St / US 40 & Eddy Wy - TMC

Thu Sep 18, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332335, Location: 39.694429, -86.42728

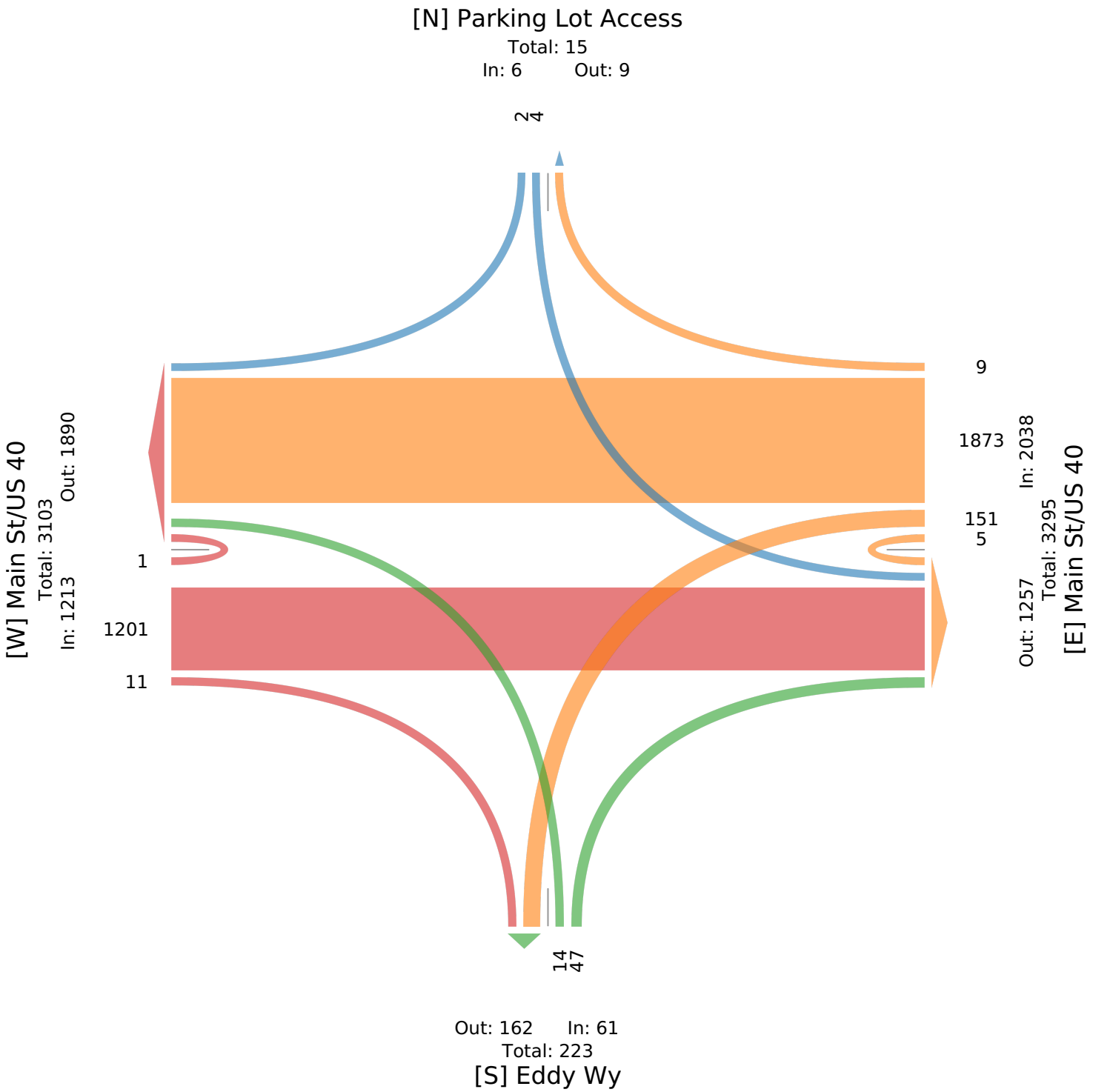
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Main St/US 40						Main St/US 40						Eddy Wy						Parking Lot Access						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2025-09-18 4:00PM	3	140	0	0	**143**	0	2	242	19	0	**263**	0	7	0	1	0	**8**	0	0	0	1	0	**1**	0	**415**
4:15PM	2	153	0	0	**155**	0	0	264	22	1	**287**	0	5	0	2	0	**7**	0	0	0	0	0	**0**	0	**449**
4:30PM	2	130	0	0	**132**	0	0	276	19	0	**295**	0	9	0	1	0	**10**	0	0	0	0	0	**0**	0	**437**
4:45PM	2	155	0	1	**158**	0	0	265	26	2	**293**	0	7	0	1	0	**8**	0	1	0	0	0	**1**	0	**460**
Hourly Total	9	578	0	1	**588**	0	2	1047	86	3	**1138**	0	28	0	5	0	**33**	0	1	0	1	0	**2**	0	**1761**
5:00PM	0	166	0	0	**166**	0	2	218	15	1	**236**	0	3	0	3	0	**6**	0	0	0	0	0	**0**	0	**408**
5:15PM	0	159	0	0	**159**	0	2	200	12	1	**215**	0	4	0	0	0	**4**	0	1	0	0	0	**1**	0	**379**
5:30PM	0	160	0	0	**160**	0	3	237	20	0	**260**	0	6	0	5	0	**11**	0	0	0	1	0	**1**	0	**432**
5:45PM	2	138	0	0	**140**	0	0	171	18	0	**189**	0	6	0	1	0	**7**	0	0	0	2	0	**2**	0	**338**
Hourly Total	2	623	0	0	**625**	0	7	826	65	2	**900**	0	19	0	9	0	**28**	0	1	0	3	0	**4**	0	**1557**
Total	11	1201	0	1	**1213**	0	9	1873	151	5	**2038**	0	47	0	14	0	**61**	0	2	0	4	0	**6**	0	**3318**
% Approach	0.9%	99.0%	0%	0.1%	**-**	-	0.4%	91.9%	7.4%	0.2%	**-**	-	77.0%	0%	23.0%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	-
% Total	0.3%	36.2%	0%	0%	**36.6%**	-	0.3%	56.4%	4.6%	0.2%	**61.4%**	-	1.4%	0%	0.4%	0%	**1.8%**	-	0.1%	0%	0.1%	0%	**0.2%**	-	-
Lights	10	1179	0	1	**1190**	-	9	1829	148	5	**1991**	-	46	0	14	0	**60**	-	2	0	4	0	**6**	-	3247
% Lights	90.9%	98.2%	0%	100%	**98.1%**	-	100%	97.7%	98.0%	100%	**97.7%**	-	97.9%	0%	100%	0%	**98.4%**	-	100%	0%	100%	0%	**100%**	-	97.9%
Articulated Trucks	0	5	0	0	**5**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.4%	0%	0%	**0.4%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	1	17	0	0	**18**	-	0	40	3	0	**43**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	62
% Buses and Single-Unit Trucks	9.1%	1.4%	0%	0%	**1.5%**	-	0%	2.1%	2.0%	0%	**2.1%**	-	2.1%	0%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St / US 40 & Eddy Wy - TMC
Thu Sep 18, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332335, Location: 39.694429, -86.42728

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Main St / US 40 & Eddy Wy - TMC

Sat Sep 20, 2025
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332336, Location: 39.694429, -86.42728

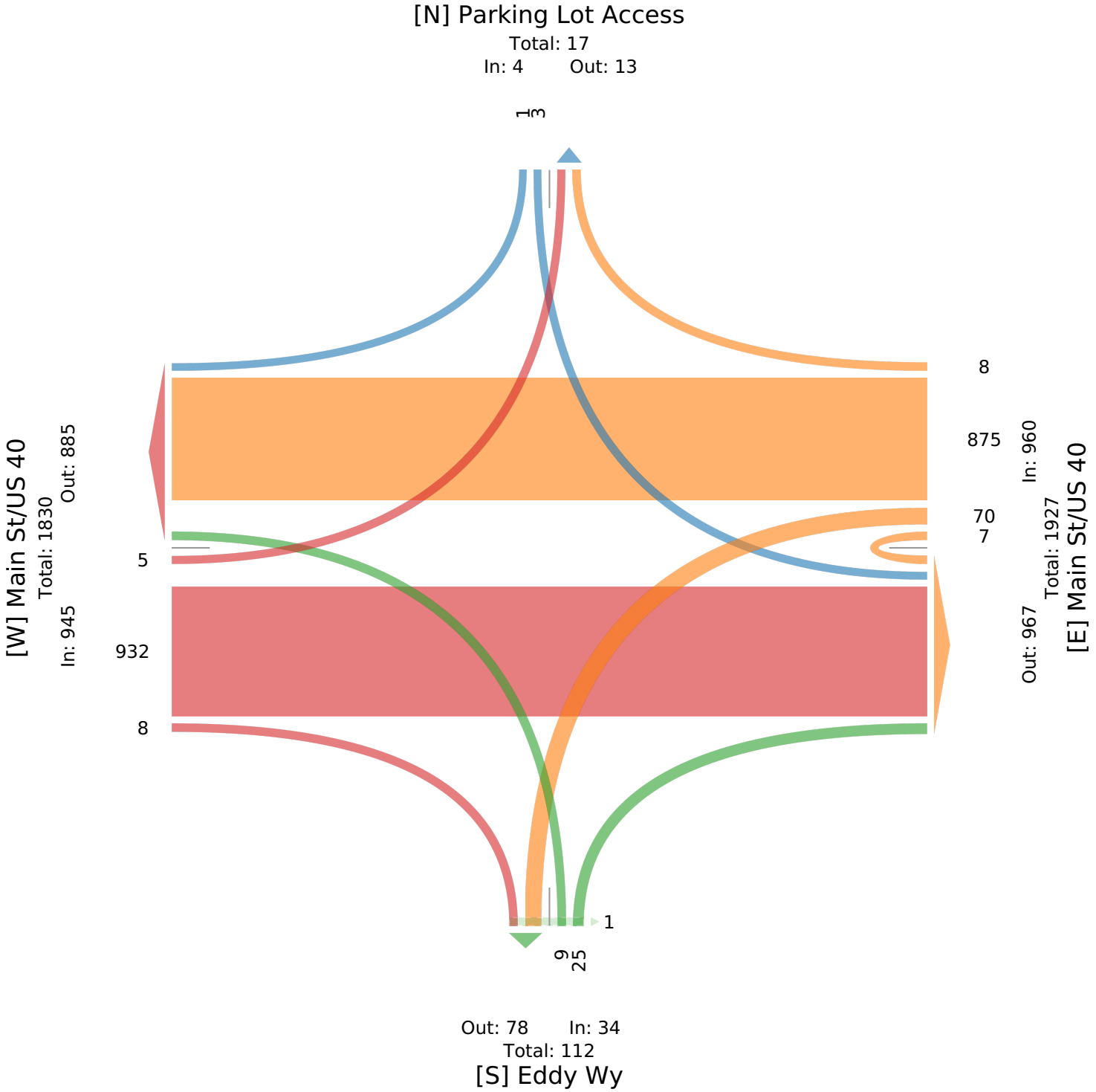
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Main St/US 40						Main St/US 40						Eddy Wy						Parking Lot Access						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2025-09-20 11:00AM	1	98	1	0	**100**	0	0	47	3	0	**50**	0	6	0	0	0	**6**	0	0	0	0	0	**0**	0	**156**
11:15AM	1	126	0	0	**127**	0	1	76	9	1	**87**	0	4	0	2	0	**6**	0	0	0	2	0	**2**	0	**222**
11:30AM	1	96	0	0	**97**	0	0	66	8	0	**74**	0	2	0	1	0	**3**	0	0	0	0	0	**0**	0	**174**
11:45AM	2	119	4	0	**125**	0	2	148	9	2	**161**	0	1	0	2	0	**3**	0	0	0	0	0	**0**	0	**289**
Hourly Total	5	439	5	0	**449**	0	3	337	29	3	**372**	0	13	0	5	0	**18**	0	0	0	2	0	**2**	0	**841**
12:00PM	1	113	0	0	**114**	0	3	139	9	2	**153**	0	3	0	1	0	**4**	0	1	0	0	0	**1**	0	**272**
12:15PM	1	117	0	0	**118**	0	2	138	11	1	**152**	0	4	0	0	0	**4**	1	0	0	0	0	**0**	0	**274**
12:30PM	0	128	0	0	**128**	0	0	138	11	0	**149**	0	3	0	1	0	**4**	0	0	0	0	0	**0**	0	**281**
12:45PM	1	135	0	0	**136**	0	0	123	10	1	**134**	0	2	0	2	0	**4**	0	0	0	1	0	**1**	0	**275**
Hourly Total	3	493	0	0	**496**	0	5	538	41	4	**588**	0	12	0	4	0	**16**	1	1	0	1	0	**2**	0	**1102**
Total	8	932	5	0	**945**	0	8	875	70	7	**960**	0	25	0	9	0	**34**	1	1	0	3	0	**4**	0	**1943**
% Approach	0.8%	98.6%	0.5%	0%	**-**	-	0.8%	91.1%	7.3%	0.7%	**-**	-	73.5%	0%	26.5%	0%	**-**	-	25.0%	0%	75.0%	0%	**-**	-	-
% Total	0.4%	48.0%	0.3%	0%	**48.6%**	-	0.4%	45.0%	3.6%	0.4%	**49.4%**	-	1.3%	0%	0.5%	0%	**1.7%**	-	0.1%	0%	0.2%	0%	**0.2%**	-	-
Lights	8	919	4	0	**931**	-	8	864	70	6	**948**	-	24	0	8	0	**32**	-	1	0	2	0	**3**	-	1914
% Lights	100%	98.6%	80.0%	0%	**98.5%**	-	100%	98.7%	100%	85.7%	**98.8%**	-	96.0%	0%	88.9%	0%	**94.1%**	-	100%	0%	66.7%	0%	**75.0%**	-	98.5%
Articulated Trucks	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	10	1	0	**11**	-	0	11	0	1	**12**	-	1	0	1	0	**2**	-	0	0	1	0	**1**	-	26
% Buses and Single-Unit Trucks	0%	1.1%	20.0%	0%	**1.2%**	-	0%	1.3%	0%	14.3%	**1.3%**	-	4.0%	0%	11.1%	0%	**5.9%**	-	0%	0%	33.3%	0%	**25.0%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St / US 40 & Eddy Wy - TMC
Sat Sep 20, 2025
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332336, Location: 39.694429, -86.42728

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Main St / US 40 & Ventura Blvd - TMC

Thu Sep 18, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332333, Location: 39.695, -86.425368

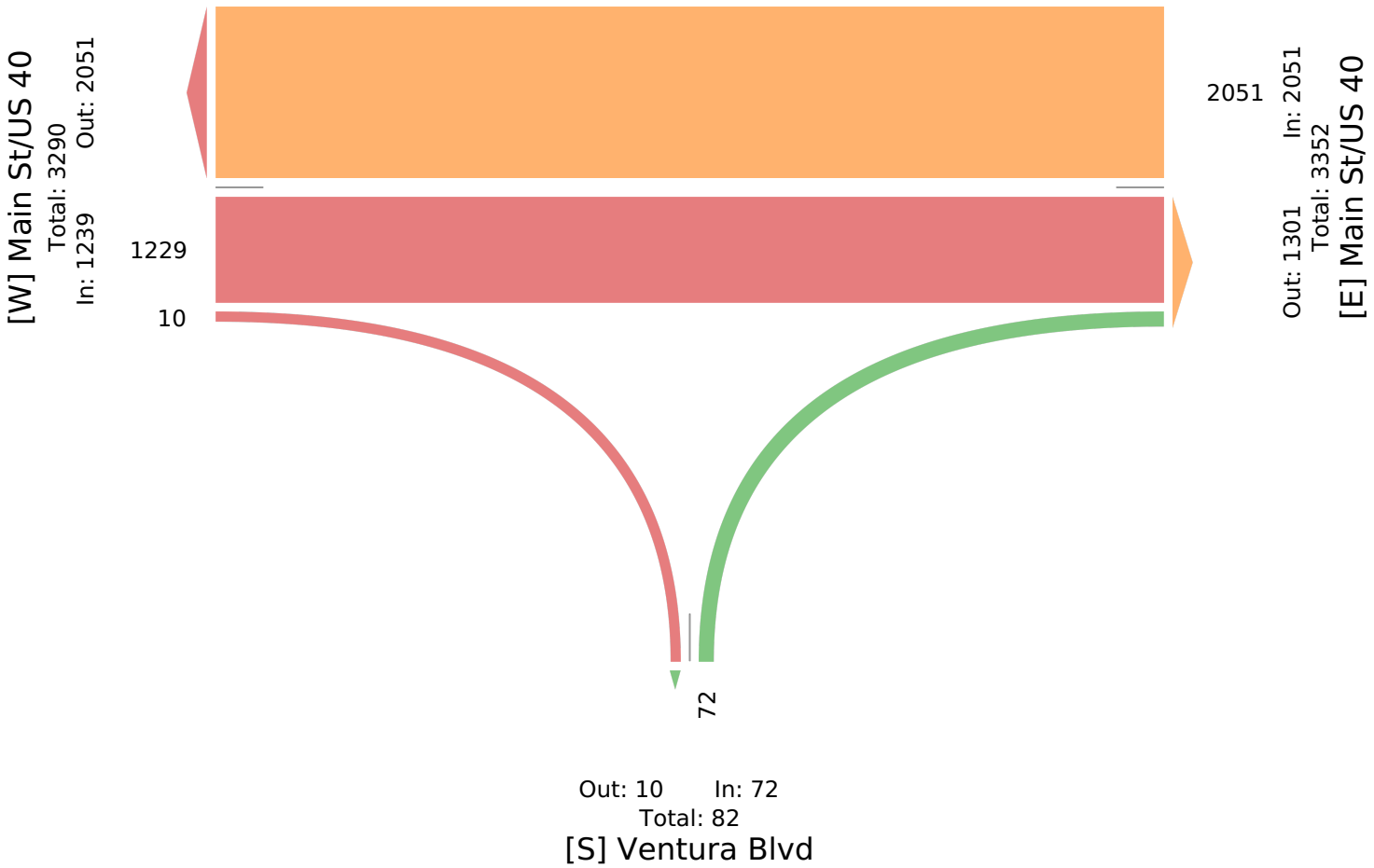
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Main St/US 40 Eastbound					Main St/US 40 Westbound					Ventura Blvd Northbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2025-09-18 4:00PM	1	146	0	**147**	0	261	0	0	**261**	0	7	0	0	**7**	0	**415**
4:15PM	1	158	0	**159**	0	283	0	0	**283**	0	2	0	0	**2**	0	**444**
4:30PM	3	134	0	**137**	0	294	0	0	**294**	0	10	0	0	**10**	0	**441**
4:45PM	3	155	0	**158**	0	279	0	0	**279**	0	10	0	0	**10**	0	**447**
Hourly Total	8	593	0	**601**	0	1117	0	0	**1117**	0	29	0	0	**29**	0	**1747**
5:00PM	1	166	0	**167**	0	238	0	0	**238**	0	11	0	0	**11**	0	**416**
5:15PM	0	165	0	**165**	0	230	0	0	**230**	0	8	0	0	**8**	0	**403**
5:30PM	0	162	0	**162**	0	273	0	0	**273**	0	13	0	0	**13**	0	**448**
5:45PM	1	143	0	**144**	0	193	0	0	**193**	0	11	0	0	**11**	0	**348**
Hourly Total	2	636	0	**638**	0	934	0	0	**934**	0	43	0	0	**43**	0	**1615**
Total	10	1229	0	**1239**	0	2051	0	0	**2051**	0	72	0	0	**72**	0	**3362**
% Approach	0.8%	99.2%	0%	**-**	-	100%	0%	0%	**-**	-	100%	0%	0%	**-**	-	-
% Total	0.3%	36.6%	0%	**36.9%**	-	61.0%	0%	0%	**61.0%**	-	2.1%	0%	0%	**2.1%**	-	-
Lights	10	1206	0	**1216**	-	2012	0	0	**2012**	-	69	0	0	**69**	-	3297
% Lights	100%	98.1%	0%	**98.1%**	-	98.1%	0%	0%	**98.1%**	-	95.8%	0%	0%	**95.8%**	-	98.1%
Articulated Trucks	0	6	0	**6**	-	14	0	0	**14**	-	0	0	0	**0**	-	20
% Articulated Trucks	0%	0.5%	0%	**0.5%**	-	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	0	17	0	**17**	-	25	0	0	**25**	-	3	0	0	**3**	-	45
% Buses and Single-Unit Trucks	0%	1.4%	0%	**1.4%**	-	1.2%	0%	0%	**1.2%**	-	4.2%	0%	0%	**4.2%**	-	1.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St / US 40 & Ventura Blvd - TMC
Thu Sep 18, 2025
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332333, Location: 39.695, -86.425368

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Main St / US 40 & Ventura Blvd - TMC

Sat Sep 20, 2025
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332331, Location: 39.695075, -86.425443

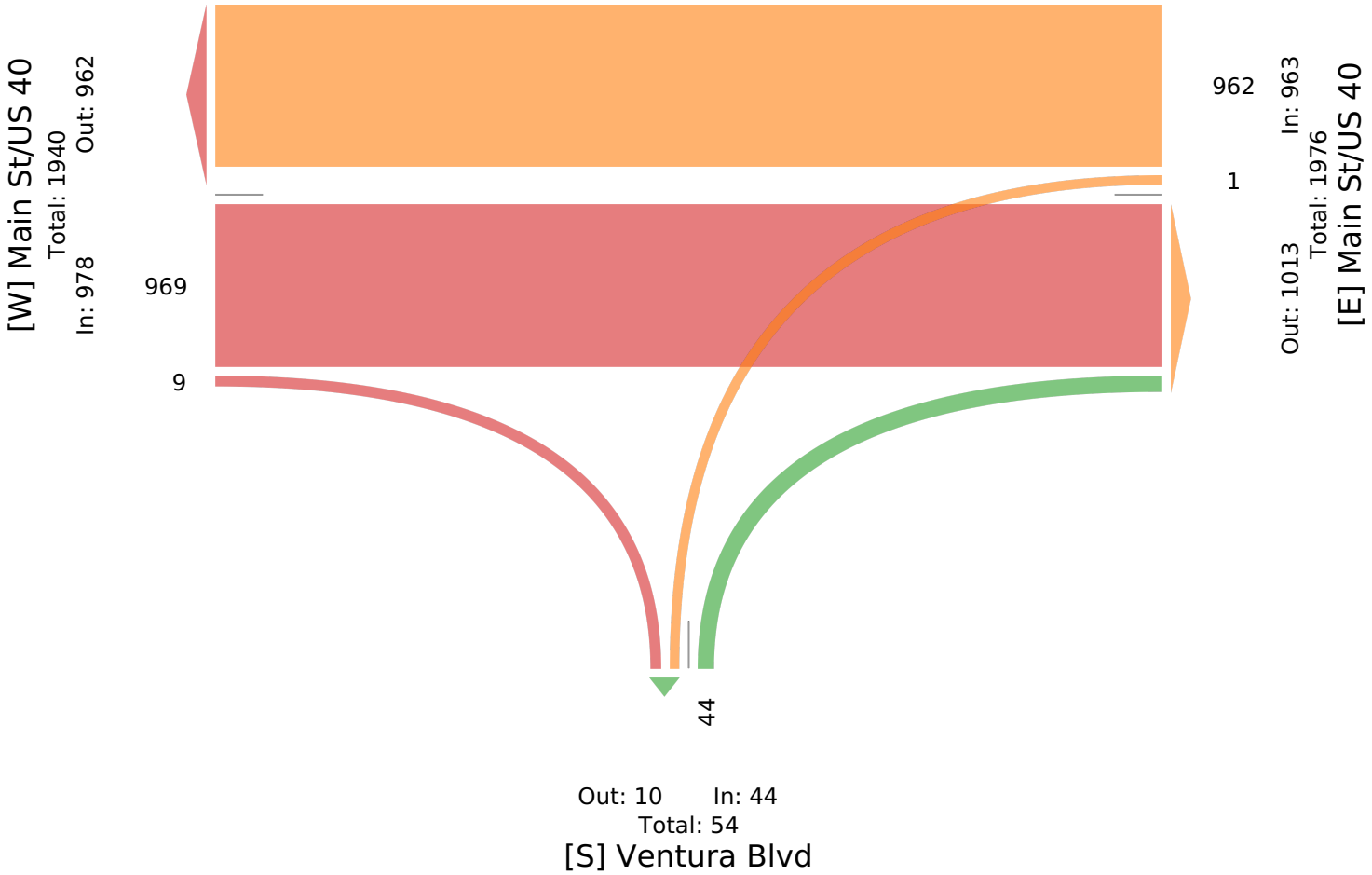
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Main St/US 40					Main St/US 40					Ventura Blvd					
Direction	Eastbound					Westbound					Northbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2025-09-20 11:00AM	1	104	0	**105**	0	49	0	0	**49**	0	6	0	0	**6**	0	**160**
11:15AM	1	130	0	**131**	0	85	0	0	**85**	0	3	0	0	**3**	0	**219**
11:30AM	0	97	0	**97**	0	77	0	0	**77**	0	5	0	0	**5**	0	**179**
11:45AM	2	122	0	**124**	0	148	1	0	**149**	0	3	0	0	**3**	0	**276**
Hourly Total	4	453	0	**457**	0	359	1	0	**360**	0	17	0	0	**17**	0	**834**
12:00PM	4	116	0	**120**	0	154	0	0	**154**	0	3	0	0	**3**	0	**277**
12:15PM	1	122	0	**123**	0	162	0	0	**162**	0	11	0	0	**11**	0	**296**
12:30PM	0	135	0	**135**	0	146	0	0	**146**	0	6	0	0	**6**	0	**287**
12:45PM	0	143	0	**143**	0	141	0	0	**141**	0	7	0	0	**7**	0	**291**
Hourly Total	5	516	0	**521**	0	603	0	0	**603**	0	27	0	0	**27**	0	**1151**
Total	9	969	0	**978**	0	962	1	0	**963**	0	44	0	0	**44**	0	**1985**
% Approach	0.9%	99.1%	0%	**-**	-	99.9%	0.1%	0%	**-**	-	100%	0%	0%	**-**	-	**-**
% Total	0.5%	48.8%	0%	**49.3%**	-	48.5%	0.1%	0%	**48.5%**	-	2.2%	0%	0%	**2.2%**	-	**-**
Lights	8	955	0	**963**	-	948	1	0	**949**	-	44	0	0	**44**	-	1956
% Lights	88.9%	98.6%	0%	**98.5%**	-	98.5%	100%	0%	**98.5%**	-	100%	0%	0%	**100%**	-	98.5%
Articulated Trucks	0	4	0	**4**	-	2	0	0	**2**	-	0	0	0	**0**	-	6
% Articulated Trucks	0%	0.4%	0%	**0.4%**	-	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	1	10	0	**11**	-	12	0	0	**12**	-	0	0	0	**0**	-	23
% Buses and Single-Unit Trucks	11.1%	1.0%	0%	**1.1%**	-	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St / US 40 & Ventura Blvd - TMC
Sat Sep 20, 2025
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332331, Location: 39.695075, -86.425443

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Main St / US 40 & Reese Wholesale Access Dri... - TMC

Thu Sep 18, 2025
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332334, Location: 39.695537, -86.424132

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

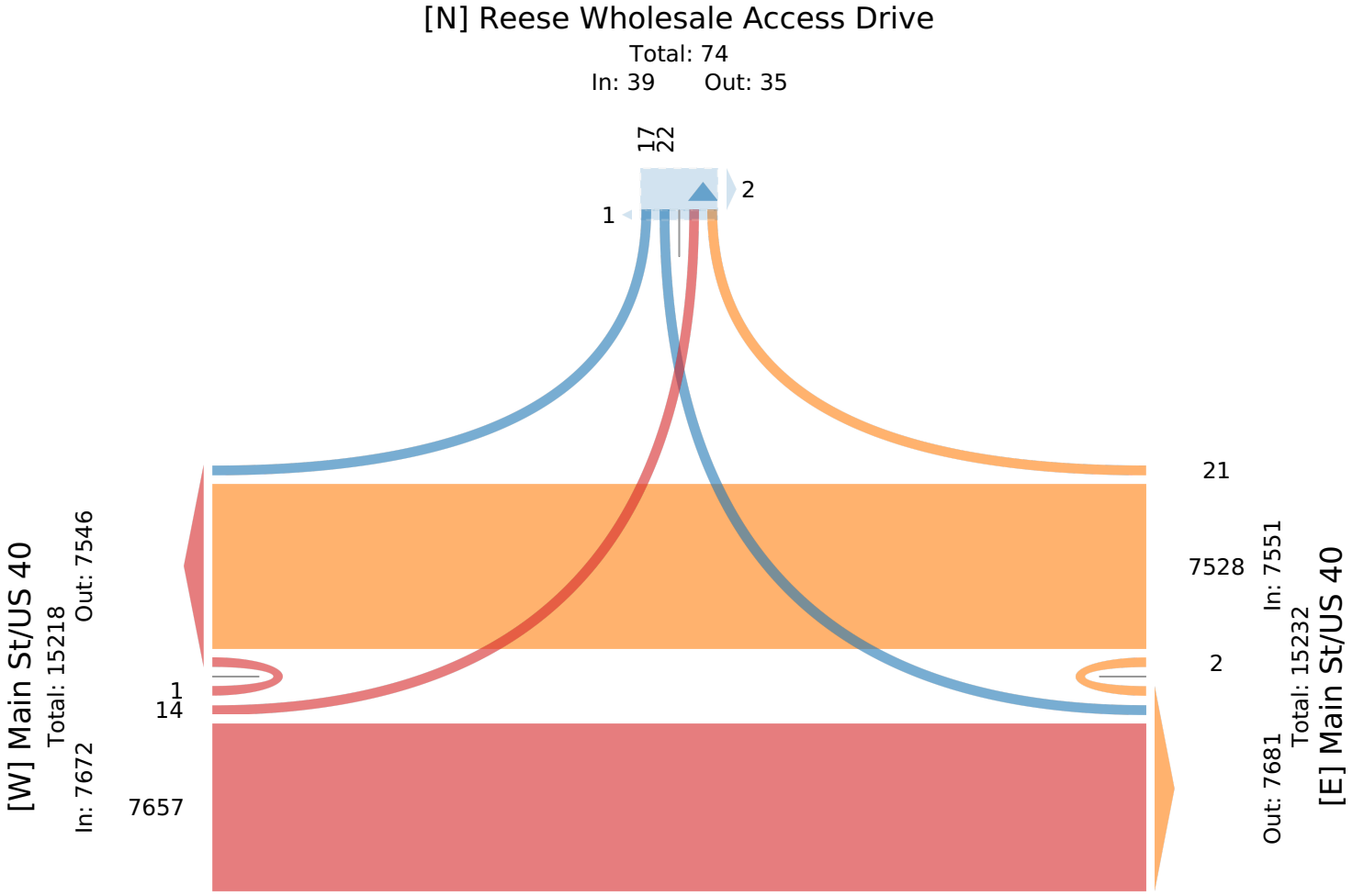
Leg Direction	Main St/US 40 Eastbound					Main St/US 40 Westbound					Reese Wholesale Access Drive Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2025-09-18 6:00AM	116	0	0	**116**	0	0	39	0	**39**	0	0	0	0	**0**	0	**155**
6:15AM	126	0	0	**126**	0	1	58	0	**59**	0	0	1	0	**1**	0	**186**
6:30AM	205	0	0	**205**	0	0	74	0	**74**	0	0	0	0	**0**	0	**279**
6:45AM	160	0	0	**160**	0	1	78	0	**79**	0	0	0	0	**0**	0	**239**
Hourly Total	607	0	0	**607**	0	2	249	0	**251**	0	0	1	0	**1**	0	**859**
7:00AM	167	1	0	**168**	0	0	79	0	**79**	0	0	0	0	**0**	0	**247**
7:15AM	200	1	0	**201**	0	1	98	0	**99**	0	0	0	0	**0**	0	**300**
7:30AM	196	0	0	**196**	0	1	105	0	**106**	0	1	0	0	**1**	0	**303**
7:45AM	210	0	0	**210**	0	1	97	0	**98**	0	0	0	0	**0**	0	**308**
Hourly Total	773	2	0	**775**	0	3	379	0	**382**	0	1	0	0	**1**	0	**1158**
8:00AM	163	1	0	**164**	0	1	85	0	**86**	0	1	0	0	**1**	0	**251**
8:15AM	138	0	0	**138**	0	0	83	0	**83**	0	0	2	0	**2**	0	**223**
8:30AM	167	1	0	**168**	0	0	114	0	**114**	0	0	0	0	**0**	0	**282**
8:45AM	153	2	0	**155**	0	0	83	0	**83**	0	0	1	0	**1**	0	**239**
Hourly Total	621	4	0	**625**	0	1	365	0	**366**	0	1	3	0	**4**	0	**995**
9:00AM	150	0	0	**150**	0	0	81	0	**81**	0	1	1	0	**2**	0	**233**
9:15AM	134	1	0	**135**	0	1	62	0	**63**	0	0	2	0	**2**	0	**200**
9:30AM	133	0	0	**133**	0	0	89	0	**89**	0	0	1	0	**1**	0	**223**
9:45AM	152	0	0	**152**	0	1	94	0	**95**	0	1	0	0	**1**	0	**248**
Hourly Total	569	1	0	**570**	0	2	326	0	**328**	0	2	4	0	**6**	0	**904**
10:00AM	119	1	0	**120**	0	1	121	0	**122**	0	1	0	0	**1**	0	**243**
10:15AM	138	0	0	**138**	0	0	102	0	**102**	0	0	0	0	**0**	0	**240**
10:30AM	138	0	0	**138**	0	0	124	0	**124**	0	0	0	0	**0**	0	**262**
10:45AM	139	0	0	**139**	0	1	119	0	**120**	0	0	1	0	**1**	0	**260**
Hourly Total	534	1	0	**535**	0	2	466	0	**468**	0	1	1	0	**2**	0	**1005**
11:00AM	145	0	0	**145**	0	0	90	0	**90**	0	1	0	0	**1**	0	**236**
11:15AM	132	0	0	**132**	0	1	107	0	**108**	0	0	0	0	**0**	0	**240**
11:30AM	143	0	0	**143**	0	0	130	0	**130**	0	0	1	0	**1**	0	**274**
11:45AM	134	0	0	**134**	0	1	135	0	**136**	0	0	1	0	**1**	0	**271**
Hourly Total	554	0	0	**554**	0	2	462	0	**464**	0	1	2	0	**3**	0	**1021**
12:00PM	133	1	0	**134**	0	1	147	0	**148**	0	0	1	0	**1**	0	**283**
12:15PM	120	1	0	**121**	0	1	131	0	**132**	0	2	1	0	**3**	0	**256**
12:30PM	143	0	0	**143**	0	1	136	0	**137**	0	1	0	0	**1**	0	**281**
12:45PM	122	0	0	**122**	0	1	149	0	**150**	0	0	0	0	**0**	0	**272**
Hourly Total	518	2	0	**520**	0	4	563	0	**567**	0	3	2	0	**5**	0	**1092**
1:00PM	125	1	0	**126**	0	1	139	0	**140**	0	0	2	0	**2**	0	**268**
1:15PM	158	0	0	**158**	0	0	145	0	**145**	0	1	0	0	**1**	0	**304**
1:30PM	112	1	0	**113**	0	0	176	1	**177**	0	0	0	0	**0**	0	**290**
1:45PM	136	0	0	**136**	0	0	144	0	**144**	0	0	1	0	**1**	0	**281**
Hourly Total	531	2	0	**533**	0	1	604	1	**606**	0	1	3	0	**4**	0	**1143**
2:00PM	118	0	0	**118**	0	2	159	0	**161**	0	0	0	0	**0**	0	**279**
2:15PM	144	0	0	**144**	0	0	176	0	**176**	0	5	0	0	**5**	1	**325**
2:30PM	112	1	0	**113**	0	1	154	0	**155**	0	0	0	0	**0**	2	**268**
2:45PM	134	0	0	**134**	0	0	176	0	**176**	0	0	1	0	**1**	0	**311**
Hourly Total	508	1	0	**509**	0	3	665	0	**668**	0	5	1	0	**6**	3	**1183**
3:00PM	153	0	0	**153**	0	0	215	0	**215**	0	0	0	0	**0**	0	**368**
3:15PM	164	1	0	**165**	0	0	203	0	**203**	0	0	0	0	**0**	0	**368**
3:30PM	182	0	0	**182**	0	1	199	0	**200**	0	1	1	0	**2**	0	**384**
3:45PM	139	0	0	**139**	0	0	217	0	**217**	0	0	0	0	**0**	0	**356**
Hourly Total	638	1	0	**639**	0	1	834	0	**835**	0	1	1	0	**2**	0	**1476**
4:00PM	149	0	0	**149**	0	0	271	0	**271**	0	0	0	0	**0**	0	**420**
4:15PM	157	0	0	**157**	0	0	276	1	**277**	0	0	0	0	**0**	0	**434**
4:30PM	145	0	0	**145**	0	0	299	0	**299**	0	1	4	0	**5**	0	**449**

Leg	Main St/US 40					Main St/US 40					Reese Wholesale Access Drive					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
4:45PM	171	0	0	**171**	0	0	263	0	**263**	0	0	0	0	**0**	0	**434**
Hourly Total	622	0	0	**622**	0	0	1109	1	**1110**	0	1	4	0	**5**	0	**1737**
5:00PM	177	0	0	**177**	0	0	234	0	**234**	0	0	0	0	**0**	0	**411**
5:15PM	170	0	0	**170**	0	0	228	0	**228**	0	0	0	0	**0**	0	**398**
5:30PM	176	0	1	**177**	0	0	248	0	**248**	0	0	0	0	**0**	0	**425**
5:45PM	148	0	0	**148**	0	0	184	0	**184**	0	0	0	0	**0**	0	**332**
Hourly Total	671	0	1	**672**	0	0	894	0	**894**	0	0	0	0	**0**	0	**1566**
6:00PM	114	0	0	**114**	0	0	183	0	**183**	0	0	0	0	**0**	0	**297**
6:15PM	147	0	0	**147**	0	0	151	0	**151**	0	0	0	0	**0**	0	**298**
6:30PM	129	0	0	**129**	0	0	127	0	**127**	0	0	0	0	**0**	0	**256**
6:45PM	121	0	0	**121**	0	0	151	0	**151**	0	0	0	0	**0**	0	**272**
Hourly Total	511	0	0	**511**	0	0	612	0	**612**	0	0	0	0	**0**	0	**1123**
Total	7657	14	1	**7672**	0	21	7528	2	**7551**	0	17	22	0	**39**	3	**15262**
% Approach	99.8%	0.2%	0%	**-**	-	0.3%	99.7%	0%	**-**	-	43.6%	56.4%	0%	**-**	-	**-**
% Total	50.2%	0.1%	0%	**50.3%**	-	0.1%	49.3%	0%	**49.5%**	-	0.1%	0.1%	0%	**0.3%**	-	**-**
Lights	7339	13	1	**7353**	-	17	7223	2	**7242**	-	16	18	0	**34**	-	14629
% Lights	95.8%	92.9%	100%	**95.8%**	-	81.0%	95.9%	100%	**95.9%**	-	94.1%	81.8%	0%	**87.2%**	-	95.9%
Articulated Trucks	73	0	0	**73**	-	3	39	0	**42**	-	0	3	0	**3**	-	118
% Articulated Trucks	1.0%	0%	0%	**1.0%**	-	14.3%	0.5%	0%	**0.6%**	-	0%	13.6%	0%	**7.7%**	-	0.8%
Buses and Single-Unit Trucks	245	1	0	**246**	-	1	266	0	**267**	-	1	1	0	**2**	-	515
% Buses and Single-Unit Trucks	3.2%	7.1%	0%	**3.2%**	-	4.8%	3.5%	0%	**3.5%**	-	5.9%	4.5%	0%	**5.1%**	-	3.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St / US 40 & Reese Wholesale Access Dri... - TMC
Thu Sep 18, 2025
Full Length (6 AM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332334, Location: 39.695537, -86.424132

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Main St / US 40 & Reese Wholesale Access Dri... - TMC

Sat Sep 20, 2025
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332332, Location: 39.69554, -86.424233

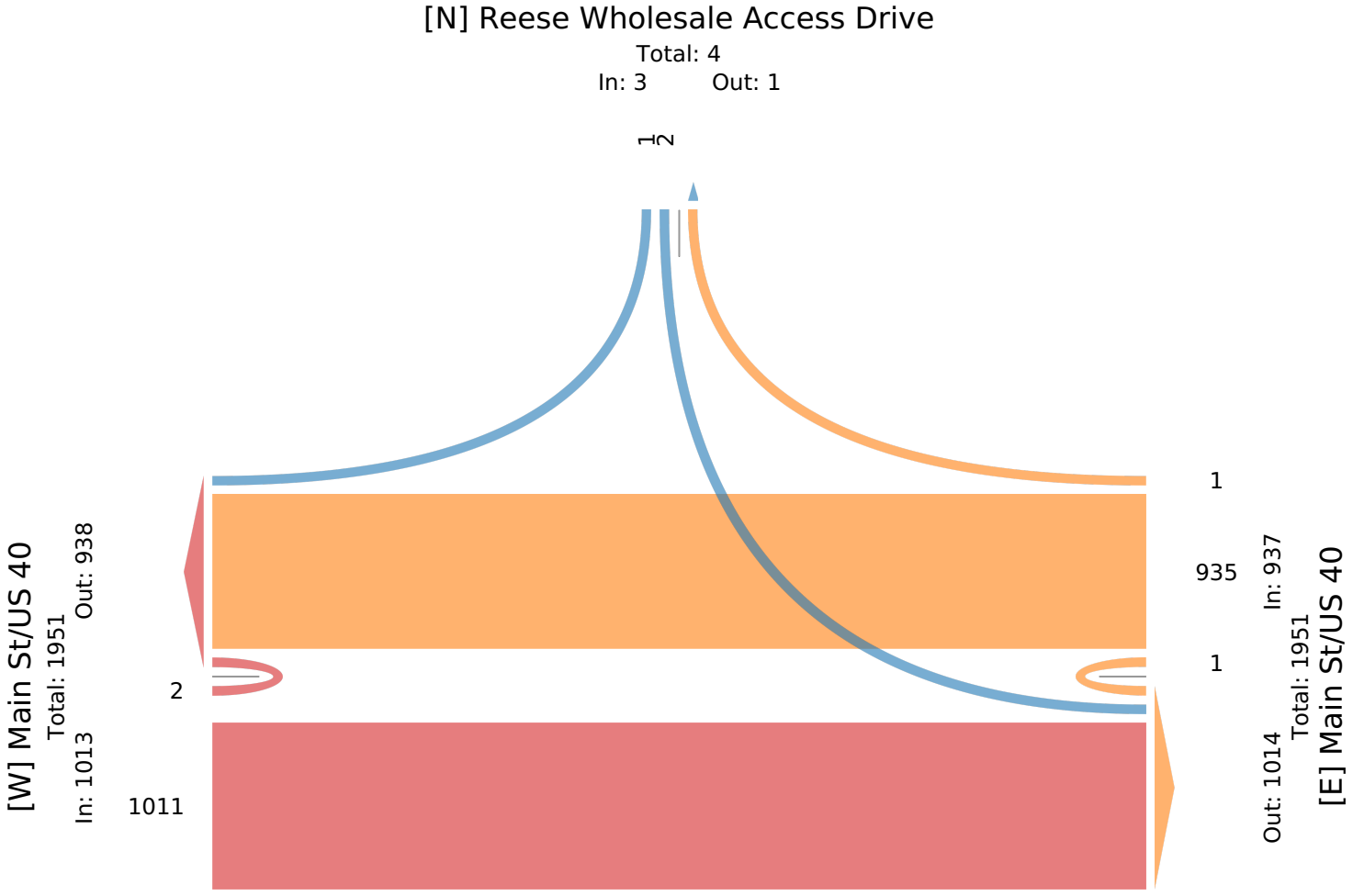
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Main St/US 40 Eastbound					Main St/US 40 Westbound					Reese Wholesale Access Drive Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2025-09-20 11:00AM	111	0	0	**111**	0	1	47	0	**48**	0	0	0	0	**0**	0	**159**
11:15AM	133	0	0	**133**	0	0	81	0	**81**	0	1	0	0	**1**	0	**215**
11:30AM	103	0	0	**103**	0	0	67	0	**67**	0	0	0	0	**0**	0	**170**
11:45AM	123	0	2	**125**	0	0	144	0	**144**	0	0	0	0	**0**	0	**269**
Hourly Total	470	0	2	**472**	0	1	339	0	**340**	0	1	0	0	**1**	0	**813**
12:00PM	119	0	0	**119**	0	0	157	1	**158**	0	0	2	0	**2**	0	**279**
12:15PM	133	0	0	**133**	0	0	160	0	**160**	0	0	0	0	**0**	0	**293**
12:30PM	142	0	0	**142**	0	0	143	0	**143**	0	0	0	0	**0**	0	**285**
12:45PM	147	0	0	**147**	0	0	136	0	**136**	0	0	0	0	**0**	0	**283**
Hourly Total	541	0	0	**541**	0	0	596	1	**597**	0	0	2	0	**2**	0	**1140**
Total	1011	0	2	**1013**	0	1	935	1	**937**	0	1	2	0	**3**	0	**1953**
% Approach	99.8%	0%	0.2%	**-**	-	0.1%	99.8%	0.1%	**-**	-	33.3%	66.7%	0%	**-**	-	**-**
% Total	51.8%	0%	0.1%	**51.9%**	-	0.1%	47.9%	0.1%	**48.0%**	-	0.1%	0.1%	0%	**0.2%**	-	**-**
Lights	996	0	2	**998**	-	1	925	1	**927**	-	1	2	0	**3**	-	1928
% Lights	98.5%	0%	100%	**98.5%**	-	100%	98.9%	100%	**98.9%**	-	100%	100%	0%	**100%**	-	98.7%
Articulated Trucks	4	0	0	**4**	-	0	2	0	**2**	-	0	0	0	**0**	-	6
% Articulated Trucks	0.4%	0%	0%	**0.4%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	11	0	0	**11**	-	0	8	0	**8**	-	0	0	0	**0**	-	19
% Buses and Single-Unit Trucks	1.1%	0%	0%	**1.1%**	-	0%	0.9%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St / US 40 & Reese Wholesale Access Dri... - TMC
Sat Sep 20, 2025
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1332332, Location: 39.69554, -86.424233

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



EXISTING YEAR (2025) CAPACITY REPORTS

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	1	580	10	85	1045	1	5	1	30	1	1	1
Future Vol, veh/h	1	580	10	85	1045	1	5	1	30	1	1	1
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	-	-	125	0	-	130	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	604	10	89	1089	1	5	1	31	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1090	0	0	615	0	0	1328	1873	302	1570	1882	544
Stage 1	-	-	-	-	-	-	606	606	-	1266	1266	-
Stage 2	-	-	-	-	-	-	722	1267	-	305	617	-
Critical Hdwy	4.14	-	-	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	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	636	-	-	961	-	-	113	71	694	75	70	483
Stage 1	-	-	-	-	-	-	451	485	-	179	239	-
Stage 2	-	-	-	-	-	-	384	238	-	680	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	636	-	-	961	-	-	101	64	694	64	64	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	64	-	64	64	-
Stage 1	-	-	-	-	-	-	450	484	-	162	217	-
Stage 2	-	-	-	-	-	-	346	216	-	647	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.04	0.69	16.49	46.66
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	528	6	-	-	961	-	-	90
HCM Lane V/C Ratio	0.052	0.061	0.002	-	-	0.092	-	-	0.035
HCM Control Delay (s/veh)	42.7	12.3	10.7	0	-	9.1	-	-	46.7
HCM Lane LOS	E	B	B	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	600	10	0	1130	0	30
Future Vol, veh/h	600	10	0	1130	0	30
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	160	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	612	10	0	1153	0	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	306
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	690
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	690
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.46
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	690	-	-	-
HCM Lane V/C Ratio	0.044	-	-	-
HCM Control Delay (s/veh)	10.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	630	1130	1	5	1
Future Vol, veh/h	1	630	1130	1	5	1
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, %	2	2	2	2	2	2
Mvmt Flow	1	649	1165	1	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1166	0	-	0	1492	583
Stage 1	-	-	-	-	1165	-
Stage 2	-	-	-	-	327	-
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	595	-	-	-	114	456
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	595	-	-	-	114	456
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	34.04
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	6	-	-	-	130
HCM Lane V/C Ratio	0.002	-	-	-	0.048
HCM Control Delay (s/veh)	11.1	0	-	-	34
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	510	5	40	560	5	5	1	10	1	1	1
Future Vol, veh/h	1	510	5	40	560	5	5	1	10	1	1	1
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	-	-	125	0	-	130	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	520	5	41	571	5	5	1	10	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	577	0	0	526	0	0	890	1181	260	916	1181	286
Stage 1	-	-	-	-	-	-	522	522	-	653	653	-
Stage 2	-	-	-	-	-	-	368	658	-	263	528	-
Critical Hdwy	4.14	-	-	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	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	993	-	-	1037	-	-	237	189	739	227	189	711
Stage 1	-	-	-	-	-	-	506	529	-	422	462	-
Stage 2	-	-	-	-	-	-	624	459	-	720	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	993	-	-	1037	-	-	226	181	739	214	181	711
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	181	-	214	181	-
Stage 1	-	-	-	-	-	-	505	528	-	406	444	-
Stage 2	-	-	-	-	-	-	597	441	-	707	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.57	14.46	19.09
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	577	7	-	-	1037	-	-	259
HCM Lane V/C Ratio	0.023	0.019	0.001	-	-	0.039	-	-	0.012
HCM Control Delay (s/veh)	21.3	11.4	8.6	0	-	8.6	-	-	19.1
HCM Lane LOS	C	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	515	5	0	605	0	25
Future Vol, veh/h	515	5	0	605	0	25
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	160	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	531	5	0	624	0	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	265
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	733
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	733
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	733	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-
HCM Control Delay (s/veh)	10.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	540	605	1	1	1
Future Vol, veh/h	1	540	605	1	1	1
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, %	2	2	2	2	2	2
Mvmt Flow	1	557	624	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	625	0	-	0	905	312
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	280	-
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	953	-	-	-	276	683
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	276	683
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	14.21
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	393
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s/veh)	8.8	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

OPENING YEAR (2027) NO-BUILD CAPACITY REPORTS

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	1	580	10	85	1045	1	5	1	30	1	1	1
Future Vol, veh/h	1	580	10	85	1045	1	5	1	30	1	1	1
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	-	-	125	0	-	130	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	604	10	89	1089	1	5	1	31	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1090	0	0	615	0	0	1328	1873	302	1570	1882	544
Stage 1	-	-	-	-	-	-	606	606	-	1266	1266	-
Stage 2	-	-	-	-	-	-	722	1267	-	305	617	-
Critical Hdwy	4.14	-	-	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	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	636	-	-	961	-	-	113	71	694	75	70	483
Stage 1	-	-	-	-	-	-	451	485	-	179	239	-
Stage 2	-	-	-	-	-	-	384	238	-	680	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	636	-	-	961	-	-	101	64	694	64	64	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	64	-	64	64	-
Stage 1	-	-	-	-	-	-	450	484	-	162	217	-
Stage 2	-	-	-	-	-	-	346	216	-	647	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.04	0.69	16.49	46.66
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	528	6	-	-	961	-	-	90
HCM Lane V/C Ratio	0.052	0.061	0.002	-	-	0.092	-	-	0.035
HCM Control Delay (s/veh)	42.7	12.3	10.7	0	-	9.1	-	-	46.7
HCM Lane LOS	E	B	B	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	600	10	0	1130	0	30
Future Vol, veh/h	600	10	0	1130	0	30
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	160	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	612	10	0	1153	0	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	306
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	690
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	690
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.46
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	690	-	-	-
HCM Lane V/C Ratio	0.044	-	-	-
HCM Control Delay (s/veh)	10.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	630	1130	1	5	1
Future Vol, veh/h	1	630	1130	1	5	1
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, %	2	2	2	2	2	2
Mvmt Flow	1	649	1165	1	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1166	0	-	0	1492	583
Stage 1	-	-	-	-	1165	-
Stage 2	-	-	-	-	327	-
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	595	-	-	-	114	456
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	595	-	-	-	114	456
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	34.04
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	6	-	-	-	130
HCM Lane V/C Ratio	0.002	-	-	-	0.048
HCM Control Delay (s/veh)	11.1	0	-	-	34
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	510	5	40	560	5	5	1	10	1	1	1
Future Vol, veh/h	1	510	5	40	560	5	5	1	10	1	1	1
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	-	-	125	0	-	130	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	520	5	41	571	5	5	1	10	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	577	0	0	526	0	0	890	1181	260	916	1181	286
Stage 1	-	-	-	-	-	-	522	522	-	653	653	-
Stage 2	-	-	-	-	-	-	368	658	-	263	528	-
Critical Hdwy	4.14	-	-	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	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	993	-	-	1037	-	-	237	189	739	227	189	711
Stage 1	-	-	-	-	-	-	506	529	-	422	462	-
Stage 2	-	-	-	-	-	-	624	459	-	720	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	993	-	-	1037	-	-	226	181	739	214	181	711
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	181	-	214	181	-
Stage 1	-	-	-	-	-	-	505	528	-	406	444	-
Stage 2	-	-	-	-	-	-	597	441	-	707	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.57	14.46	19.09
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	577	7	-	-	1037	-	-	259
HCM Lane V/C Ratio	0.023	0.019	0.001	-	-	0.039	-	-	0.012
HCM Control Delay (s/veh)	21.3	11.4	8.6	0	-	8.6	-	-	19.1
HCM Lane LOS	C	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	515	5	0	605	0	25
Future Vol, veh/h	515	5	0	605	0	25
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	160	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	531	5	0	624	0	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	265
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	733
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	733
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	733	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-
HCM Control Delay (s/veh)	10.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	540	605	1	1	1
Future Vol, veh/h	1	540	605	1	1	1
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, %	2	2	2	2	2	2
Mvmt Flow	1	557	624	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	625	0	-	0	905	312
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	280	-
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	953	-	-	-	276	683
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	276	683
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	14.21
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	393
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s/veh)	8.8	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

OPENING YEAR (2027) BUILD CAPACITY REPORTS

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	565	65	115	1055	1	45	1	50	1	1	1
Future Vol, veh/h	1	565	65	115	1055	1	45	1	50	1	1	1
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	-	-	125	0	-	130	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	589	68	120	1099	1	47	1	52	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1100	0	0	656	0	0	1380	1930	294	1635	1997	549
Stage 1	-	-	-	-	-	-	591	591	-	1339	1339	-
Stage 2	-	-	-	-	-	-	790	1340	-	297	658	-
Critical Hdwy	4.14	-	-	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	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	630	-	-	927	-	-	103	65	702	67	59	479
Stage 1	-	-	-	-	-	-	460	493	-	161	220	-
Stage 2	-	-	-	-	-	-	350	220	-	687	459	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	630	-	-	927	-	-	88	57	702	53	52	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	57	-	53	52	-
Stage 1	-	-	-	-	-	-	459	492	-	140	192	-
Stage 2	-	-	-	-	-	-	302	191	-	634	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.04	0.93	46.14	55.57
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	574	6	-	-	927	-	-	74
HCM Lane V/C Ratio	0.532	0.092	0.002	-	-	0.129	-	-	0.042
HCM Control Delay (s/veh)	84.9	11.9	10.7	0	-	9.5	-	-	55.6
HCM Lane LOS	F	B	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	2.3	0.3	0	-	-	0.4	-	-	0.1

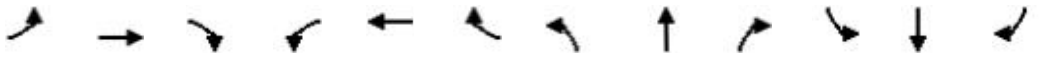
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	575	40	0	1170	0	80
Future Vol, veh/h	575	40	0	1170	0	80
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	160	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	587	41	0	1194	0	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	293
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	703
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	703
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.79
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	703	-	-	-
HCM Lane V/C Ratio	0.116	-	-	-
HCM Control Delay (s/veh)	10.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	650	5	115	1085	1	85	1	45	5	1	1
Future Volume (veh/h)	1	650	5	115	1085	1	85	1	45	5	1	1
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	670	5	119	1119	1	88	1	46	5	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	1070	8	430	1804	2	550	10	461	245	48	25
Arrive On Green	0.30	0.30	0.30	0.09	0.50	0.50	0.08	0.30	0.30	0.12	0.12	0.12
Sat Flow, veh/h	1	3538	26	1781	3643	3	1781	34	1556	874	414	215
Grp Volume(v), veh/h	354	0	322	119	546	574	88	0	47	7	0	0
Grp Sat Flow(s),veh/h/ln	1868	0	1697	1781	1777	1870	1781	0	1590	1503	0	0
Q Serve(g_s), s	0.0	0.0	7.0	1.7	9.6	9.6	1.7	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	7.0	1.7	9.6	9.6	1.7	0.0	0.9	0.1	0.0	0.0
Prop In Lane	0.00		0.02	1.00		0.00	1.00		0.98	0.71		0.14
Lane Grp Cap(c), veh/h	649	0	513	430	880	926	550	0	471	318	0	0
V/C Ratio(X)	0.55	0.00	0.63	0.28	0.62	0.62	0.16	0.00	0.10	0.02	0.00	0.00
Avail Cap(c_a), veh/h	1918	0	1674	708	2371	2495	849	0	1236	770	0	0
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	12.9	8.4	7.9	7.9	13.2	0.0	11.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.3	0.3	0.7	0.7	0.1	0.0	0.1	0.0	0.0	0.0
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(95%),veh/ln	4.0	0.0	3.7	0.8	3.8	4.0	1.1	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.6	0.0	14.2	8.8	8.6	8.6	13.3	0.0	11.1	16.9	0.0	0.0
LnGrp LOS	B		B	A	A	A	B		B	B		
Approach Vol, veh/h		676			1239			135			7	
Approach Delay, s/veh		13.9			8.6			12.5			16.9	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		17.3	8.3	17.5	7.8	9.5		25.8				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		33.5	10.5	42.5	10.5	18.5		57.5				
Max Q Clear Time (g_c+I1), s		2.9	3.7	9.0	3.7	2.1		11.6				
Green Ext Time (p_c), s		0.2	0.1	4.0	0.1	0.0		8.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	650	5	115	1085	1	85	1	45	5	1	1
Future Volume (veh/h)	1	650	5	115	1085	1	85	1	45	5	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	670	5	119	1119	1	88	1	46	5	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	84	1070	8	430	1804	2	550	10	461	245	48	25
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
Prop Arrive On Green	0.30	0.30	0.30	0.09	0.50	0.50	0.08	0.30	0.30	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	13.6	0.0	14.2	8.8	8.6	8.6	13.3	0.0	11.1	16.9	0.0	0.0
Ln Grp LOS	B		B	A	A	A	B		B	B		
Approach Vol, veh/h		676			1239			135			7	
Approach Delay, s/veh		13.9			8.6			12.5			16.9	
Approach LOS		B			A			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6		8
Case No		4.0	1.2	8.3	1.2	8.3		4.0
Phs Duration (G+Y+Rc), s		17.3	8.3	17.5	7.8	9.5		25.8
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5		4.5
Max Green (Gmax), s		33.5	10.5	42.5	10.5	18.5		57.5
Max Allow Headway (MAH), s		5.7	3.7	4.9	3.9	5.5		4.9
Max Q Clear (g_c+I1), s		2.9	3.7	9.0	3.7	2.1		11.6
Green Ext Time (g_e), s		0.2	0.1	4.0	0.1	0.0		8.2
Prob of Phs Call (p_c)		1.00	0.76	1.00	0.65	1.00		1.00
Prob of Max Out (p_x)		0.00	0.04	0.00	0.04	0.00		0.01

Left-Turn Movement Data								
Assigned Mvmt			3	7	5	1		
Mvmt Sat Flow, veh/h			1781	1	1781	874		

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		34		3538		414		3643

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1556		26		215		3

Left Lane Group Data								
Assigned Mvmt	0	0	3	7	5	1	0	0

Lane Assignment			L (Pr/Pm)		L+T̃L (Pr/Pm)	L+T+R		
Lanes in Grp	0	0	1	1	1	1	0	0
Grp Vol (v), veh/h	0	0	119	354	88	7	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1781	1868	1781	1503	0	0
Q Serve Time (g_s), s	0.0	0.0	1.7	0.0	1.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.7	7.0	1.7	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	764	511	1415	1380	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	1781	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	15.0	13.0	7.0	5.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	6.0	11.7	4.9	5.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	10.6	0.0	0.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	7.0	0.0	0.1	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.71	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	430	649	550	318	0	0
V/C Ratio (X)	0.00	0.00	0.28	0.55	0.16	0.02	0.00	0.00
Avail Cap (c_a), veh/h	0	0	708	1918	849	770	0	0
Upstream Filter (I)	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	8.4	12.9	13.2	16.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.7	0.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	8.8	13.6	13.3	16.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.4	2.1	0.6	0.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.80	1.80	1.80	1.80	0.00	0.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.8	4.0	1.1	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.20	0.34	0.28	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	546
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	880
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	2371
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R				T+R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	47	0	322	0	0	0	574
Grp Sat Flow (s), veh/h/ln	0	1590	0	1697	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.9	0.0	7.0	0.0	0.0	0.0	9.6
Cycle Q Clear Time (g_c), s	0.0	0.9	0.0	7.0	0.0	0.0	0.0	9.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.98	0.00	0.02	0.00	0.14	0.00	0.00
Lane Grp Cap (c), veh/h	0	471	0	513	0	0	0	926
V/C Ratio (X)	0.00	0.10	0.00	0.63	0.00	0.00	0.00	0.62
Avail Cap (c_a), veh/h	0	1236	0	1674	0	0	0	2495
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.0	0.0	12.9	0.0	0.0	0.0	7.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.3	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	14.2	0.0	0.0	0.0	8.6
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.9	0.0	0.0	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.5	0.0	3.7	0.0	0.0	0.0	4.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.32	0.00	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	60	35	1	85	95
Future Vol, veh/h	1	60	35	1	85	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	67	39	1	96	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	20	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	683	1053	-	-	1567	-
Stage 1	977	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	640	1053	-	-	1567	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.7	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1042	1521	-
HCM Lane V/C Ratio	-	-	0.066	0.061	-
HCM Control Delay (s/veh)	-	-	8.7	7.4	0.2
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	5	1	1	5	10	1	30	1	15	10	15
Future Vol, veh/h	40	5	1	1	5	10	1	30	1	15	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	7	1	1	7	14	1	42	1	21	14	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	115	113	25	106	123	43	35	0	0	44	0	0
Stage 1	67	67	-	46	46	-	-	-	-	-	-	-
Stage 2	49	46	-	60	77	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	861	777	1052	874	767	1027	1576	-	-	1565	-	-
Stage 1	943	839	-	968	857	-	-	-	-	-	-	-
Stage 2	965	856	-	952	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	829	765	1052	852	756	1027	1576	-	-	1565	-	-
Mov Cap-2 Maneuver	829	765	-	852	756	-	-	-	-	-	-	-
Stage 1	930	828	-	967	856	-	-	-	-	-	-	-
Stage 2	943	855	-	929	819	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.73	9.04	0.23	2.75
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	56	-	-	825	913	603	-	-
HCM Lane V/C Ratio	0.001	-	-	0.078	0.025	0.014	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.7	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	1	1	20	45	60
Future Vol, veh/h	85	1	1	20	45	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	1	1	22	49	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	23	0	-	0	198	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1592	-	-	-	791	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1592	-	-	-	745	1069
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	SB
HCM Control Delay, s/v	7.31	0	9.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	901
HCM Lane V/C Ratio	0.058	-	-	-	0.127
HCM Control Delay (s/veh)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	115	125	10
Future Vol, veh/h	15	5	5	115	125	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	5	5	125	136	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	106	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1455	-	-	-	892	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	882	995
Mov Cap-2 Maneuver	-	-	-	-	882	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.63	0	9.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1350	-	-	-	889
HCM Lane V/C Ratio	0.011	-	-	-	0.165
HCM Control Delay (s/veh)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6

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	1	500	55	70	570	5	45	1	25	1	1	1
Future Vol, veh/h	1	500	55	70	570	5	45	1	25	1	1	1
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	-	-	125	0	-	130	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	510	56	71	582	5	46	1	26	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	587	0	0	566	0	0	946	1242	255	982	1293	291
Stage 1	-	-	-	-	-	-	512	512	-	724	724	-
Stage 2	-	-	-	-	-	-	434	730	-	258	568	-
Critical Hdwy	4.14	-	-	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	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	984	-	-	1002	-	-	216	173	744	203	162	706
Stage 1	-	-	-	-	-	-	513	535	-	383	428	-
Stage 2	-	-	-	-	-	-	570	426	-	724	504	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	984	-	-	1002	-	-	199	161	744	181	150	706
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	161	-	181	150	-
Stage 1	-	-	-	-	-	-	512	534	-	355	398	-
Stage 2	-	-	-	-	-	-	528	396	-	697	504	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.96	21.98	21.56
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	199	653	7	-	-	1002	-	-	220
HCM Lane V/C Ratio	0.231	0.041	0.001	-	-	0.071	-	-	0.014
HCM Control Delay (s/veh)	28.5	10.7	8.7	0	-	8.9	-	-	21.6
HCM Lane LOS	D	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0.1	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	485	40	0	645	0	80
Future Vol, veh/h	485	40	0	645	0	80
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	160	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	500	41	0	665	0	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	250
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	750
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	750
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.39
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	750	-	-	-
HCM Lane V/C Ratio	0.11	-	-	-
HCM Control Delay (s/veh)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	555	10	175	510	1	135	1	60	1	1	1
Future Volume (veh/h)	1	555	10	175	510	1	135	1	60	1	1	1
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	572	10	180	526	1	139	1	62	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	929	16	457	1732	3	583	8	492	141	99	65
Arrive On Green	0.27	0.27	0.27	0.11	0.48	0.48	0.09	0.31	0.31	0.12	0.12	0.12
Sat Flow, veh/h	1	3498	61	1781	3639	7	1781	25	1564	256	856	556
Grp Volume(v), veh/h	306	0	277	180	257	270	139	0	63	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	0	1691	1781	1777	1869	1781	0	1589	1669	0	0
Q Serve(g_s), s	0.0	0.0	6.2	2.8	3.8	3.8	2.7	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	6.2	2.8	3.8	3.8	2.7	0.0	1.2	0.1	0.0	0.0
Prop In Lane	0.00		0.04	1.00		0.00	1.00		0.98	0.33		0.33
Lane Grp Cap(c), veh/h	580	0	449	457	846	890	583	0	500	305	0	0
V/C Ratio(X)	0.53	0.00	0.62	0.39	0.30	0.30	0.24	0.00	0.13	0.01	0.00	0.00
Avail Cap(c_a), veh/h	1579	0	1356	952	2292	2411	850	0	1311	870	0	0
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.9	0.0	13.9	9.1	6.9	6.9	12.9	0.0	10.5	16.8	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.4	0.6	0.2	0.2	0.2	0.0	0.1	0.0	0.0	0.0
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(95%),veh/ln	3.6	0.0	3.4	1.3	1.5	1.6	1.7	0.0	0.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.6	0.0	15.3	9.7	7.1	7.1	13.1	0.0	10.6	16.8	0.0	0.0
LnGrp LOS	B		B	A	A	A	B		B	B		
Approach Vol, veh/h		583			707			202			3	
Approach Delay, s/veh		14.9			7.8			12.3			16.8	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	5	6	8
Phs Duration (G+Y+Rc), s	18.1	9.1	15.9	8.6	9.5	25.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	35.5	16.5	34.5	10.5	20.5	55.5
Max Q Clear Time (g_c+I1), s	3.2	4.8	8.2	4.7	2.1	5.8
Green Ext Time (p_c), s	0.3	0.3	3.2	0.2	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.2
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	555	10	175	510	1	135	1	60	1	1	1
Future Volume (veh/h)	1	555	10	175	510	1	135	1	60	1	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	572	10	180	526	1	139	1	62	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	84	929	16	457	1732	3	583	8	492	141	99	65
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
Prop Arrive On Green	0.27	0.27	0.27	0.11	0.48	0.48	0.09	0.31	0.31	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	14.6	0.0	15.3	9.7	7.1	7.1	13.1	0.0	10.6	16.8	0.0	0.0
Ln Grp LOS	B		B	A	A	A	B		B	B		
Approach Vol, veh/h		583			707			202			3	
Approach Delay, s/veh		14.9			7.8			12.3			16.8	
Approach LOS		B			A			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6		8
Case No		4.0	1.2	8.3	1.2	8.3		4.0
Phs Duration (G+Y+Rc), s		18.1	9.1	15.9	8.6	9.5		25.0
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5		4.5
Max Green (Gmax), s		35.5	16.5	34.5	10.5	20.5		55.5
Max Allow Headway (MAH), s		5.7	3.7	4.9	3.9	5.5		4.9
Max Q Clear (g_c+I1), s		3.2	4.8	8.2	4.7	2.1		5.8
Green Ext Time (g_e), s		0.3	0.3	3.2	0.2	0.0		3.0
Prob of Phs Call (p_c)		1.00	0.88	1.00	0.81	1.00		1.00
Prob of Max Out (p_x)		0.00	0.00	0.00	0.17	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt			3	7	5	1		
Mvmt Sat Flow, veh/h			1781	1	1781	256		

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		25		3498		856		3639

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1564		61		556		7

Left Lane Group Data								
Assigned Mvmt	0	0	3	7	5	1	0	0

Lane Assignment			L (Pr/Pm)		L+TL (Pr/Pm)	L+T+R		
Lanes in Grp	0	0	1	1	1	1	0	0
Grp Vol (v), veh/h	0	0	180	306	139	3	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1781	1869	1781	1669	0	0
Q Serve Time (g_s), s	0.0	0.0	2.8	0.0	2.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.8	6.2	2.7	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	833	890	1415	1360	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	1781	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	13.4	11.4	7.0	5.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	5.2	11.4	4.9	5.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	9.0	0.0	2.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	6.2	0.0	0.1	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.33	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	457	580	583	305	0	0
V/C Ratio (X)	0.00	0.00	0.39	0.53	0.24	0.01	0.00	0.00
Avail Cap (c_a), veh/h	0	0	952	1579	850	870	0	0
Upstream Filter (I)	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	9.1	13.9	12.9	16.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.7	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	9.7	14.6	13.1	16.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.7	1.9	0.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.80	1.80	1.80	1.80	0.00	0.00
%ile Back of Q (95%), veh/ln	0.0	0.0	1.3	3.6	1.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.34	0.31	0.44	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	257
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	846
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	2292
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R				T+R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	63	0	277	0	0	0	270
Grp Sat Flow (s), veh/h/ln	0	1589	0	1691	0	0	0	1869
Q Serve Time (g_s), s	0.0	1.2	0.0	6.2	0.0	0.0	0.0	3.8
Cycle Q Clear Time (g_c), s	0.0	1.2	0.0	6.2	0.0	0.0	0.0	3.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.98	0.00	0.04	0.00	0.33	0.00	0.00
Lane Grp Cap (c), veh/h	0	500	0	449	0	0	0	890
V/C Ratio (X)	0.00	0.13	0.00	0.62	0.00	0.00	0.00	0.30
Avail Cap (c_a), veh/h	0	1311	0	1356	0	0	0	2411
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.5	0.0	13.9	0.0	0.0	0.0	6.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.4	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.6	0.0	15.3	0.0	0.0	0.0	7.1
1st-Term Q (Q1), veh/ln	0.0	0.4	0.0	1.7	0.0	0.0	0.0	0.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.7	0.0	3.4	0.0	0.0	0.0	1.6
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.29	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	55	15	1	80	45
Future Vol, veh/h	1	55	15	1	80	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	59	16	1	85	48

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	211	9	0	0	17	0
Stage 1	16	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	758	1071	-	-	1599	-
Stage 1	1004	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	717	1071	-	-	1599	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.59	0	4.75
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1062	1577	-
HCM Lane V/C Ratio	-	-	0.056	0.053	-
HCM Control Delay (s/veh)	-	-	8.6	7.4	0.1
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	5	1	1	5	20	1	25	1	25	5	10
Future Vol, veh/h	35	5	1	1	5	20	1	25	1	25	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	7	1	1	7	30	1	37	1	37	7	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	134	131	15	127	138	38	22	0	0	39	0	0
Stage 1	90	90	-	41	41	-	-	-	-	-	-	-
Stage 2	44	42	-	86	97	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	838	759	1065	847	753	1034	1593	-	-	1571	-	-
Stage 1	918	821	-	974	861	-	-	-	-	-	-	-
Stage 2	970	860	-	922	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	786	740	1065	816	734	1034	1593	-	-	1571	-	-
Mov Cap-2 Maneuver	786	740	-	816	734	-	-	-	-	-	-	-
Stage 1	896	801	-	973	860	-	-	-	-	-	-	-
Stage 2	933	859	-	890	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.97	8.95	0.27	4.59
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	785	950	993	-	-
HCM Lane V/C Ratio	0.001	-	-	0.078	0.041	0.024	-	-
HCM Control Delay (s/veh)	7.3	0	-	10	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	1	1	15	40	55
Future Vol, veh/h	80	1	1	15	40	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	-	-	-	-	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	87	1	1	16	43	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	184	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1600	-	-	-	805	1072
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	761	1072
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	855	-

Approach	EB	WB	SB
HCM Control Delay, s/v	7.29	0	9.43
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1599	-	-	-	915
HCM Lane V/C Ratio	0.054	-	-	-	0.113
HCM Control Delay (s/veh)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	5	5	180	190	20
Future Vol, veh/h	25	5	5	180	190	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	5	5	196	207	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	201	0	-	0	163	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1371	-	-	-	828	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1371	-	-	-	811	952
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.4	0	11.05
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1367	-	-	-	823
HCM Lane V/C Ratio	0.02	-	-	-	0.277
HCM Control Delay (s/veh)	7.7	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

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