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TRAFFIC IMPACT STUDY

PROPOSED RESIDENTIAL DEVELOPMENT

VINTNER'S PARK

MCCORDSVILLE, INDIANA

PREPARED FOR

HENDERSON ENGINEERING
& CONSULTING, LLC

JANUARY 2021

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TABLE OF CONTENTS

LIST OF FIGURES

CERTIFICATION

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

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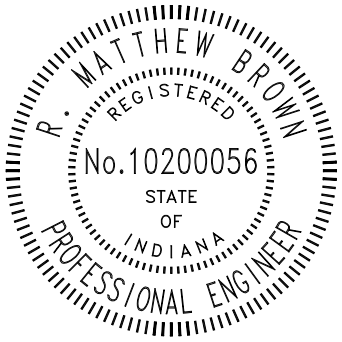

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Indiana Registration 10200056

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Traffic Engineer

INTRODUCTION

This **TRAFFIC IMPACT STUDY**, prepared at the request of the Town of McCordsville on behalf of Henderson Engineering & Consulting, is for a proposed residential development called "Vintner's Park" that will be located along CR 900 N east of CR 700 W in McCordsville, Indiana.

PURPOSE

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

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

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

SCOPE OF WORK

The scope of work for this analysis is as follows:

First, obtain peak hour turning movement traffic volume counts between the hours of 6:30 AM to 8:30 AM and 4:00 PM to 7:00 PM at the following intersections:

- CR 900 N & CR 700 W
- CR 700 W & Glory Maple Drive

Second, adjust existing traffic volumes to account for traffic volume reductions caused by COVID-19.

Third, estimate year 2025 background traffic volumes by applying an annual growth rate to the existing counts.

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

Fifth, assign and distribute the generated peak hour traffic from the proposed residential development to the study intersections.

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

Scenario 1: Adjusted Existing Traffic Volumes – Based on adjusted existing traffic volumes and existing intersection conditions.

Scenario 2: Proposed Development Traffic Volumes – Based on the sum of adjusted existing traffic volumes and generated traffic volumes from the proposed development.

Scenario 3: Year 2025 Background Traffic Volumes – Based on applying an annual growth rate to the adjusted existing traffic volumes.

Scenario 4: Year 2025 Proposed Development Traffic Volumes – Based on the sum of year 2025 background traffic volumes and generated traffic volumes from the proposed development.

Seventh, prepare recommendations for the roadway geometrics that will be needed to accommodate the future traffic volumes.

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

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed residential development will be located along CR 900 N east of CR 700 W in McCordsville, Indiana. The proposed development will consist of 127 single-family homes. As proposed, the site will be served by a full access drive along CR 900 N. A second drive will connect to the subdivision to the north and access CR 700 W via Glory Maple Drive. **Figure 1** is an area map showing the location and general layout of the proposed site.

STUDY AREA

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

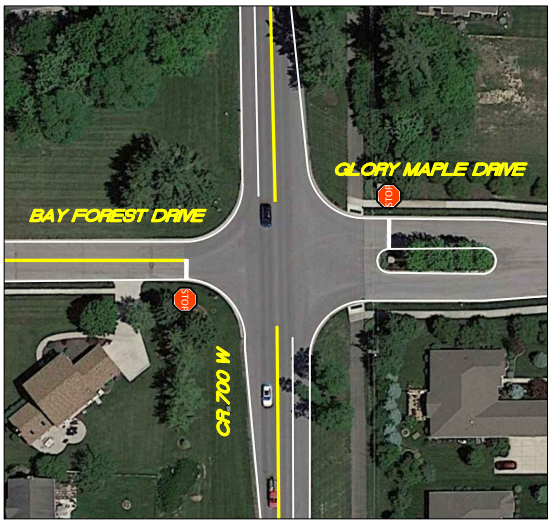
- CR 900 N & CR 700 W
- CR 700 W & Glory Maple Drive
- CR 900 N & Proposed Access Drive

Figure 2 shows the existing intersection geometrics at the study intersections.

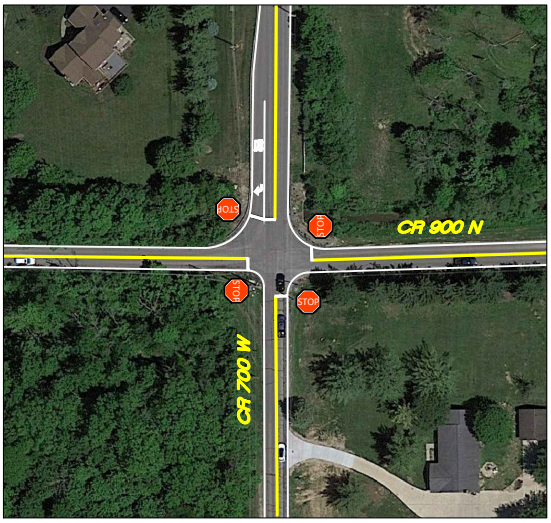
FIGURE 1

AREA MAP

TRAFFIC IMPACT STUDY
VINTNER'S PARK
MCCORDSVILLE, IN



CR 700 W & GLORY MAPLE DRIVE/BAY FOREST DRIVE



CR 700 W & CR 900 N

FIGURE 2

EXISTING INTERSECTION GEOMETRICS

**TRAFFIC IMPACT STUDY
VINTNER'S PARK
MCCORDSVILLE, IN**

DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed development will be primarily served by the public roadway system that includes CR 900 N, CR 700 W, and Glory Maple Drive.

TABLE 1 – DESCRIPTION OF THE ABUTTING STREET SYSTEM

STREET NAME	NUMBER OF LANES	SPEED LIMIT (MPH)	FUNCTIONAL CLASSIFICATION
CR 900 N	2	45	Minor Collector
CR 700 W	2	40	Major Collector
Glory Maple Drive	2	30	Local Road

EXISTING TRAFFIC VOLUMES

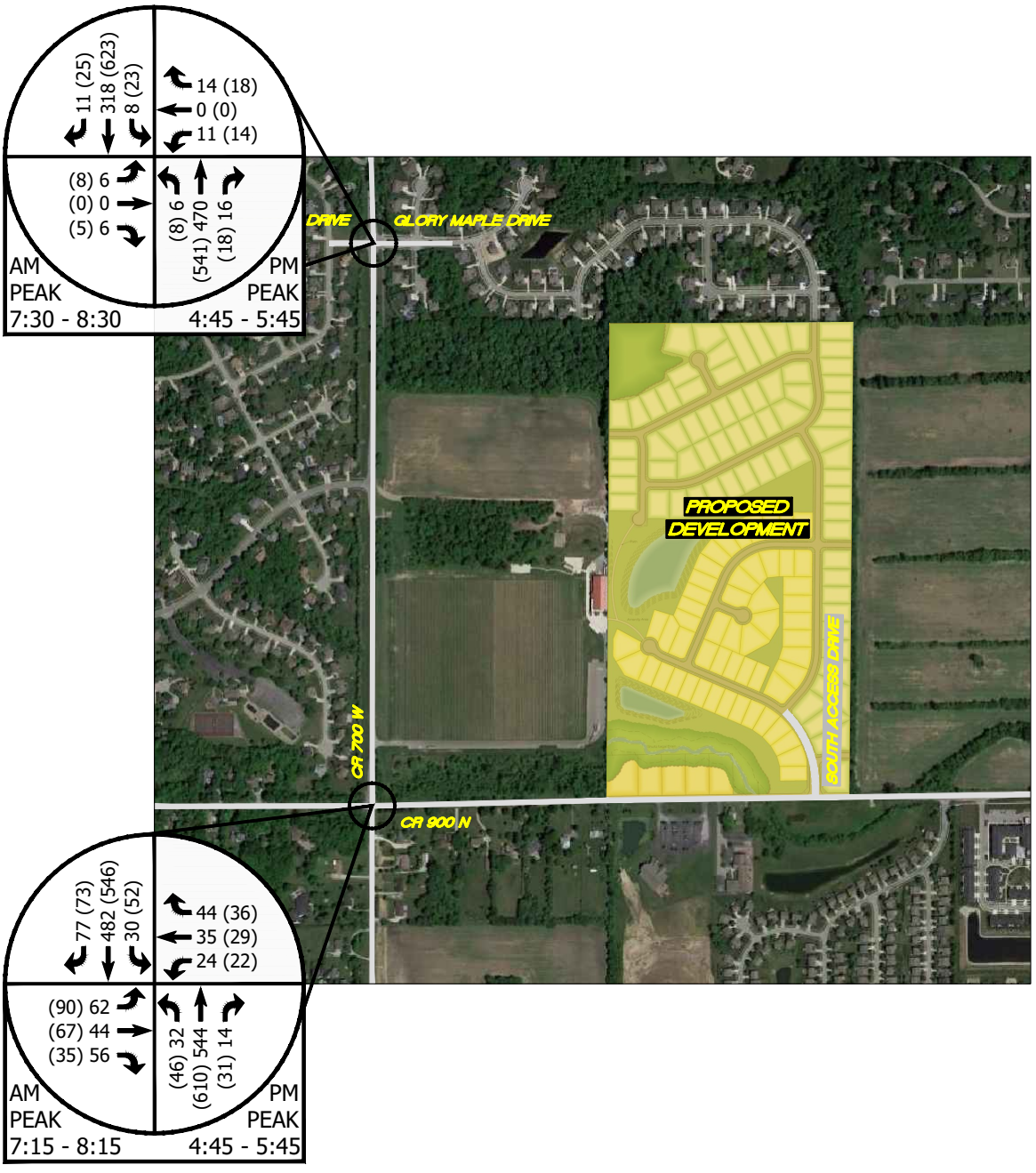
Turning movement traffic volume counts were collected by A&F Engineering at the study intersections between the hours of 6:30 AM to 8:30 AM and 4:00 PM to 7:00 PM during a typical weekday in November and December 2020 under good weather conditions. The intersection count output summary sheets and the peak hour volumes are included in the **Appendix.**

ADJUSTED EXISTING TRAFFIC VOLUMES

The existing traffic counts were compared to historic data from a previous study conducted by A&F Engineering to account for the traffic reductions caused by COVID-19. A comparison of the data sets has shown that 2019 traffic volumes are approximately 20% higher than 2020 traffic counts. Therefore, an adjustment factor of 1.20 was applied to the AM and PM peak hour turning movement traffic volumes to calculate the adjusted existing traffic volumes shown in **Figure 3**.

YEAR 2025 BACKGROUND TRAFFIC VOLUMES

In order to account for annual growth in traffic that would occur due to future development, a 1.15% annual growth rate was applied to the adjusted existing traffic volumes. **Figure 4** is a summary of these traffic volumes.



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

FIGURE 3

ADJUSTED EXISTING TRAFFIC VOLUMES

TRAFFIC IMPACT STUDY
VINTNER'S PARK
MCCORDSVILLE, IN

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

TRAFFIC IMPACT STUDY
VINTNER'S PARK
MCCORDSVILLE, IN

FIGURE 4

YEAR 2025 BACKGROUND TRAFFIC VOLUMES

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GENERATED TRIPS FOR PROPOSED DEVELOPMENT

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

TABLE 2 – TOTAL GENERATED TRIPS FOR PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION			GENERATED TRIPS			
LAND USE	ITE CODE	SIZE	AM PEAK		PM PEAK	
			IN	OUT	IN	OUT
Single-Family Housing	210	127 DU	24	71	81	47

PASS-BY & INTERNAL TRIPS

Pass-by trips are trips that are already in the existing traffic stream along the adjacent public roadway system that enter a site, utilize the site, and then return back to the existing traffic stream. Residential developments do not typically attract a significant number of pass-by trips. Therefore, pass-by trip reductions are not included in this study.

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

ASSIGNMENT AND DISTRIBUTION OF GENERATED TRIPS

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

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

[1] *Trip Generation Manual*, Institute of Transportation Engineers, Tenth Edition, 2017.

with the driveways. For the proposed development, the trip distribution was based on the location of the development, the existing traffic patterns, and the assignment of generated traffic.

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

GENERATED TRIPS ADDED TO THE STREET SYSTEM

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

TURN LANE WARRANT ANALYSIS

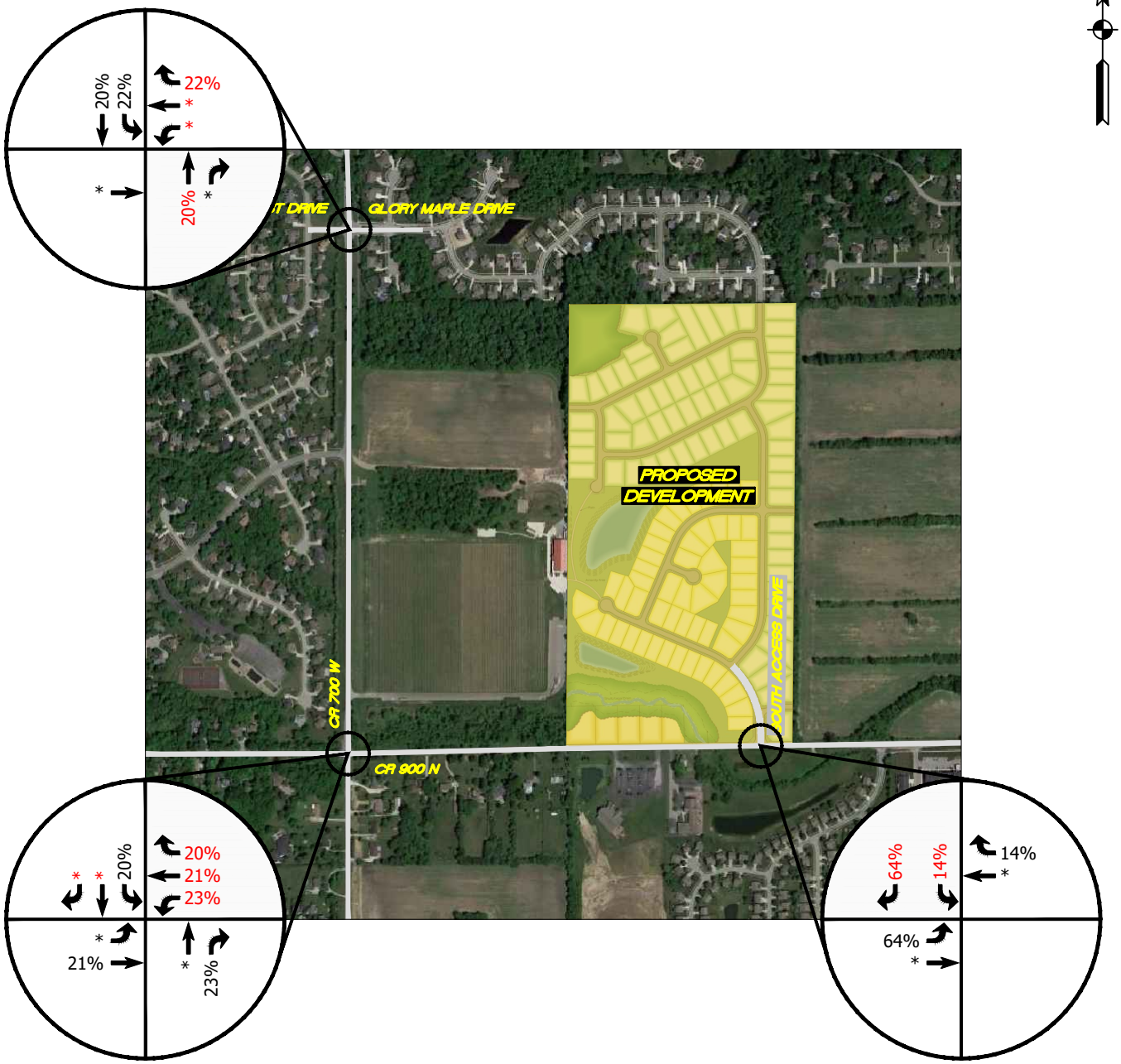
A turn lane analysis was conducted to determine if exclusive turn lanes would be warranted at the proposed access drives along CR 900 N when the proposed residential development is constructed. This analysis was done in accordance with the INDOT *Driveway Permit Manual*[2]. The results are summarized in the following table.

CR 900 N & PROPOSED ACCESS DRIVE		
SCENARIO	RIGHT-TURN LANE	LEFT-TURN LANE
Adjusted Existing Traffic Volumes + Proposed Development Traffic Volumes	✗	✗
Year 2025 Background Traffic Volumes + Proposed Development Traffic Volumes	✗	✗

✔=Turn lane warranted; ✗=Turn lane not warranted

According to the results, neither a right-turn lane nor a left-turn lane is warranted at the Proposed Access Drive. However, an exclusive right-turn lane along CR 900 N would be beneficial to safely service vehicles entering the site. The graphs displaying the left-turn lane and right-turn lane warrant criteria are shown in the **Appendix**.

[2] INDOT *Driveway Permit Manual*, Indiana Department of Transportation, 2018



LEGEND

XX = INBOUND TRAFFIC

XX = OUTBOUND TRAFFIC

* = NEGLIGIBLE

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MCCORDSVILLE, IN

FIGURE 5

ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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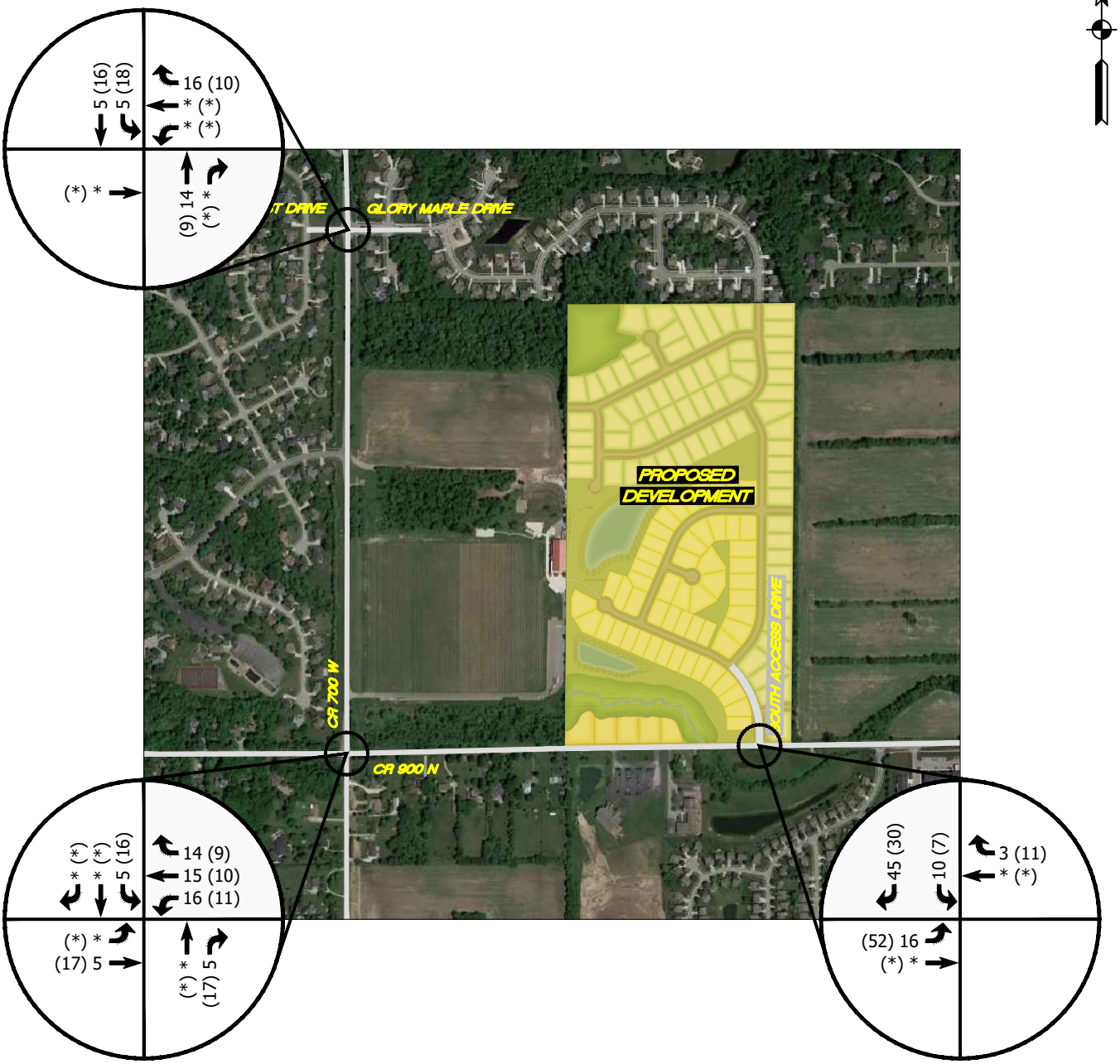

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
VINTNER'S PARK
MCCORDSVILLE, IN

FIGURE 6

TOTAL GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/SimTraffic*[3].This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 6th Edition)*[4]. The following list shows the delays related to the levels of service for unsignalized and signalized intersections:

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

CAPACITY ANALYSIS SCENARIOS

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

Scenario 1: Adjusted Existing Traffic Volumes – Based on adjusted existing traffic volumes and existing intersection conditions. **Figure 3** is a summary of these volumes.

Scenario 2: Proposed Development Traffic Volumes – Based on the sum of adjusted existing traffic volumes and generated traffic volumes from the proposed development. **Figure 7** is a summary of these volumes.

Scenario 3: Year 2025 Background Traffic Volumes – Based on applying an annual growth rate to the adjusted existing traffic volumes. **Figure 4** is a summary of these volumes.

[3] *Synchro/SimTraffic 11*, Trafficware, 2020.
[4] *Highway Capacity Manual (HCM), 6th Edition* Transportation Research Board, National Research Council, Washington, DC, 2016.

Scenario 4: Year 2025 Proposed Development Traffic Volumes – Based on the sum of year 2025 background traffic volumes and generated traffic volumes from the proposed development. **Figure 8** is a summary of these volumes.

The following tables summarize the peak hour level of service results at each of the study intersections. The *Synchro* (*HCM 6th Edition*) intersection reports illustrating the capacity analysis results are included in the **Appendix**.

TABLE 3 – LEVEL OF SERVICE SUMMARY: CR 700 W & GLORY MAPLE DRIVE

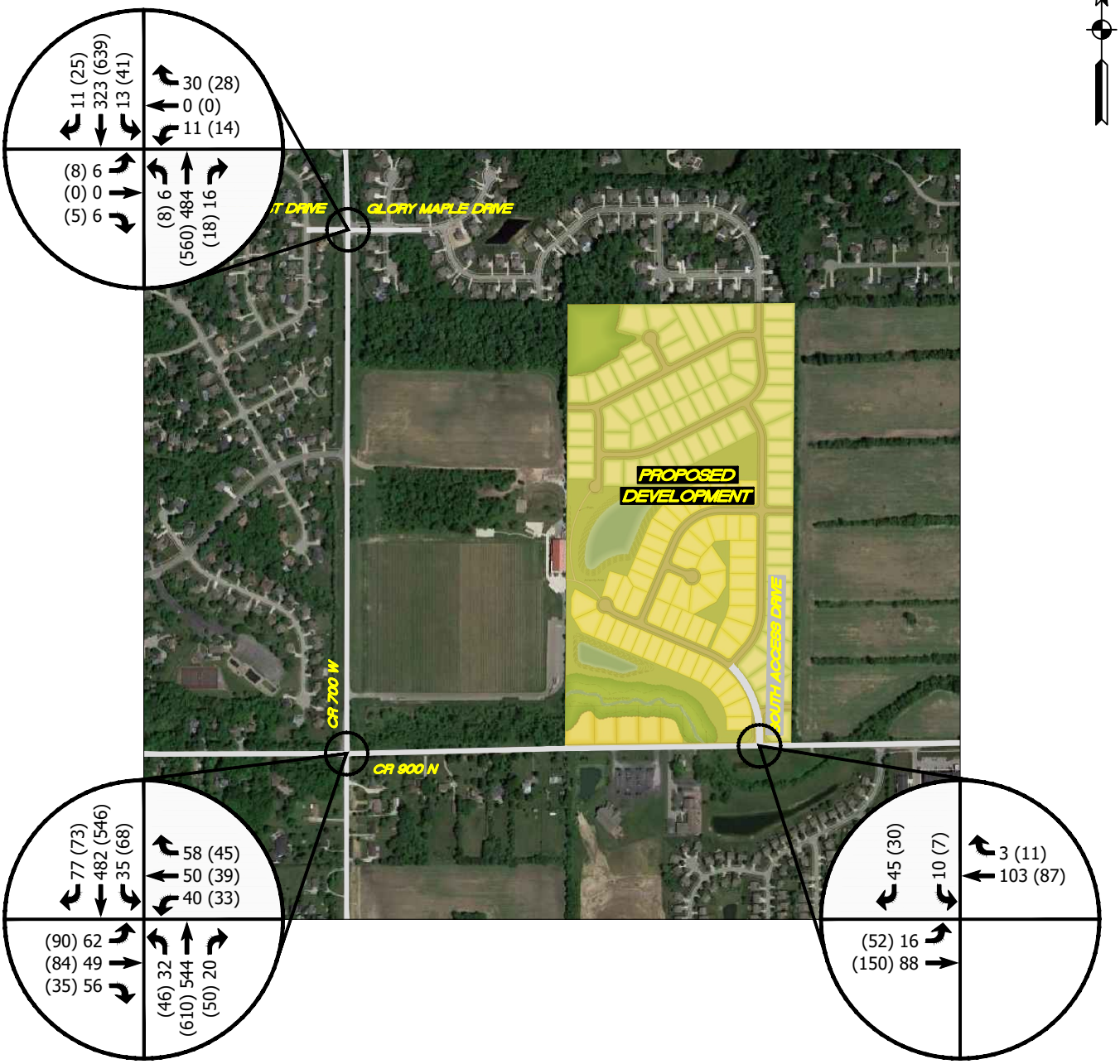
APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1	2	3	4	1	2	3	4
Northbound Approach	A	A	A	A	A	A	A	A
Southbound Approach	A	A	A	A	A	A	A	A
Eastbound Approach	B	C	C	C	D	D	D	D
Westbound Approach	C	B	C	C	C	C	E	E

TABLE 4 – LEVEL OF SERVICE SUMMARY: CR 700 W & CR 900 N

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1	2	3	4	1	2	3	4
Northbound Approach	F	F	F	F	F	F	F	F
Southbound Approach	F	F	F	F	F	F	F	F
Eastbound Approach	C	C	C	C	C	C	C	C
Westbound Approach	B	C	C	C	B	C	C	C

TABLE 5 – LEVEL OF SERVICE SUMMARY: CR 900 N & PROPOSED ACCESS DRIVE

APPROACH	AM PEAK		PM PEAK	
	Scenarios		Scenarios	
	2	4	2	4
Southbound Approach	A	A	A	A
Eastbound Left-Turn	A	A	A	A



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

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VINTNER'S PARK
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FIGURE 7

SUM OF ADJUSTED EXISTING TRAFFIC VOLUMES & GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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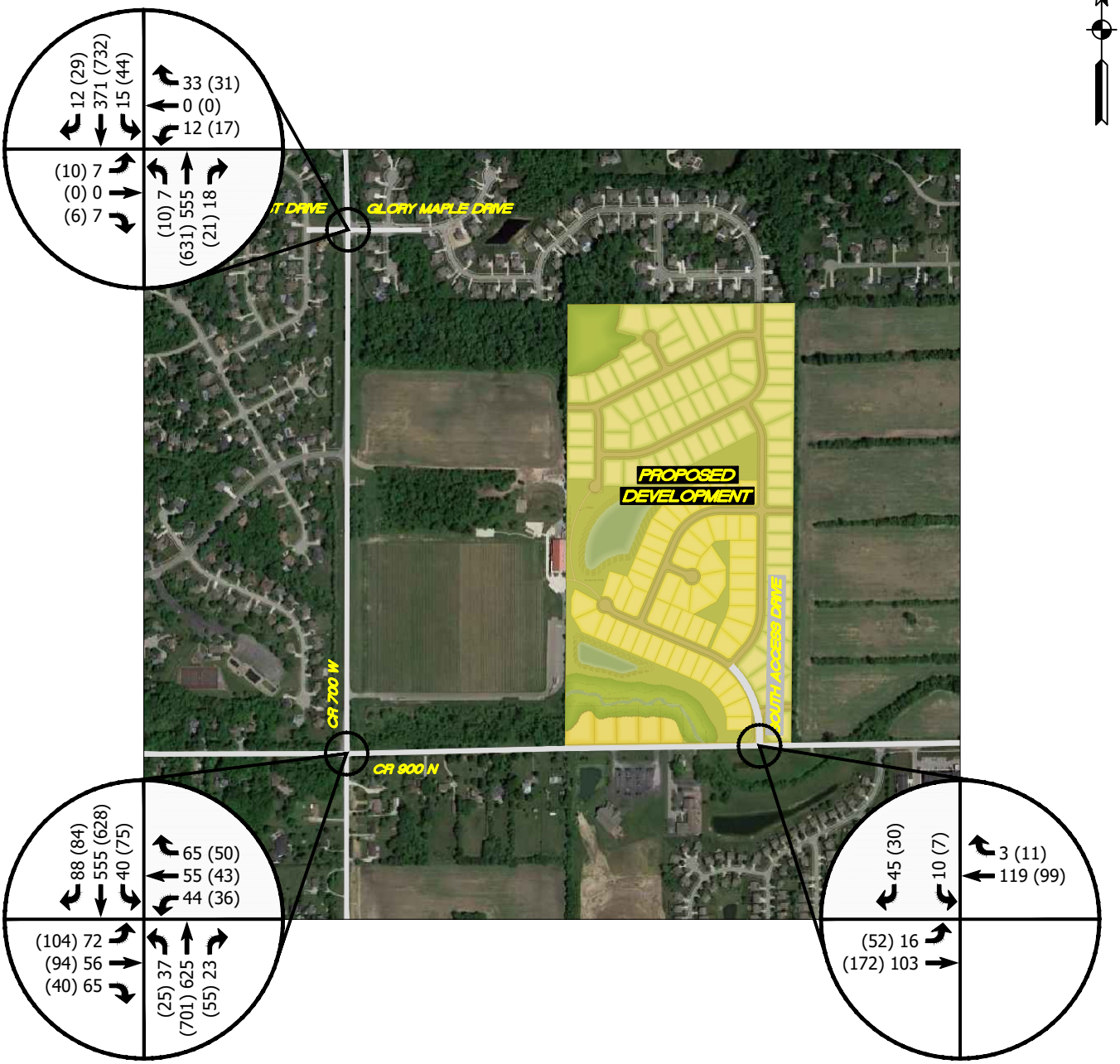

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
VINTNER'S PARK
MCCORDSVILLE, IN

FIGURE 8

SUM OF BACKGROUND 2025 TRAFFIC VOLUMES & GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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CONCLUSIONS & RECOMMENDATIONS

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, capacity analyses/level of service/turn lane analysis results and a field review conducted at the site. Based on the analyses and the resulting conclusions, the following recommendations are formulated.

CR 700 W & GLORY MAPLE DRIVE

Capacity analyses have shown that the minor road approaches will experience increased delays as future traffic volumes increase at this location. However, these delays are limited to the PM peak hour. The increased delays are primarily due to growth in background traffic volumes along CR 700 W. It is estimated that no more than 30 vehicles from the proposed development will utilize the cross connection through Geist Woods Estates to use this intersection. In addition, this connection is beneficial by providing a secondary access for both Geist Woods Estates (access to CR 900 N) and the proposed development (access to CR 700 N) that can be used by residents and emergency vehicles as well.

CR 700 W & CR 900 N

Capacity analyses for all traffic volume scenarios have shown that this intersection currently operates and will continue to operate below acceptable levels of service during the AM and PM peak hours in the northbound and southbound directions. Traffic signal warrants should be investigated as traffic volumes increase at this location and any improvements at this intersection would fall under the jurisdiction of Marion County.

CR 900 N & PROPOSED ACCESS DRIVE

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

- Construction of the southbound approach (access drive) with at least one inbound lane and two outbound lanes.
- The intersection should be stop controlled with the access drive stopping for CR 900 N.
- A right-turn lane should be considered along CR 900 N at the access drive location.

TRAFFIC IMPACT STUDY

APPENDIX

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ADDITIONAL FIGURES

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

FIGURE A

EXISTING TRAFFIC VOLUMES

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VINTNER'S PARK
MCCORDSVILLE, IN

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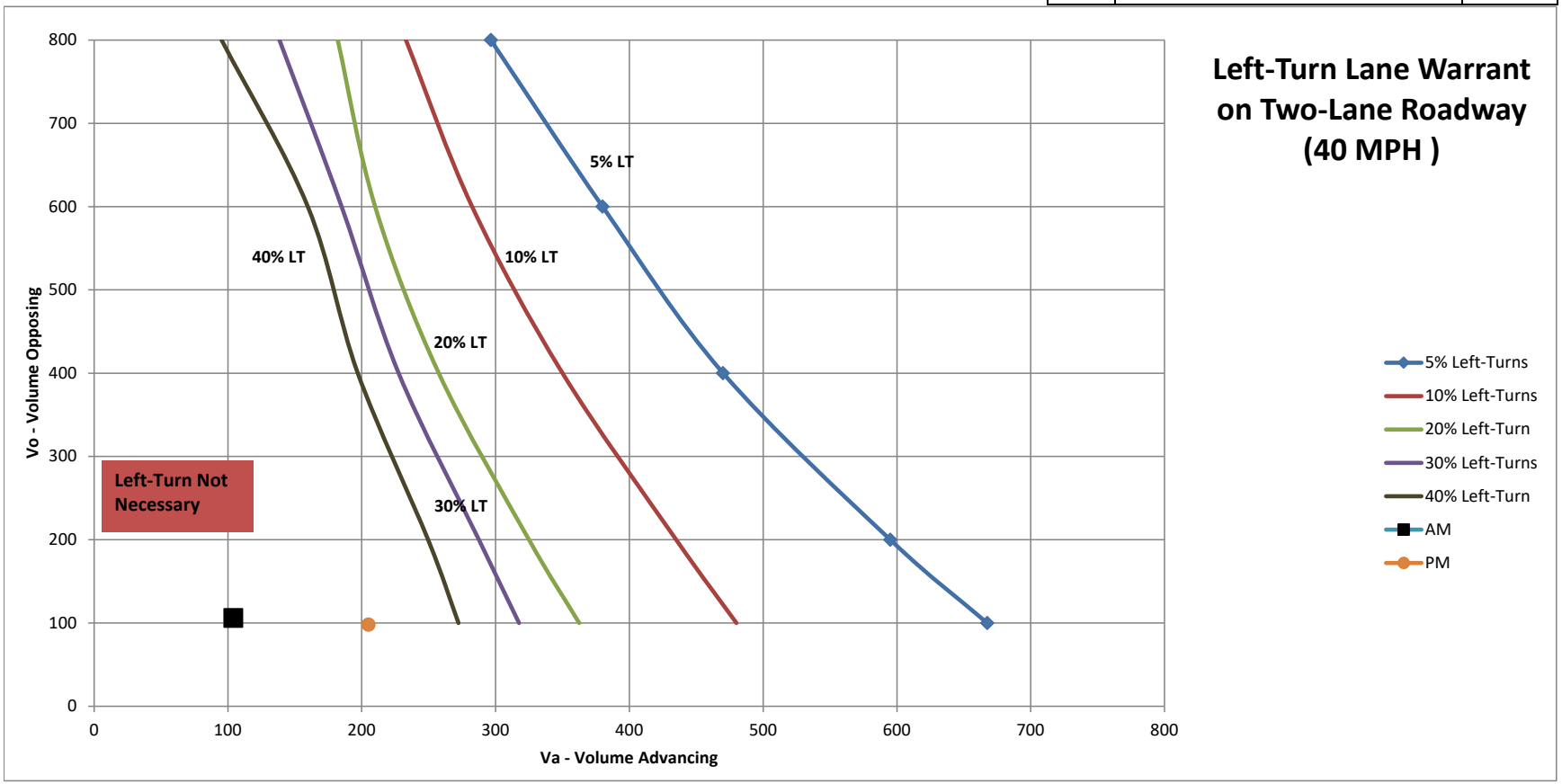
TURN LANE WARRANT ANALYSIS

CR 900 N & Proposed Access Drive - Adjusted Existing + Proposed

Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)							
		5% Left Turns	10% Left Turns	15% Left Turns	20% Left Turns	25% Left Turns	30% Left Turns	35% Left Turns	40% Left Turns
40	800	297	233	208	182	160	139	117	95
	600	380	283	246	210	198	185	172	160
	400	470	350	304	258	243	228	212	197
	200	595	435	380	325	306	288	269	250
	100	668	480	421	363	340	318	295	272

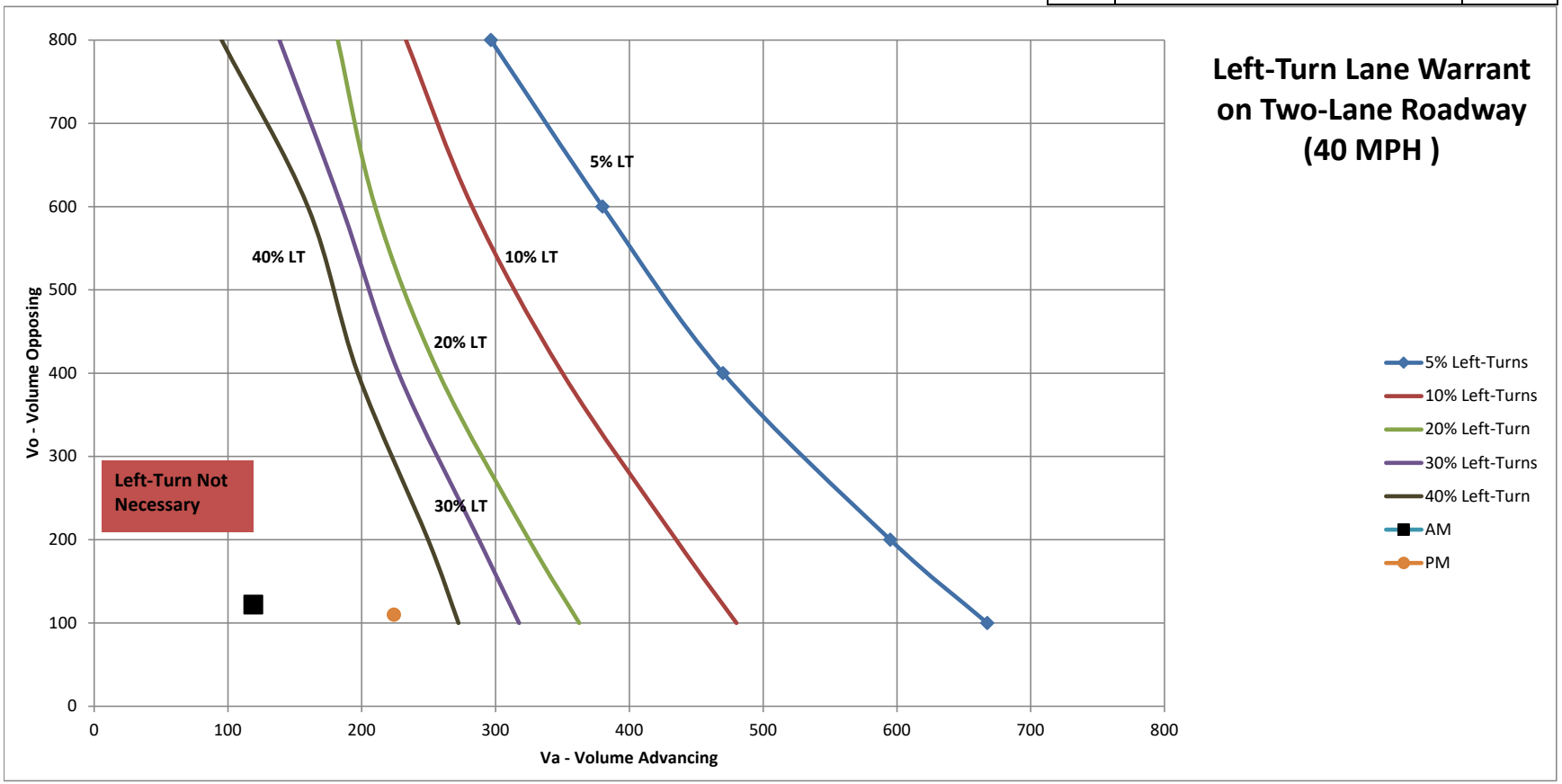
	INPUT		Warrant?
AM	**Advancing Volume (Va)**	104	NO
	Opposing Volume (Vo)	106	
	Left-turn Volume	16	
	Left-turn %	15%	
PM	**Advancing Volume (Va)**	205	NO
	Opposing Volume (Vo)	98	
	Left-turn Volume	52	
	Left-turn %	25%	



CR 900 N & Proposed Access Drive - Background 2025 + Proposed

Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)							
		5% Left Turns	10% Left Turns	15% Left Turns	20% Left Turns	25% Left Turns	30% Left Turns	35% Left Turns	40% Left Turns
40	800	297	233	208	182	160	139	117	95
	600	380	283	246	210	198	185	172	160
	400	470	350	304	258	243	228	212	197
	200	595	435	380	325	306	288	269	250
	100	668	480	421	363	340	318	295	272

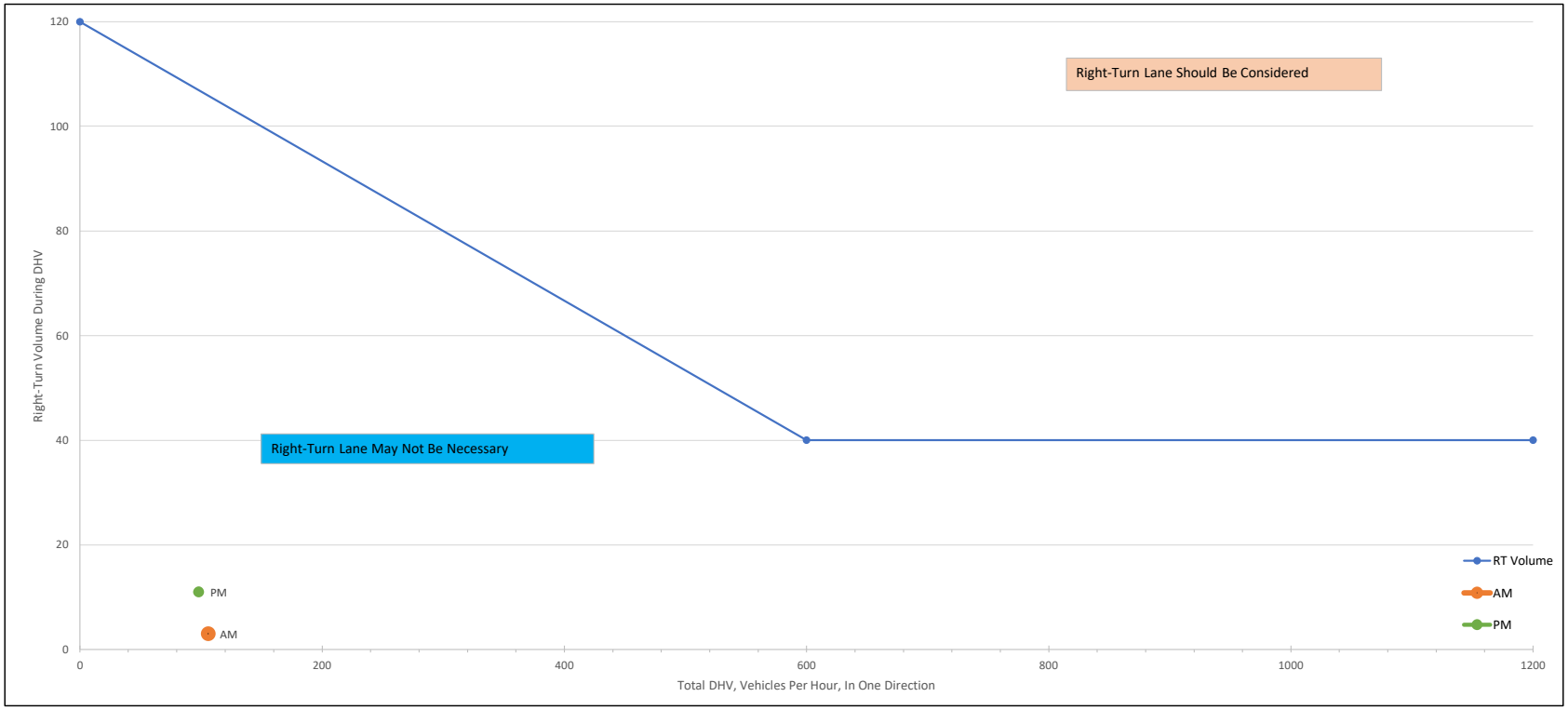
	INPUT		Warrant?
AM	Advancing Volume (Va)	119	NO
	Opposing Volume (Vo)	122	
	Left-turn Volume	16	
	Left-turn %	13%	
PM	Advancing Volume (Va)	224	NO
	Opposing Volume (Vo)	110	
	Left-turn Volume	52	
	Left-turn %	23%	



CR 900 N & Proposed Access Drive - Adjusted Existing + Proposed

Total Volume	RT Volume
0	120
600	40
1200	40

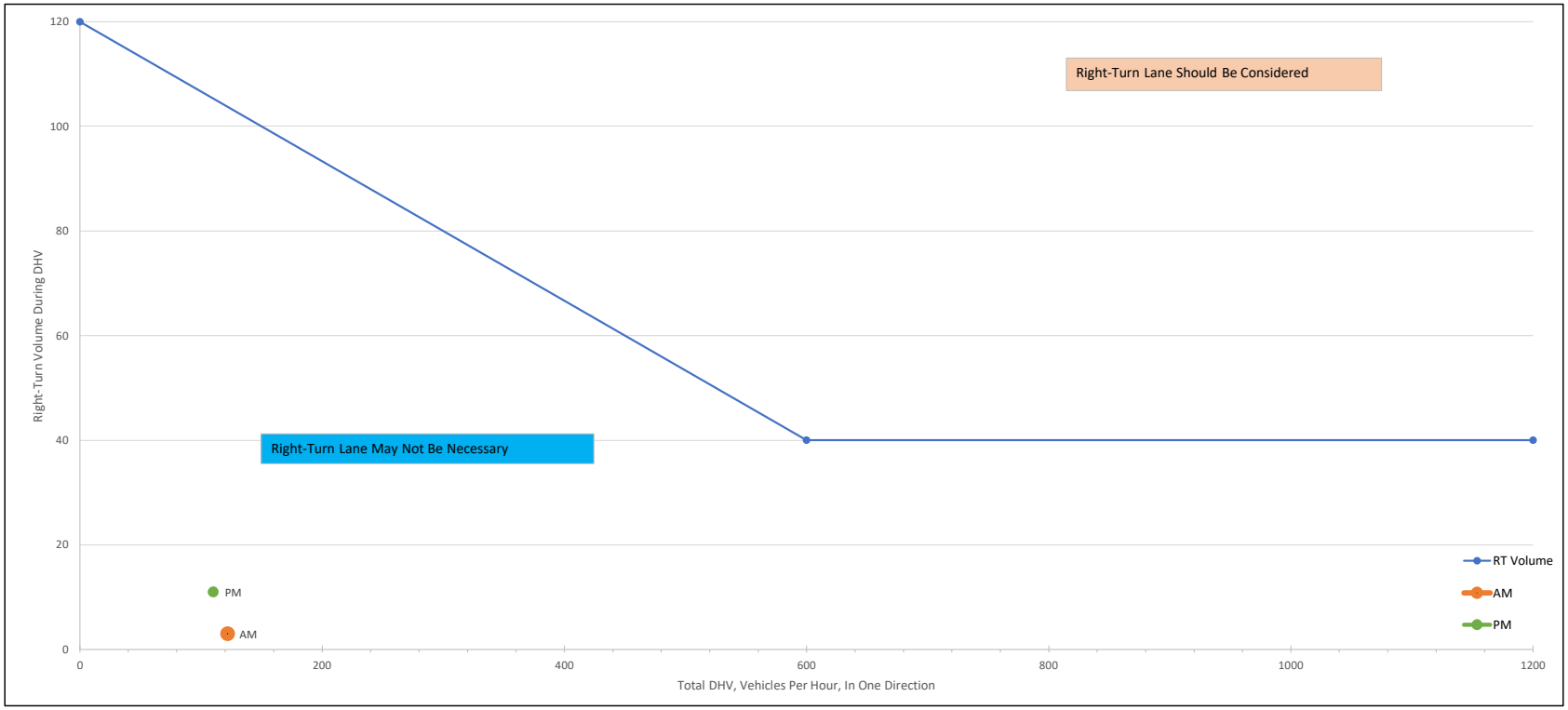
Time	Input		Met?
AM	**RT Volume**	3	NO
	Total Volume	106	
PM	**RT Volume**	11	NO
	Total Volume	98	



CR 900 N & Proposed Access Drive - Background 2025 + Proposed

Total Volume	RT Volume
0	120
600	40
1200	40

Time	Input		Met?
AM	**RT Volume**	3	NO
	Total Volume	122	
PM	**RT Volume**	11	NO
	Total Volume	110	



CR 700 W & GLORY MAPLE DRIVE

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

CR 700 W & GLORY MAPLE DR - TMC

Tue Dec 8, 2020
Full Length (4 PM-7 PM, 6:30 AM-8:30 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804233, Location: 39.921619, -85.938108

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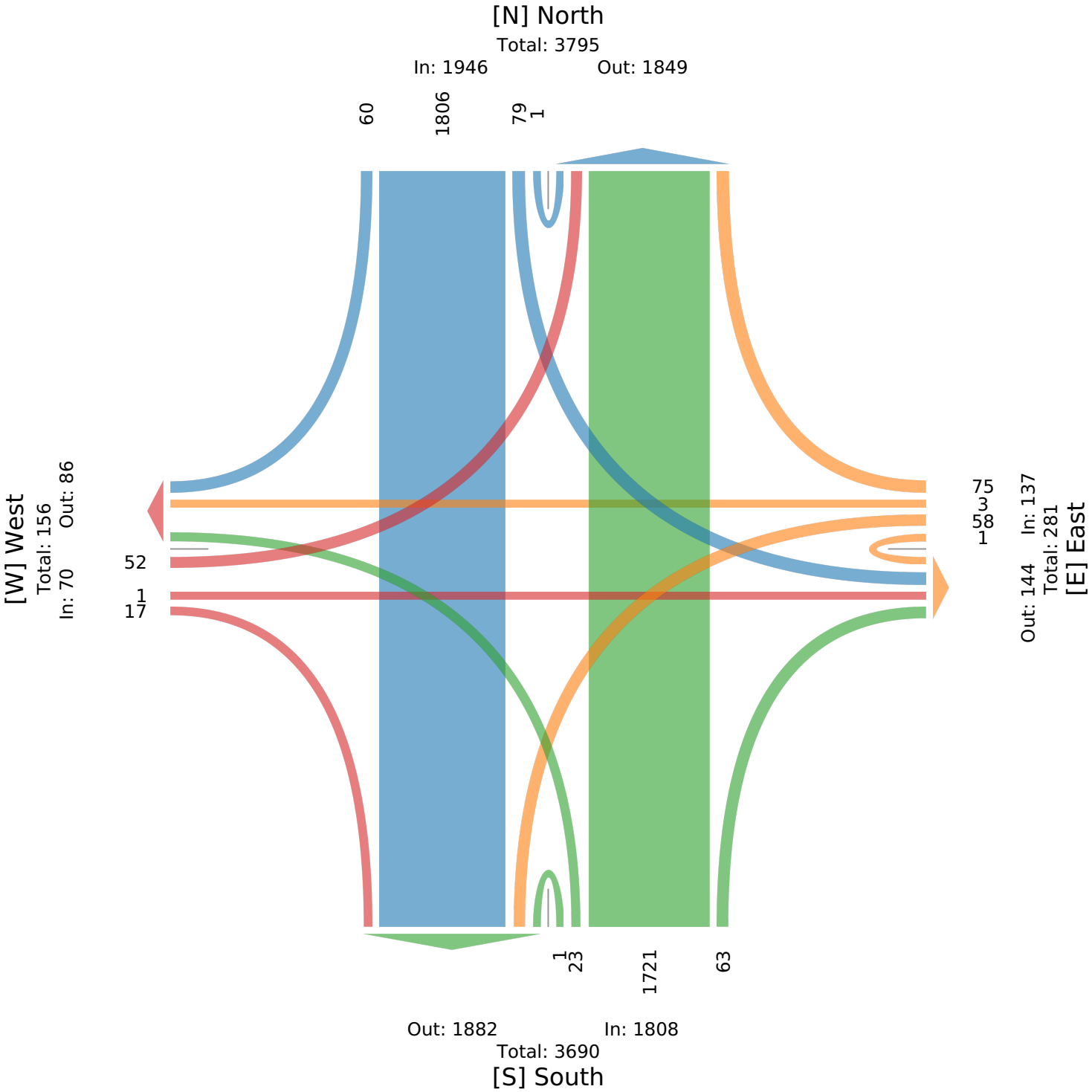
Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2020-12-08 4:00PM	1	77	7	0	**85**	7	106	3	0	**116**	4	0	1	0	**5**	2	0	5	0	**7**	**213**
4:15PM	4	105	8	0	**117**	7	129	5	0	**141**	5	1	1	0	**7**	2	0	8	0	**10**	**275**
4:30PM	1	124	4	0	**129**	3	122	4	0	**129**	5	0	3	0	**8**	1	2	3	0	**6**	**272**
4:45PM	3	111	2	0	**116**	3	121	4	1	**129**	2	0	3	0	**5**	1	0	6	0	**7**	**257**
Hourly Total	9	417	21	0	**447**	20	478	16	1	**515**	16	1	8	0	**25**	6	2	22	0	**30**	**1017**
5:00PM	1	104	2	0	**107**	7	120	6	0	**133**	2	0	1	0	**3**	4	0	4	0	**8**	**251**
5:15PM	2	109	2	0	**113**	4	144	5	0	**153**	3	0	0	0	**3**	4	0	2	0	**6**	**275**
5:30PM	1	127	9	0	**137**	5	134	6	0	**145**	0	0	0	0	**0**	3	0	3	0	**6**	**288**
5:45PM	2	102	5	0	**109**	7	119	8	0	**134**	2	0	0	0	**2**	4	0	6	0	**10**	**255**
Hourly Total	6	442	18	0	**466**	23	517	25	0	**565**	7	0	1	0	**8**	15	0	15	0	**30**	**1069**
6:00PM	1	81	3	0	**85**	7	110	3	0	**120**	4	0	0	0	**4**	1	0	3	1	**5**	**214**
6:15PM	0	56	1	0	**57**	4	120	2	0	**126**	5	0	0	0	**5**	1	1	2	0	**4**	**192**
6:30PM	0	63	2	0	**65**	8	93	2	0	**103**	2	0	1	0	**3**	4	0	4	0	**8**	**179**
6:45PM	1	51	0	0	**52**	2	65	3	0	**70**	3	0	0	0	**3**	3	0	1	0	**4**	**129**
Hourly Total	2	251	6	0	**259**	21	388	10	0	**419**	14	0	1	0	**15**	9	1	10	1	**21**	**714**
7:00PM	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
2020-12-09 6:30AM	0	38	0	0	**38**	0	21	0	0	**21**	2	0	0	0	**2**	2	0	4	0	**6**	**67**
6:45AM	0	48	2	0	**50**	5	27	0	0	**32**	2	0	1	0	**3**	4	0	4	0	**8**	**93**
Hourly Total	0	86	2	0	**88**	5	48	0	0	**53**	4	0	1	0	**5**	6	0	8	0	**14**	**160**
7:00AM	0	55	1	0	**56**	2	44	0	0	**46**	6	0	0	0	**6**	7	0	3	0	**10**	**118**
7:15AM	1	77	2	0	**80**	1	66	0	0	**67**	0	0	1	0	**1**	6	0	5	0	**11**	**159**
7:30AM	1	99	7	0	**107**	3	72	2	0	**77**	1	0	2	0	**3**	2	0	3	0	**5**	**192**
7:45AM	2	104	3	0	**109**	2	56	4	0	**62**	2	0	0	0	**2**	3	0	5	0	**8**	**181**
Hourly Total	4	335	13	0	**352**	8	238	6	0	**252**	9	0	3	0	**12**	18	0	16	0	**34**	**650**
8:00AM	2	92	1	0	**95**	2	65	2	0	**69**	2	0	3	0	**5**	2	0	2	0	**4**	**173**
8:15AM	0	97	2	1	**100**	0	72	1	0	**73**	0	0	0	0	**0**	2	0	2	0	**4**	**177**
8:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	2	189	3	1	**195**	2	137	3	0	**142**	2	0	3	0	**5**	4	0	4	0	**8**	**350**
Total	23	1721	63	1	**1808**	79	1806	60	1	**1946**	52	1	17	0	**70**	58	3	75	1	**137**	**3961**
% Approach	1.3%	95.2%	3.5%	0.1%	-	4.1%	92.8%	3.1%	0.1%	-	74.3%	1.4%	24.3%	0%	-	42.3%	2.2%	54.7%	0.7%	-	-
% Total	0.6%	43.4%	1.6%	0%	**45.6%**	2.0%	45.6%	1.5%	0%	**49.1%**	1.3%	0%	0.4%	0%	**1.8%**	1.5%	0.1%	1.9%	0%	**3.5%**	-
Lights and Motorcycles	23	1713	60	1	**1797**	78	1785	60	1	**1924**	52	1	17	0	**70**	58	3	72	1	**134**	3925
% Lights and Motorcycles	100%	99.5%	95.2%	100%	**99.4%**	98.7%	98.8%	100%	100%	**98.9%**	100%	100%	100%	0%	**100%**	100%	100%	96.0%	100%	**97.8%**	99.1%
Heavy	0	8	3	0	**11**	1	21	0	0	**22**	0	0	0	0	**0**	0	0	3	0	**3**	36
% Heavy	0%	0.5%	4.8%	0%	**0.6%**	1.3%	1.2%	0%	0%	**1.1%**	0%	0%	0%	0%	**0%**	0%	0%	4.0%	0%	**2.2%**	0.9%

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

CR 700 W & GLORY MAPLE DR - TMC
Tue Dec 8, 2020
Full Length (4 PM-7 PM, 6:30 AM-8:30 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804233, Location: 39.921619, -85.938108

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



CR 700 W & GLORY MAPLE DR - TMC

Tue Dec 8, 2020
PM Peak (Dec 08 2020 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804233, Location: 39.921619, -85.938108

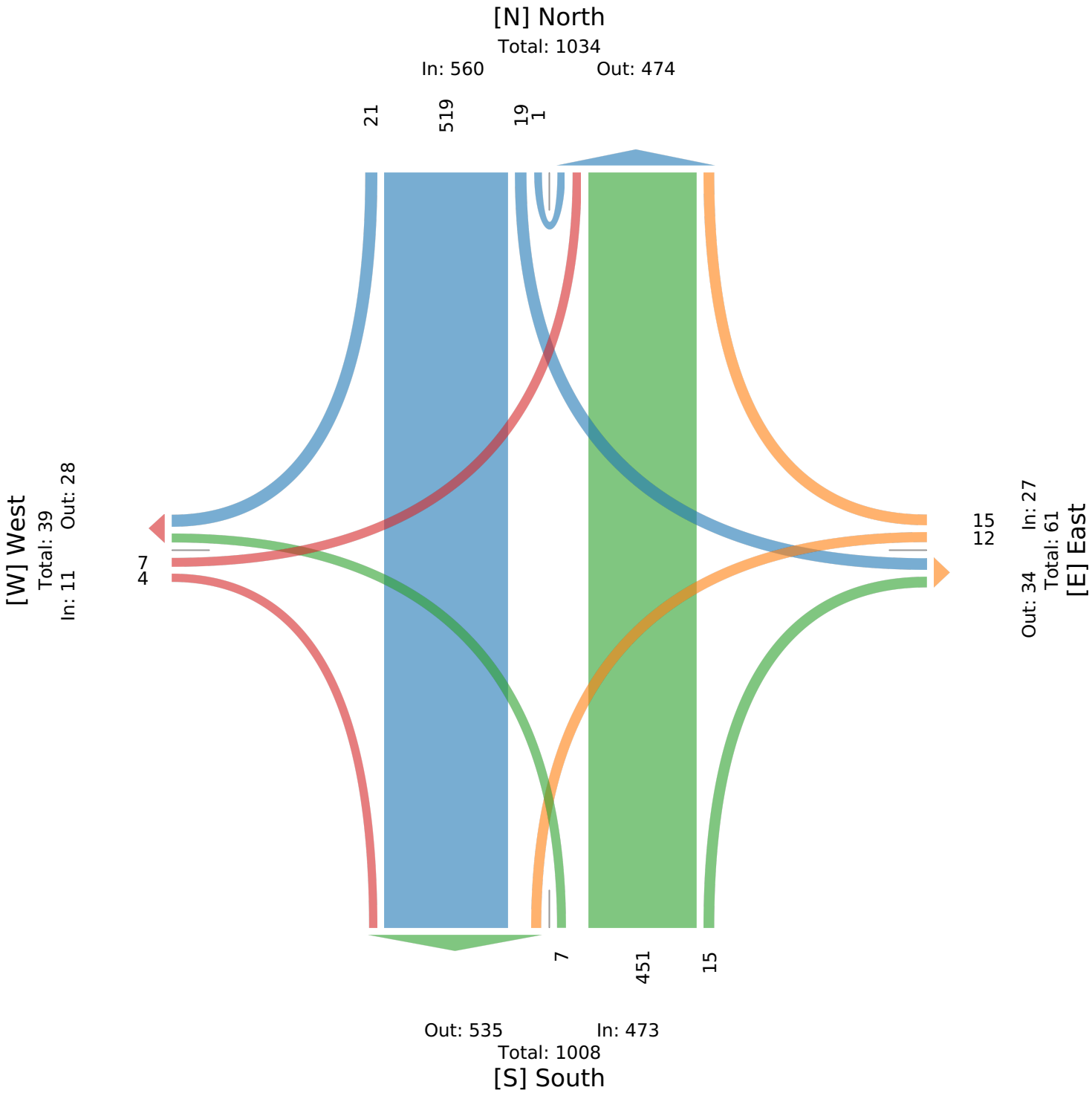
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2020-12-08 4:45PM	3	111	2	0	**116**	3	121	4	1	**129**	2	0	3	0	**5**	1	0	6	0	**7**	**257**
5:00PM	1	104	2	0	**107**	7	120	6	0	**133**	2	0	1	0	**3**	4	0	4	0	**8**	**251**
5:15PM	2	109	2	0	**113**	4	144	5	0	**153**	3	0	0	0	**3**	4	0	2	0	**6**	**275**
5:30PM	1	127	9	0	**137**	5	134	6	0	**145**	0	0	0	0	**0**	3	0	3	0	**6**	**288**
Total	7	451	15	0	**473**	19	519	21	1	**560**	7	0	4	0	**11**	12	0	15	0	**27**	**1071**
% Approach	1.5%	95.3%	3.2%	0%	**-**	3.4%	92.7%	3.8%	0.2%	**-**	63.6%	0%	36.4%	0%	**-**	44.4%	0%	55.6%	0%	**-**	-
% Total	0.7%	42.1%	1.4%	0%	**44.2%**	1.8%	48.5%	2.0%	0.1%	**52.3%**	0.7%	0%	0.4%	0%	**1.0%**	1.1%	0%	1.4%	0%	**2.5%**	-
PHF	0.583	0.888	0.417	-	**0.863**	0.679	0.901	0.875	0.250	**0.915**	0.583	-	0.333	-	**0.550**	0.750	-	0.625	-	**0.844**	0.930
Lights and Motorcycles	7	449	15	0	**471**	19	518	21	1	**559**	7	0	4	0	**11**	12	0	15	0	**27**	1068
% Lights and Motorcycles	100%	99.6%	100%	0%	**99.6%**	100%	99.8%	100%	100%	**99.8%**	100%	0%	100%	0%	**100%**	100%	0%	100%	0%	**100%**	99.7%
Heavy	0	2	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	3
% Heavy	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%

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

CR 700 W & GLORY MAPLE DR - TMC
Tue Dec 8, 2020
PM Peak (Dec 08 2020 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804233, Location: 39.921619, -85.938108

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



CR 700 W & GLORY MAPLE DR - TMC

Wed Dec 9, 2020
AM Peak (Dec 09 2020 7:30AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804233, Location: 39.921619, -85.938108

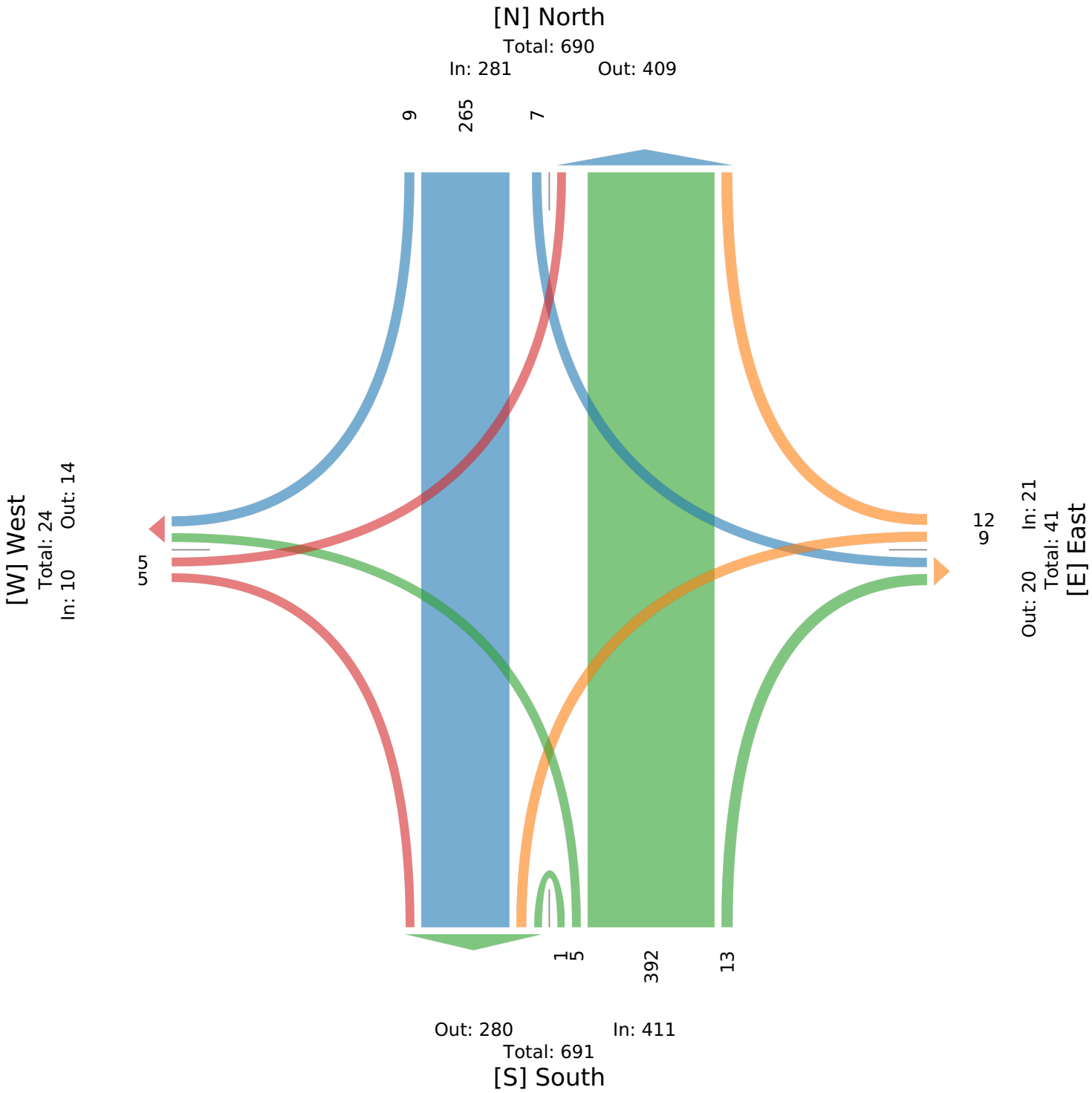
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg / Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2020-12-09 7:30AM	1	99	7	0	**107**	3	72	2	0	**77**	1	0	2	0	**3**	2	0	3	0	**5**	**192**
7:45AM	2	104	3	0	**109**	2	56	4	0	**62**	2	0	0	0	**2**	3	0	5	0	**8**	**181**
8:00AM	2	92	1	0	**95**	2	65	2	0	**69**	2	0	3	0	**5**	2	0	2	0	**4**	**173**
8:15AM	0	97	2	1	**100**	0	72	1	0	**73**	0	0	0	0	**0**	2	0	2	0	**4**	**177**
Total	5	392	13	1	**411**	7	265	9	0	**281**	5	0	5	0	**10**	9	0	12	0	**21**	**723**
% Approach	1.2%	95.4%	3.2%	0.2%	**-**	2.5%	94.3%	3.2%	0%	**-**	50.0%	0%	50.0%	0%	**-**	42.9%	0%	57.1%	0%	**-**	-
% Total	0.7%	54.2%	1.8%	0.1%	**56.8%**	1.0%	36.7%	1.2%	0%	**38.9%**	0.7%	0%	0.7%	0%	**1.4%**	1.2%	0%	1.7%	0%	**2.9%**	-
PHF	0.625	0.942	0.464	0.250	**0.943**	0.583	0.920	0.563	-	**0.912**	0.625	-	0.417	-	**0.500**	0.750	-	0.600	-	**0.656**	0.941
Lights and Motorcycles	5	389	12	1	**407**	7	256	9	0	**272**	5	0	5	0	**10**	9	0	11	0	**20**	709
% Lights and Motorcycles	100%	99.2%	92.3%	100%	**99.0%**	100%	96.6%	100%	0%	**96.8%**	100%	0%	100%	0%	**100%**	100%	0%	91.7%	0%	**95.2%**	98.1%
Heavy	0	3	1	0	**4**	0	9	0	0	**9**	0	0	0	0	**0**	0	0	1	0	**1**	14
% Heavy	0%	0.8%	7.7%	0%	**1.0%**	0%	3.4%	0%	0%	**3.2%**	0%	0%	0%	0%	**0%**	0%	0%	8.3%	0%	**4.8%**	1.9%

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

CR 700 W & GLORY MAPLE DR - TMC
Wed Dec 9, 2020
AM Peak (Dec 09 2020 7:30AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804233, Location: 39.921619, -85.938108

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



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	9	0	12	5	392	13	7	265	9
Future Vol, veh/h	5	0	5	9	0	12	5	392	13	7	265	9
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	-	-	-	-	-	0	170	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	8	0	1	8	0	3	0
Mvmt Flow	6	0	6	11	0	15	6	500	17	9	338	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	890	891	344	886	888	509	349	0	0	517	0	0
Stage 1	362	362	-	521	521	-	-	-	-	-	-	-
Stage 2	528	529	-	365	367	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	266	284	703	267	285	552	1221	-	-	1059	-	-
Stage 1	661	629	-	542	535	-	-	-	-	-	-	-
Stage 2	538	530	-	658	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	256	280	703	262	281	552	1221	-	-	1059	-	-
Mov Cap-2 Maneuver	256	280	-	262	281	-	-	-	-	-	-	-
Stage 1	658	624	-	539	532	-	-	-	-	-	-	-
Stage 2	520	527	-	646	621	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	15	0.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1221	-	-	375	262	552	1059	-	-
HCM Lane V/C Ratio	0.005	-	-	0.034	0.044	0.028	0.008	-	-
HCM Control Delay (s)	8	-	-	14.9	19.4	11.7	8.4	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	4	12	0	15	7	451	15	19	519	21
Future Vol, veh/h	7	0	4	12	0	15	7	451	15	19	519	21
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	-	-	-	-	-	0	170	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	9	0	5	15	0	19	9	582	19	25	670	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1353	1353	684	1346	1357	592	697	0	0	601	0	0
Stage 1	734	734	-	610	610	-	-	-	-	-	-	-
Stage 2	619	619	-	736	747	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	128	151	452	130	150	510	909	-	-	986	-	-
Stage 1	415	429	-	485	488	-	-	-	-	-	-	-
Stage 2	480	483	-	414	423	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	120	146	452	125	145	510	909	-	-	986	-	-
Mov Cap-2 Maneuver	120	146	-	125	145	-	-	-	-	-	-	-
Stage 1	411	418	-	480	483	-	-	-	-	-	-	-
Stage 2	457	478	-	399	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29	23.6	0.1	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	909	-	-	164	125	510	986	-	-
HCM Lane V/C Ratio	0.01	-	-	0.087	0.124	0.038	0.025	-	-
HCM Control Delay (s)	9	-	-	29	37.8	12.3	8.7	-	-
HCM Lane LOS	A	-	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	6	11	0	30	6	484	16	13	323	11
Future Vol, veh/h	6	0	6	11	0	30	6	484	16	13	323	11
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	-	-	-	-	-	0	170	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	0	0	8	0	1	8	0	3	0
Mvmt Flow	6	0	6	12	0	32	6	515	17	14	344	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	930	922	350	917	920	524	356	0	0	532	0	0
Stage 1	378	378	-	536	536	-	-	-	-	-	-	-
Stage 2	552	544	-	381	384	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.1	6.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.5	4	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	249	271	696	255	273	542	1214	-	-	1046	-	-
Stage 1	646	617	-	532	527	-	-	-	-	-	-	-
Stage 2	520	521	-	645	615	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	231	266	696	249	268	542	1214	-	-	1046	-	-
Mov Cap-2 Maneuver	231	266	-	249	268	-	-	-	-	-	-	-
Stage 1	643	609	-	529	524	-	-	-	-	-	-	-
Stage 2	487	518	-	631	607	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	14.3	0.1	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1214	-	-	347	249	542	1046	-	-
HCM Lane V/C Ratio	0.005	-	-	0.037	0.047	0.059	0.013	-	-
HCM Control Delay (s)	8	-	-	15.8	20.2	12.1	8.5	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	5	14	0	28	8	560	18	41	639	25
Future Vol, veh/h	8	0	5	14	0	28	8	560	18	41	639	25
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	-	-	-	-	-	0	170	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	9	0	5	15	0	30	9	602	19	44	687	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1434	1428	701	1421	1432	612	714	0	0	621	0	0
Stage 1	789	789	-	630	630	-	-	-	-	-	-	-
Stage 2	645	639	-	791	802	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	113	136	442	115	136	497	895	-	-	969	-	-
Stage 1	387	405	-	473	478	-	-	-	-	-	-	-
Stage 2	464	474	-	386	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	129	442	109	129	497	895	-	-	969	-	-
Mov Cap-2 Maneuver	102	129	-	109	129	-	-	-	-	-	-	-
Stage 1	383	387	-	468	473	-	-	-	-	-	-	-
Stage 2	432	469	-	364	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.5	22.9	0.1	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	895	-	-	145	109	497	969	-	-
HCM Lane V/C Ratio	0.01	-	-	0.096	0.138	0.061	0.045	-	-
HCM Control Delay (s)	9.1	-	-	32.5	43.2	12.7	8.9	-	-
HCM Lane LOS	A	-	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	6	11	0	14	6	392	16	8	265	11
Future Vol, veh/h	6	0	6	11	0	14	6	392	16	8	265	11
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	-	-	-	-	-	0	170	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	8	0	1	8	0	3	0
Mvmt Flow	6	0	6	12	0	15	6	575	17	9	389	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1016	1017	395	1012	1015	584	401	0	0	592	0	0
Stage 1	413	413	-	596	596	-	-	-	-	-	-	-
Stage 2	603	604	-	416	419	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	218	239	659	220	240	500	1169	-	-	994	-	-
Stage 1	620	597	-	494	495	-	-	-	-	-	-	-
Stage 2	489	491	-	618	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	209	236	659	216	237	500	1169	-	-	994	-	-
Mov Cap-2 Maneuver	209	236	-	216	237	-	-	-	-	-	-	-
Stage 1	617	592	-	492	493	-	-	-	-	-	-	-
Stage 2	472	489	-	606	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	16.9	0.1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	317	216	500	994	-	-
HCM Lane V/C Ratio	0.005	-	-	0.04	0.054	0.03	0.009	-	-
HCM Control Delay (s)	8.1	-	-	16.8	22.6	12.4	8.7	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	5	14	0	18	8	451	18	23	519	25
Future Vol, veh/h	8	0	5	14	0	18	8	451	18	23	519	25
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	-	-	-	-	-	0	170	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	9	0	5	15	0	19	9	669	19	25	770	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1540	1540	784	1533	1544	679	797	0	0	688	0	0
Stage 1	834	834	-	697	697	-	-	-	-	-	-	-
Stage 2	706	706	-	836	847	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	95	117	396	96	116	455	834	-	-	916	-	-
Stage 1	365	386	-	435	446	-	-	-	-	-	-	-
Stage 2	430	442	-	364	381	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	113	396	92	112	455	834	-	-	916	-	-
Mov Cap-2 Maneuver	88	113	-	92	112	-	-	-	-	-	-	-
Stage 1	361	376	-	430	441	-	-	-	-	-	-	-
Stage 2	407	437	-	349	371	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.1	30.1	0.1	0.3
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	126	92	455	916	-	-
HCM Lane V/C Ratio	0.01	-	-	0.111	0.164	0.043	0.027	-	-
HCM Control Delay (s)	9.4	-	-	37.1	51.6	13.3	9	-	-
HCM Lane LOS	A	-	-	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	6	11	0	30	6	555	16	13	371	11
Future Vol, veh/h	6	0	6	11	0	30	6	555	16	13	371	11
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	-	-	-	-	-	0	170	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	8	0	1	8	0	3	0
Mvmt Flow	6	0	6	12	0	32	6	590	17	14	395	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1056	1048	401	1043	1046	599	407	0	0	607	0	0
Stage 1	429	429	-	611	611	-	-	-	-	-	-	-
Stage 2	627	619	-	432	435	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	205	230	653	209	230	491	1163	-	-	981	-	-
Stage 1	608	587	-	484	487	-	-	-	-	-	-	-
Stage 2	475	483	-	606	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	189	226	653	204	226	491	1163	-	-	981	-	-
Mov Cap-2 Maneuver	189	226	-	204	226	-	-	-	-	-	-	-
Stage 1	605	579	-	482	485	-	-	-	-	-	-	-
Stage 2	442	481	-	592	576	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.8	15.7	0.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	293	204	491	981	-	-
HCM Lane V/C Ratio	0.005	-	-	0.044	0.057	0.065	0.014	-	-
HCM Control Delay (s)	8.1	-	-	17.8	23.7	12.8	8.7	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	5	14	0	28	8	631	18	41	732	25
Future Vol, veh/h	8	0	5	14	0	28	8	631	18	41	732	25
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	-	-	-	-	-	0	170	-	-	350	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	9	0	5	15	0	30	9	678	19	44	787	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1610	1604	801	1597	1608	688	814	0	0	697	0	0
Stage 1	889	889	-	706	706	-	-	-	-	-	-	-
Stage 2	721	715	-	891	902	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	107	388	87	106	450	822	-	-	909	-	-
Stage 1	341	364	-	430	442	-	-	-	-	-	-	-
Stage 2	422	438	-	340	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	101	388	82	100	450	822	-	-	909	-	-
Mov Cap-2 Maneuver	76	101	-	82	100	-	-	-	-	-	-	-
Stage 1	337	347	-	425	437	-	-	-	-	-	-	-
Stage 2	389	433	-	319	342	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.4	28.6	0.1	0.5
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	110	82	450	909	-	-
HCM Lane V/C Ratio	0.01	-	-	0.127	0.184	0.067	0.048	-	-
HCM Control Delay (s)	9.4	-	-	42.4	58.5	13.6	9.2	-	-
HCM Lane LOS	A	-	-	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0.2	0.2	-	-

CR 700 W & CR 900 N

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

CR 700 W & CR 900 N - TMC

Tue Dec 8, 2020
Full Length (4 PM-7 PM, 6:30 AM-8:30 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804232, Location: 39.913029, -85.93812

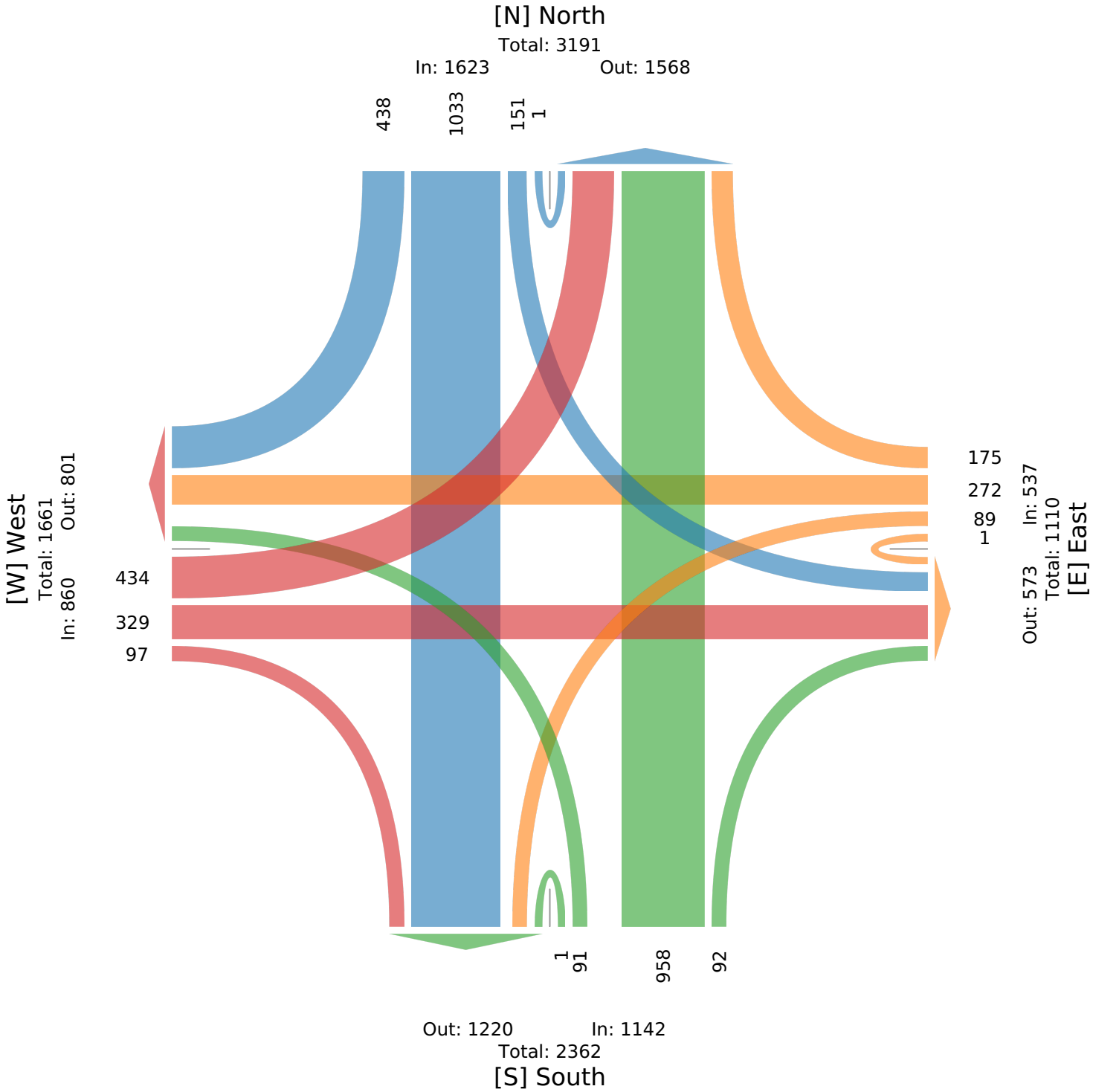
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2020-12-08 4:00PM	2	36	3	0	**41**	12	61	20	0	**93**	30	27	3	0	**60**	4	13	12	0	**29**	**223**
4:15PM	9	66	5	0	**80**	12	71	24	0	**107**	19	20	3	0	**42**	6	14	10	0	**30**	**259**
4:30PM	2	81	3	1	**87**	15	70	24	0	**109**	30	13	3	0	**46**	7	16	9	0	**32**	**274**
4:45PM	7	53	5	0	**65**	4	79	22	0	**105**	40	20	7	0	**67**	6	26	8	0	**40**	**277**
Hourly Total	20	236	16	1	**273**	43	281	90	0	**414**	119	80	16	0	**215**	23	69	39	0	**131**	**1033**
5:00PM	10	59	7	0	**76**	7	72	29	0	**108**	30	22	1	0	**53**	4	17	14	0	**35**	**272**
5:15PM	8	64	6	0	**78**	9	84	33	0	**126**	36	31	1	0	**68**	2	25	11	0	**38**	**310**
5:30PM	5	76	3	0	**84**	14	72	28	1	**115**	32	29	12	0	**73**	3	21	9	1	**34**	**306**
5:45PM	8	47	7	0	**62**	7	71	28	0	**106**	22	16	14	0	**52**	5	14	11	0	**30**	**250**
Hourly Total	31	246	23	0	**300**	37	299	118	1	**455**	120	98	28	0	**246**	14	77	45	1	**137**	**1138**
6:00PM	6	38	6	0	**50**	10	54	32	0	**96**	16	14	7	0	**37**	7	15	9	0	**31**	**214**
6:15PM	6	19	3	0	**28**	4	64	21	0	**89**	18	18	5	0	**41**	8	9	12	0	**29**	**187**
6:30PM	5	33	1	0	**39**	8	56	22	0	**86**	16	13	4	0	**33**	3	4	8	0	**15**	**173**
6:45PM	7	18	6	0	**31**	5	28	14	0	**47**	18	12	7	0	**37**	3	1	1	0	**5**	**120**
Hourly Total	24	108	16	0	**148**	27	202	89	0	**318**	68	57	23	0	**148**	21	29	30	0	**80**	**694**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2020-12-09 6:30AM	0	25	1	0	**26**	4	17	3	0	**24**	8	4	2	0	**14**	1	3	2	0	**6**	**70**
6:45AM	2	31	4	0	**37**	0	21	8	0	**29**	10	8	2	0	**20**	2	8	4	0	**14**	**100**
Hourly Total	2	56	5	0	**63**	4	38	11	0	**53**	18	12	4	0	**34**	3	11	6	0	**20**	**170**
7:00AM	2	37	6	0	**45**	4	30	16	0	**50**	15	10	3	0	**28**	3	13	5	0	**21**	**144**
7:15AM	1	51	1	0	**53**	8	42	23	0	**73**	8	8	3	0	**19**	5	17	9	0	**31**	**176**
7:30AM	2	65	5	0	**72**	3	40	34	0	**77**	26	14	5	0	**45**	5	25	9	0	**39**	**233**
7:45AM	2	65	8	0	**75**	3	32	19	0	**54**	19	25	6	0	**50**	4	11	12	0	**27**	**206**
Hourly Total	7	218	20	0	**245**	18	144	92	0	**254**	68	57	17	0	**142**	17	66	35	0	**118**	**759**
8:00AM	4	51	6	0	**61**	7	38	20	0	**65**	24	16	4	0	**44**	7	8	9	0	**24**	**194**
8:15AM	3	43	6	0	**52**	15	31	18	0	**64**	17	9	5	0	**31**	4	12	11	0	**27**	**174**
8:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	7	94	12	0	**113**	22	69	38	0	**129**	41	25	9	0	**75**	11	20	20	0	**51**	**368**
Total	91	958	92	1	**1142**	151	1033	438	1	**1623**	434	329	97	0	**860**	89	272	175	1	**537**	**4162**
% Approach	8.0%	83.9%	8.1%	0.1%	**-**	9.3%	63.6%	27.0%	0.1%	**-**	50.5%	38.3%	11.3%	0%	**-**	16.6%	50.7%	32.6%	0.2%	**-**	-
% Total	2.2%	23.0%	2.2%	0%	**27.4%**	3.6%	24.8%	10.5%	0%	**39.0%**	10.4%	7.9%	2.3%	0%	**20.7%**	2.1%	6.5%	4.2%	0%	**12.9%**	-
Lights and Motorcycles	90	953	90	0	**1133**	150	1018	433	1	**1602**	433	329	94	0	**856**	87	271	171	1	**530**	4121
% Lights and Motorcycles	98.9%	99.5%	97.8%	0%	**99.2%**	99.3%	98.5%	98.9%	100%	**98.7%**	99.8%	100%	96.9%	0%	**99.5%**	97.8%	99.6%	97.7%	100%	**98.7%**	99.0%
Heavy	1	5	2	1	**9**	1	15	5	0	**21**	1	0	3	0	**4**	2	1	4	0	**7**	41
% Heavy	1.1%	0.5%	2.2%	100%	**0.8%**	0.7%	1.5%	1.1%	0%	**1.3%**	0.2%	0%	3.1%	0%	**0.5%**	2.2%	0.4%	2.3%	0%	**1.3%**	1.0%

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

CR 700 W & CR 900 N - TMC
Tue Dec 8, 2020
Full Length (4 PM-7 PM, 6:30 AM-8:30 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804232, Location: 39.913029, -85.93812

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



CR 700 W & CR 900 N - TMC

Tue Dec 8, 2020
PM Peak (Dec 08 2020 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804232, Location: 39.913029, -85.93812

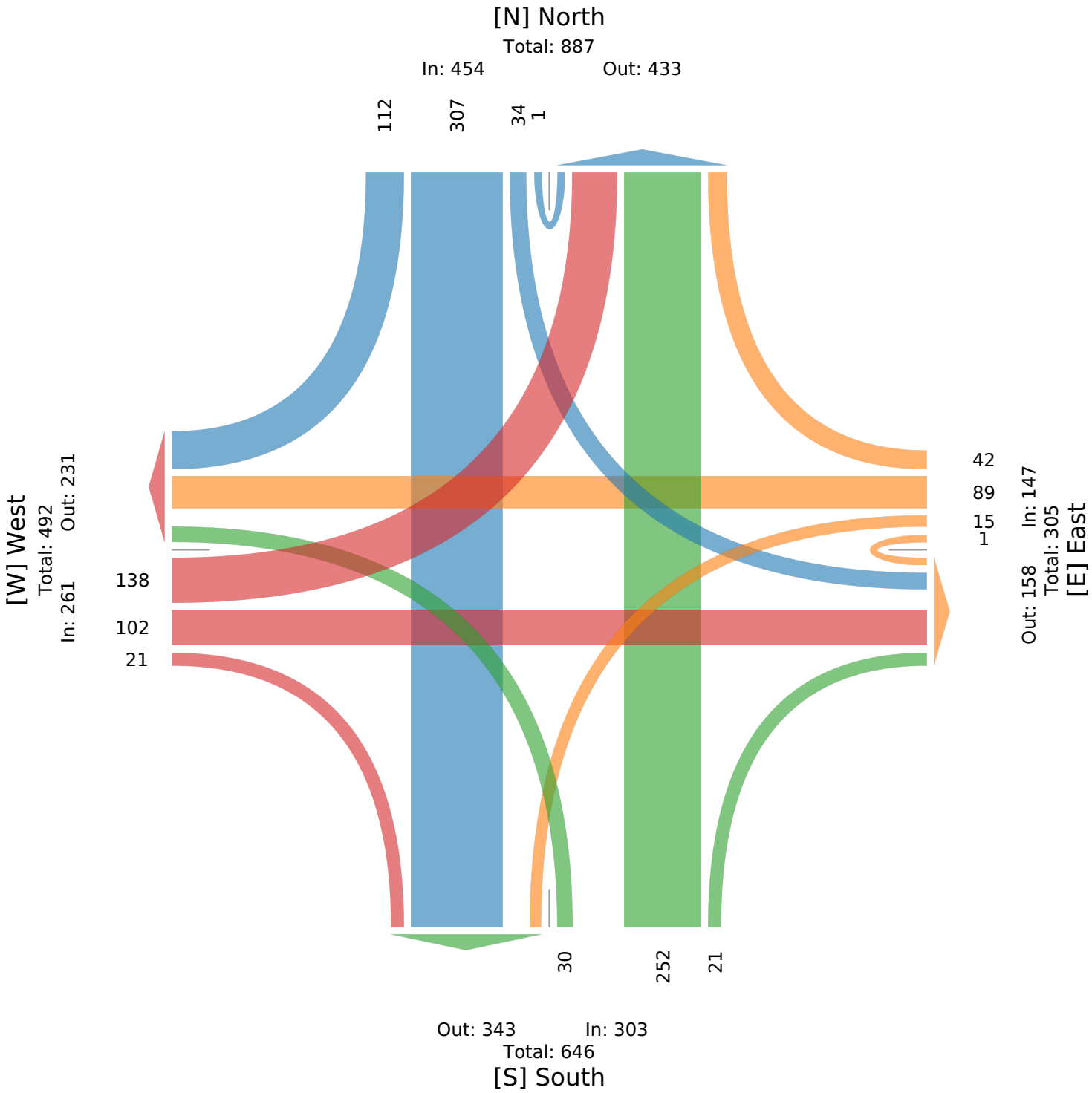
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2020-12-08 4:45PM	7	53	5	0	**65**	4	79	22	0	**105**	40	20	7	0	**67**	6	26	8	0	**40**	**277**
5:00PM	10	59	7	0	**76**	7	72	29	0	**108**	30	22	1	0	**53**	4	17	14	0	**35**	**272**
5:15PM	8	64	6	0	**78**	9	84	33	0	**126**	36	31	1	0	**68**	2	25	11	0	**38**	**310**
5:30PM	5	76	3	0	**84**	14	72	28	1	**115**	32	29	12	0	**73**	3	21	9	1	**34**	**306**
Total	30	252	21	0	**303**	34	307	112	1	**454**	138	102	21	0	**261**	15	89	42	1	**147**	**1165**
% Approach	9.9%	83.2%	6.9%	0%	**-**	7.5%	67.6%	24.7%	0.2%	**-**	52.9%	39.1%	8.0%	0%	**-**	10.2%	60.5%	28.6%	0.7%	**-**	-
% Total	2.6%	21.6%	1.8%	0%	**26.0%**	2.9%	26.4%	9.6%	0.1%	**39.0%**	11.8%	8.8%	1.8%	0%	**22.4%**	1.3%	7.6%	3.6%	0.1%	**12.6%**	-
PHF	0.750	0.829	0.750	-	**0.902**	0.607	0.914	0.848	0.250	**0.901**	0.863	0.823	0.438	-	**0.894**	0.625	0.856	0.750	0.250	**0.919**	0.940
Lights and Motorcycles	30	252	21	0	**303**	34	306	110	1	**451**	138	102	19	0	**259**	15	89	42	1	**147**	1160
% Lights and Motorcycles	100%	100%	100%	0%	**100%**	100%	99.7%	98.2%	100%	**99.3%**	100%	100%	90.5%	0%	**99.2%**	100%	100%	100%	100%	**100%**	99.6%
Heavy	0	0	0	0	**0**	0	1	2	0	**3**	0	0	2	0	**2**	0	0	0	0	**0**	5
% Heavy	0%	0%	0%	0%	**0%**	0%	0.3%	1.8%	0%	**0.7%**	0%	0%	9.5%	0%	**0.8%**	0%	0%	0%	0%	**0%**	0.4%

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

CR 700 W & CR 900 N - TMC
Tue Dec 8, 2020
PM Peak (Dec 08 2020 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804232, Location: 39.913029, -85.93812

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



CR 700 W & CR 900 N - TMC

Wed Dec 9, 2020
AM Peak (Dec 09 2020 7:15AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804232, Location: 39.913029, -85.93812

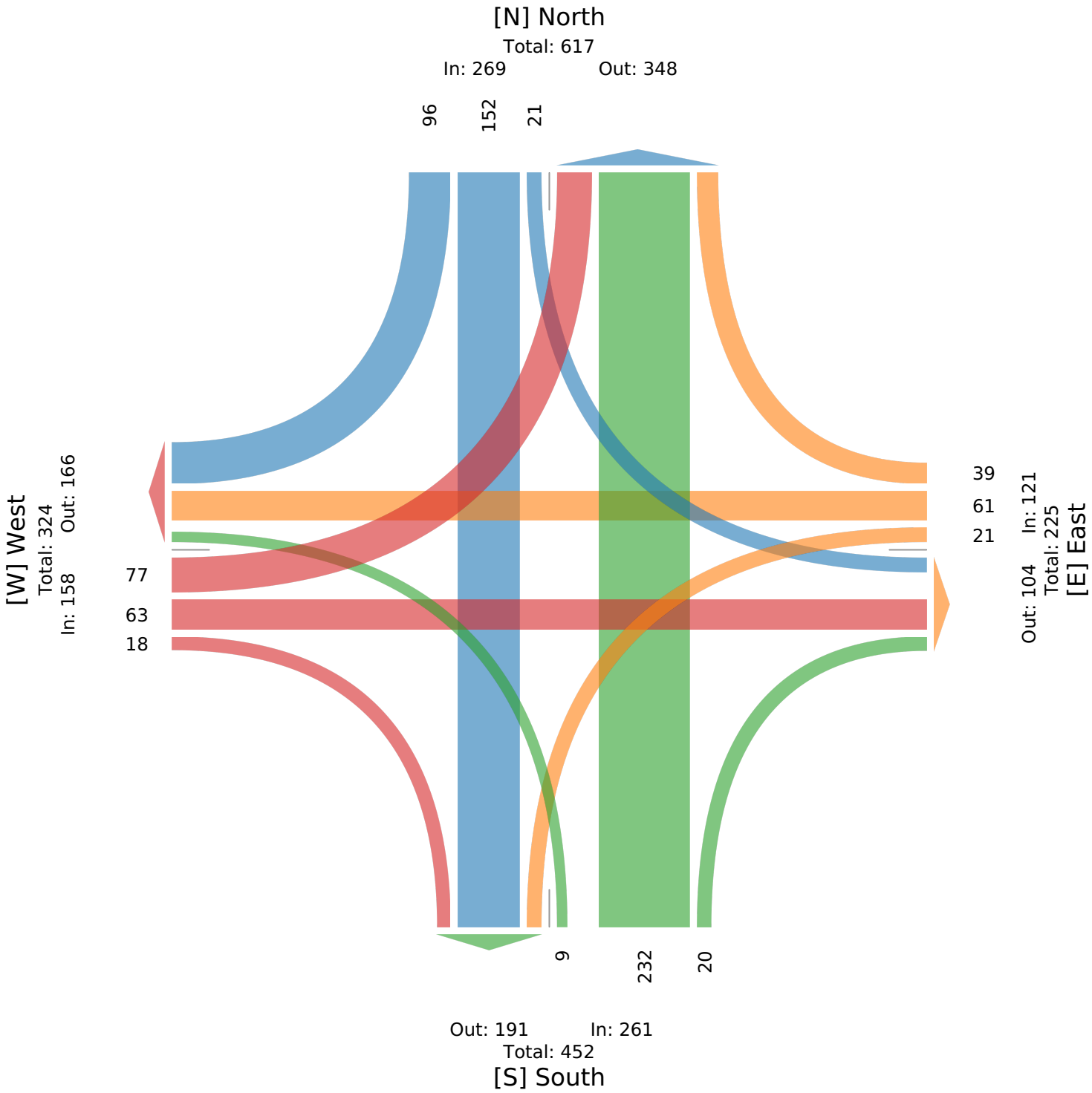
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2020-12-09 7:15AM	1	51	1	0	**53**	8	42	23	0	**73**	8	8	3	0	**19**	5	17	9	0	**31**	**176**
7:30AM	2	65	5	0	**72**	3	40	34	0	**77**	26	14	5	0	**45**	5	25	9	0	**39**	**233**
7:45AM	2	65	8	0	**75**	3	32	19	0	**54**	19	25	6	0	**50**	4	11	12	0	**27**	**206**
8:00AM	4	51	6	0	**61**	7	38	20	0	**65**	24	16	4	0	**44**	7	8	9	0	**24**	**194**
Total	9	232	20	0	**261**	21	152	96	0	**269**	77	63	18	0	**158**	21	61	39	0	**121**	**809**
% Approach	3.4%	88.9%	7.7%	0%	**-**	7.8%	56.5%	35.7%	0%	**-**	48.7%	39.9%	11.4%	0%	**-**	17.4%	50.4%	32.2%	0%	**-**	-
% Total	1.1%	28.7%	2.5%	0%	**32.3%**	2.6%	18.8%	11.9%	0%	**33.3%**	9.5%	7.8%	2.2%	0%	**19.5%**	2.6%	7.5%	4.8%	0%	**15.0%**	-
PHF	0.563	0.892	0.625	-	**0.870**	0.656	0.905	0.706	-	**0.873**	0.740	0.630	0.750	-	**0.790**	0.750	0.610	0.813	-	**0.776**	0.868
Lights and Motorcycles	9	229	20	0	**258**	21	147	95	0	**263**	77	63	17	0	**157**	21	61	38	0	**120**	798
% Lights and Motorcycles	100%	98.7%	100%	0%	**98.9%**	100%	96.7%	99.0%	0%	**97.8%**	100%	100%	94.4%	0%	**99.4%**	100%	100%	97.4%	0%	**99.2%**	98.6%
Heavy	0	3	0	0	**3**	0	5	1	0	**6**	0	0	1	0	**1**	0	0	1	0	**1**	11
% Heavy	0%	1.3%	0%	0%	**1.1%**	0%	3.3%	1.0%	0%	**2.2%**	0%	0%	5.6%	0%	**0.6%**	0%	0%	2.6%	0%	**0.8%**	1.4%

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

CR 700 W & CR 900 N - TMC
Wed Dec 9, 2020
AM Peak (Dec 09 2020 7:15AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 804232, Location: 39.913029, -85.93812

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



Intersection	
Intersection Delay, s/veh	85.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	37	47	20	29	37	27	453	12	25	402	64
Future Vol, veh/h	52	37	47	20	29	37	27	453	12	25	402	64
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	0	0	10	0	3	7	8	17	0	8	0
Mvmt Flow	71	50	64	27	40	50	37	618	16	34	548	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	16.2	14.6	126.4	75.9
HCM LOS	C	B	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	38%	23%	6%	0%
Vol Thru, %	92%	27%	34%	94%	0%
Vol Right, %	2%	35%	43%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	492	136	86	427	64
LT Vol	27	52	20	25	0
Through Vol	453	37	29	402	0
RT Vol	12	47	37	0	64
Lane Flow Rate	671	185	117	582	87
Geometry Grp	5	2	2	7	7
Degree of Util (X)	1.192	0.389	0.259	1.071	0.146
Departure Headway (Hd)	6.611	8.132	8.584	6.969	6.36
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	557	445	421	524	567
Service Time	4.611	6.132	6.584	4.669	4.06
HCM Lane V/C Ratio	1.205	0.416	0.278	1.111	0.153
HCM Control Delay	126.4	16.2	14.6	85.8	10.1
HCM Lane LOS	F	C	B	F	B
HCM 95th-tile Q	23.4	1.8	1	16.9	0.5

Intersection	
Intersection Delay, s/veh	122.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	56	29	18	24	30	38	508	26	43	455	61
Future Vol, veh/h	75	56	29	18	24	30	38	508	26	43	455	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	3	6	0	0	0	2	0	2	2	2
Mvmt Flow	98	73	38	23	31	39	50	663	34	56	593	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	17.7	14.5	168.9	119.8
HCM LOS	C	B	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	7%	47%	25%	9%	0%
Vol Thru, %	89%	35%	33%	91%	0%
Vol Right, %	5%	18%	42%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	572	160	72	498	61
LT Vol	38	75	18	43	0
Through Vol	508	56	24	455	0
RT Vol	26	29	30	0	61
Lane Flow Rate	746	209	94	650	80
Geometry Grp	5	2	2	7	7
Degree of Util (X)	1.3	0.435	0.209	1.205	0.131
Departure Headway (Hd)	6.607	8.403	9.082	7.123	6.359
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	560	432	398	513	567
Service Time	4.607	6.403	7.082	4.823	4.059
HCM Lane V/C Ratio	1.332	0.484	0.236	1.267	0.141
HCM Control Delay	168.9	17.7	14.5	133.3	10
HCM Lane LOS	F	C	B	F	A
HCM 95th-tile Q	29.5	2.2	0.8	22.9	0.4

Intersection	
Intersection Delay, s/veh	104.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	49	56	40	50	58	32	544	20	35	482	77
Future Vol, veh/h	62	49	56	40	50	58	32	544	20	35	482	77
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	0	0	10	0	3	7	8	17	0	8	0
Mvmt Flow	70	56	64	45	57	66	36	618	23	40	548	88
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	17.7	17.2	157.4	97.1
HCM LOS	C	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	37%	27%	7%	0%
Vol Thru, %	91%	29%	34%	93%	0%
Vol Right, %	3%	34%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	596	167	148	517	77
LT Vol	32	62	40	35	0
Through Vol	544	49	50	482	0
RT Vol	20	56	58	0	77
Lane Flow Rate	677	190	168	588	88
Geometry Grp	5	2	2	7	7
Degree of Util (X)	1.267	0.414	0.375	1.137	0.155
Departure Headway (Hd)	7.043	8.718	8.93	7.434	6.818
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	521	416	405	494	529
Service Time	5.043	6.718	6.93	5.134	4.518
HCM Lane V/C Ratio	1.299	0.457	0.415	1.19	0.166
HCM Control Delay	157.4	17.7	17.2	109.9	10.8
HCM Lane LOS	F	C	C	F	B
HCM 95th-tile Q	26.3	2	1.7	19.1	0.5

Intersection	
Intersection Delay, s/veh	152.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	84	35	33	39	45	46	610	50	68	546	73
Future Vol, veh/h	90	84	35	33	39	45	46	610	50	68	546	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	3	6	0	0	0	2	0	2	2	2
Mvmt Flow	98	91	38	36	42	49	50	663	54	74	593	79
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	20.2	16.5	211.6	154.8
HCM LOS	C	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	7%	43%	28%	11%	0%
Vol Thru, %	86%	40%	33%	89%	0%
Vol Right, %	7%	17%	38%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	706	209	117	614	73
LT Vol	46	90	33	68	0
Through Vol	610	84	39	546	0
RT Vol	50	35	45	0	73
Lane Flow Rate	767	227	127	667	79
Geometry Grp	5	2	2	7	7
Degree of Util (X)	1.399	0.487	0.288	1.298	0.138
Departure Headway (Hd)	7.043	8.953	9.625	7.607	6.828
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	522	407	376	481	528
Service Time	5.043	6.953	7.625	5.307	4.528
HCM Lane V/C Ratio	1.469	0.558	0.338	1.387	0.15
HCM Control Delay	211.6	20.2	16.5	171.9	10.6
HCM Lane LOS	F	C	C	F	B
HCM 95th-tile Q	33.5	2.6	1.2	26.4	0.5

Intersection	
Intersection Delay, s/veh	154.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	37	47	20	29	37	27	453	12	25	402	64
Future Vol, veh/h	52	37	47	20	29	37	27	453	12	25	402	64
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	0	0	10	0	3	7	8	17	0	8	0
Mvmt Flow	82	58	74	31	45	58	42	710	19	39	630	100
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	19.2	16.7	224.9	145.5
HCM LOS	C	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	38%	23%	6%	0%
Vol Thru, %	92%	27%	34%	94%	0%
Vol Right, %	2%	35%	43%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	492	136	86	427	64
LT Vol	27	52	20	25	0
Through Vol	453	37	29	402	0
RT Vol	12	47	37	0	64
Lane Flow Rate	772	213	135	670	100
Geometry Grp	5	2	2	7	7
Degree of Util (X)	1.43	0.454	0.304	1.283	0.176
Departure Headway (Hd)	7.117	8.939	9.55	7.53	6.918
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	517	405	379	489	522
Service Time	5.117	6.939	7.55	5.23	4.618
HCM Lane V/C Ratio	1.493	0.526	0.356	1.37	0.192
HCM Control Delay	224.9	19.2	16.7	165.6	11.1
HCM Lane LOS	F	C	C	F	B
HCM 95th-tile Q	34.9	2.3	1.3	25.8	0.6

Intersection	
Intersection Delay, s/veh	205.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	56	29	18	24	30	38	508	26	43	455	61
Future Vol, veh/h	75	56	29	18	24	30	38	508	26	43	455	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	3	6	0	0	0	2	0	2	2	2
Mvmt Flow	113	84	44	27	36	45	57	762	39	65	683	92
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	21.3	16.5	279.4	207.8
HCM LOS	C	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	7%	47%	25%	9%	0%
Vol Thru, %	89%	35%	33%	91%	0%
Vol Right, %	5%	18%	42%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	572	160	72	498	61
LT Vol	38	75	18	43	0
Through Vol	508	56	24	455	0
RT Vol	26	29	30	0	61
Lane Flow Rate	858	240	108	747	91
Geometry Grp	5	2	2	7	7
Degree of Util (X)	1.557	0.507	0.246	1.442	0.158
Departure Headway (Hd)	7.143	9.201	10.198	7.712	6.945
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	515	396	354	478	520
Service Time	5.143	7.201	8.198	5.412	4.645
HCM Lane V/C Ratio	1.666	0.606	0.305	1.563	0.175
HCM Control Delay	279.4	21.3	16.5	231.9	10.9
HCM Lane LOS	F	C	C	F	B
HCM 95th-tile Q	42.1	2.8	1	33.4	0.6

Intersection	
Intersection Delay, s/veh	178.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	56	65	44	55	65	37	625	23	40	555	88
Future Vol, veh/h	72	56	65	44	55	65	37	625	23	40	555	88
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	0	0	10	0	3	7	8	17	0	8	0
Mvmt Flow	82	64	74	50	63	74	42	710	26	45	631	100
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	21.4	20.2	264.2	175.2
HCM LOS	C	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	37%	27%	7%	0%
Vol Thru, %	91%	29%	34%	93%	0%
Vol Right, %	3%	34%	40%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	685	193	164	595	88
LT Vol	37	72	44	40	0
Through Vol	625	56	55	555	0
RT Vol	23	65	65	0	88
Lane Flow Rate	778	219	186	676	100
Geometry Grp	5	2	2	7	7
Degree of Util (X)	1.518	0.485	0.425	1.361	0.185
Departure Headway (Hd)	7.617	9.638	9.976	8.072	7.453
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	483	377	363	453	485
Service Time	5.617	7.638	7.976	5.772	5.153
HCM Lane V/C Ratio	1.611	0.581	0.512	1.492	0.206
HCM Control Delay	264.2	21.4	20.2	199.4	11.8
HCM Lane LOS	F	C	C	F	B
HCM 95th-tile Q	37.7	2.6	2.1	28.2	0.7

Intersection	
Intersection Delay, s/veh	227.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	104	94	40	36	43	50	25	701	55	75	628	84
Future Vol, veh/h	104	94	40	36	43	50	25	701	55	75	628	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	3	6	0	0	0	2	0	2	2	2
Mvmt Flow	113	102	43	39	47	54	27	762	60	82	683	91
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	24.5	18.8	303.9	248
HCM LOS	C	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	3%	44%	28%	11%	0%
Vol Thru, %	90%	39%	33%	89%	0%
Vol Right, %	7%	17%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	781	238	129	703	84
LT Vol	25	104	36	75	0
Through Vol	701	94	43	628	0
RT Vol	55	40	50	0	84
Lane Flow Rate	849	259	140	764	91
Geometry Grp	5	2	2	7	7
Degree of Util (X)	1.61	0.561	0.325	1.542	0.165
Departure Headway (Hd)	7.613	9.74	10.714	8.177	7.396
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	484	373	338	451	488
Service Time	5.613	7.74	8.714	5.877	5.096
HCM Lane V/C Ratio	1.754	0.694	0.414	1.694	0.186
HCM Control Delay	303.9	24.5	18.8	276.2	11.6
HCM Lane LOS	F	C	C	F	B
HCM 95th-tile Q	42.7	3.3	1.4	36.8	0.6

CR 900 N & PROPOSED ACCESS DRIVE

CAPACITY ANALYSIS

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	88	103	3	10	45
Future Vol, veh/h	16	88	103	3	10	45
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	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	17	96	112	3	11	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	115	0	-	0	244	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	130	-
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	1474	-	-	-	744	939
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1474	-	-	-	735	939
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1474	-	-	-	735	939
HCM Lane V/C Ratio	0.012	-	-	-	0.015	0.052
HCM Control Delay (s)	7.5	0	-	-	10	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	150	87	11	7	30
Future Vol, veh/h	52	150	87	11	7	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	-	-	-	-	0	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	57	163	95	12	8	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	378	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	277	-
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	1484	-	-	-	624	954
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	598	954
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	770	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1484	-	-	-	598	954
HCM Lane V/C Ratio	0.038	-	-	-	0.013	0.034
HCM Control Delay (s)	7.5	0	-	-	11.1	8.9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	103	119	3	10	45
Future Vol, veh/h	16	103	119	3	10	45
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	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	17	112	129	3	11	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	132	0	-	0	277	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	146	-
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	1453	-	-	-	713	919
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	704	919
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1453	-	-	-	704	919
HCM Lane V/C Ratio	0.012	-	-	-	0.015	0.053
HCM Control Delay (s)	7.5	0	-	-	10.2	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	172	99	11	7	30
Future Vol, veh/h	52	172	99	11	7	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	-	-	-	-	0	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	57	187	108	12	8	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	415	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	301	-
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	1468	-	-	-	594	939
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1468	-	-	-	568	939
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	751	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1468	-	-	-	568	939
HCM Lane V/C Ratio	0.039	-	-	-	0.013	0.035
HCM Control Delay (s)	7.5	0	-	-	11.4	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1