



TRAFFIC IMPACT STUDY

PROPOSED RESIDENTIAL DEVELOPMENT

McCORDSVILLE, INDIANA

PREPARED FOR

LENNAR®

FEBRUARY 2021

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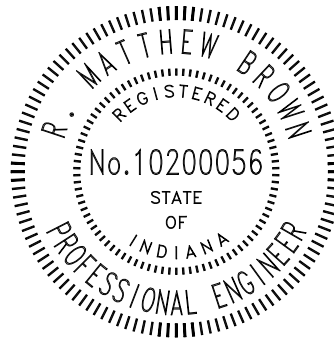
CERTIFICATION

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

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INTRODUCTION

This **TRAFFIC IMPACT STUDY**, prepared at the request of the Town of McCordsville on behalf of Lennar, is for a proposed residential development known as “Summerton” that will be located in the northwest quadrant of CR 900 N & CR 500 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 and 8:30 AM and 4:00 PM and 7:00 PM at the following intersections:

- CR 1000 N & CR 600 W
- CR 1000 N & CR 500 W
- CR 900 N & CR 600 W
- CR 900 N & CR 500 W
- CR 500 W & SR 67

Second, adjust existing traffic volumes to account for reduction in traffic volumes caused by COVID-19.

Third, obtain the number of trips that will be generated and assigned at the study intersections by the nearby future development known as Vinter’s Park.

Fourth, estimate year 2025 background traffic volumes by applying a 1% per year growth rate to the adjusted traffic counts.

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

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

Seventh, 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.

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

Scenario 3: Year 2025 Background Traffic Volumes – Based on applying a 1% per year growth rate to adjusted existing traffic volumes and accounting for traffic generated by the nearby Vinter's Park development.

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.

Eighth, 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 development will be located in the northwest quadrant of CR 900 N & CR 500 W in McCordsville, Indiana. The proposed residential development will consist of 287 single-family homes. As proposed, the site will be served by two access drives along CR 500 W and one access drive along CR 900 N. **Figure 1** is an area map showing the location and general layout of the proposed site.

FUTURE NEARBY DEVELOPMENT

It is anticipated that the proposed Vinter's Park will be fully constructed and occupied in the near future. Therefore, the traffic impact study for this development was considered in this project to account for traffic generated by Vinter's Park.

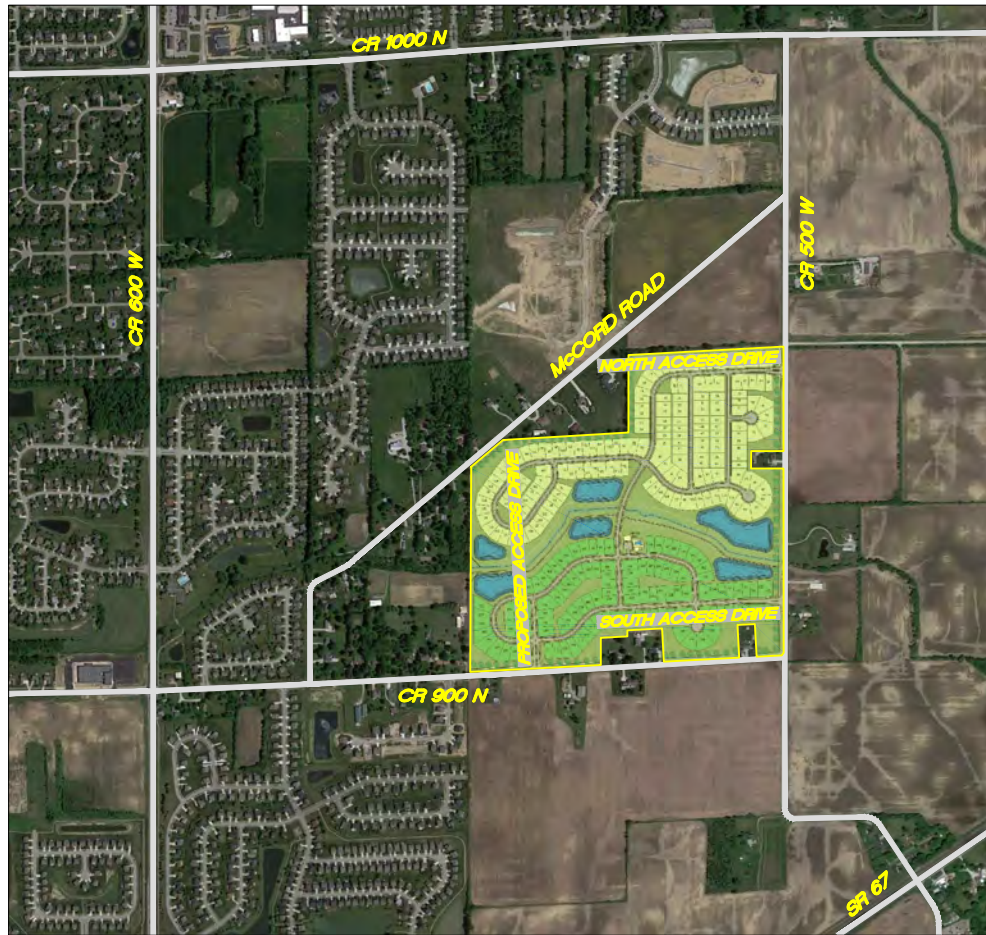


FIGURE 1
AREA MAP

TRAFFIC IMPACT STUDY
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McCORDSVILLE, IN

STUDY AREA

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

- CR 1000 N & CR 600 W
- CR 1000 N & CR 500 W
- CR 900 N & CR 600 W
- CR 900 N & CR 500 W
- CR 500 W & SR 67
- CR 500 W & Proposed North Access Drive
- CR 500 W & Proposed South Access Drive
- CR 900 N & Proposed Access Drive

Figures 2A and **2B** show the existing intersection geometrics at the study intersections.

DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed residential development will be primarily served by the public roadway system that includes SR 67, CR 1000 N, CR 600 W, CR 900 N, and CR 500 W.

TABLE 1 – DESCRIPTION OF THE ABUTTING STREET SYSTEM

STREET NAME	NUMBER OF LANES	SPEED LIMIT (MPH)	FUNCTIONAL CLASSIFICATION
SR 67	2	55	Major Arterial
CR 600 W	2	40	Major Arterial
CR 1000 N	2	45	Minor Arterial
CR 900 N	2	45	Major Collector
CR 500 W	2	50	Minor Collector

EXISTING TRAFFIC VOLUMES & PEAK HOURS

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 2020 under good weather conditions. According to the turning movement counts, the AM and PM peak hours vary slightly at each study intersection. Hence, the actual peak hours are used at each study intersection to create a “worse-case” scenario. 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**.



CR 900 N & CR 500 W



SR 67 & CR 500 W

FIGURE 2B

**EXISTING INTERSECTION
 GEOMETRICS - 2**

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CR 900 N & CR 500 W

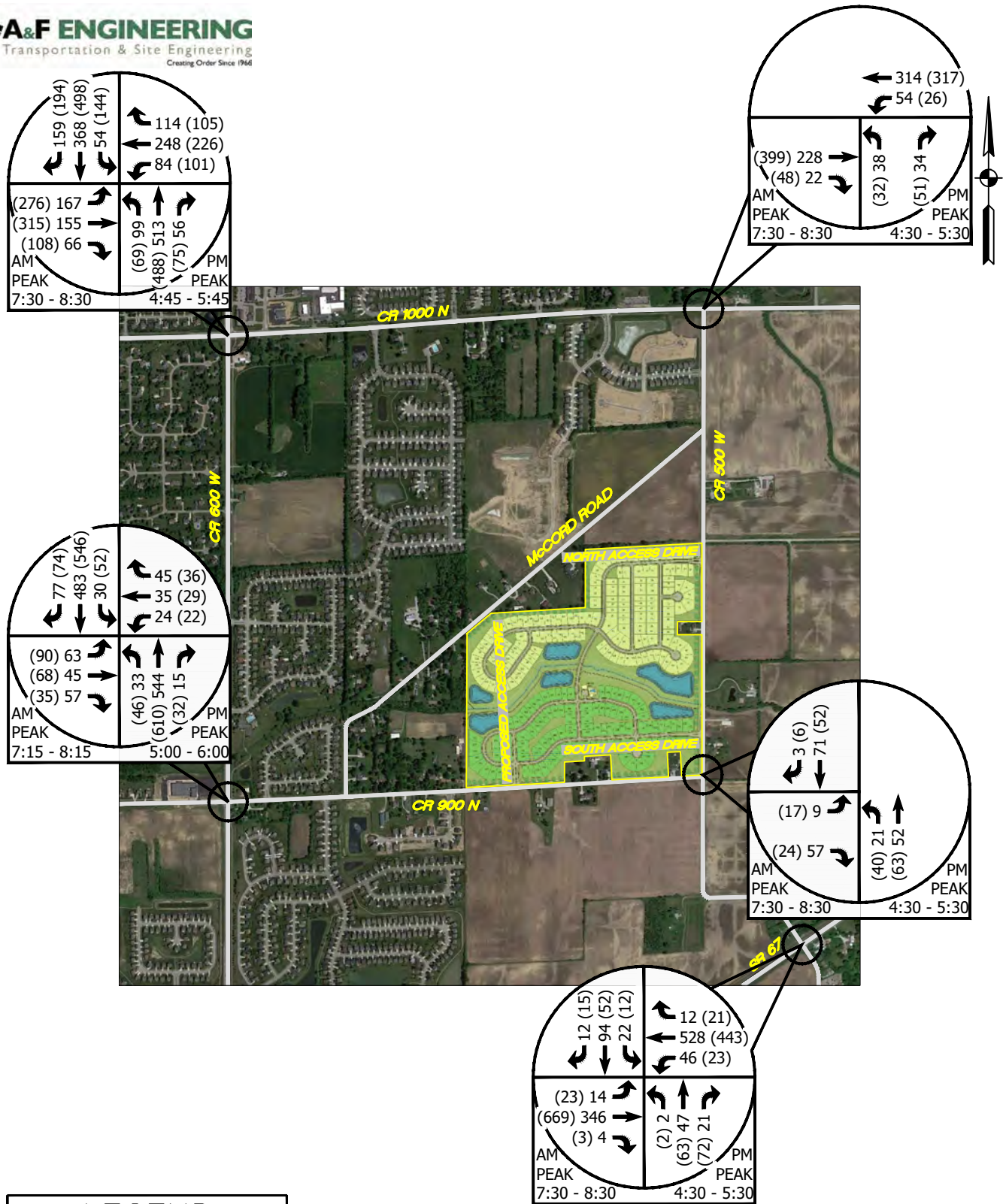


SR 67 & CR 500 W

FIGURE 2B

**EXISTING INTERSECTION
 GEOMETRICS - 2**

**TRAFFIC IMPACT STUDY
 LENNAR HOMES
 McCORDSVILLE, IN**



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

FIGURE 3

**ADJUSTED EXISTING
 TRAFFIC VOLUMES**

**TRAFFIC IMPACT STUDY
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 McCORDSVILLE, IN**

YEAR 2025 BACKGROUND TRAFFIC VOLUMES

In order to account for annual growth in traffic that would occur due to future development, a 1% annual growth rate was applied to the adjusted existing traffic volumes. Therefore, a growth factor of 1.05 was applied to the adjusted existing volumes to calculate the year 2025 projected traffic volumes. In addition, the generated traffic volumes from the nearby Vinter's Park development were added to the year 2025 projected traffic volumes to yield year 2025 background traffic volumes. **Figure 4** illustrates these traffic volumes.

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 Summerton 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 1** summarizes the total trips that will be generated by the subject site.

TABLE 2 –GENERATED TRIPS FOR PROPOSED SUMMERTON DEVELOPMENT

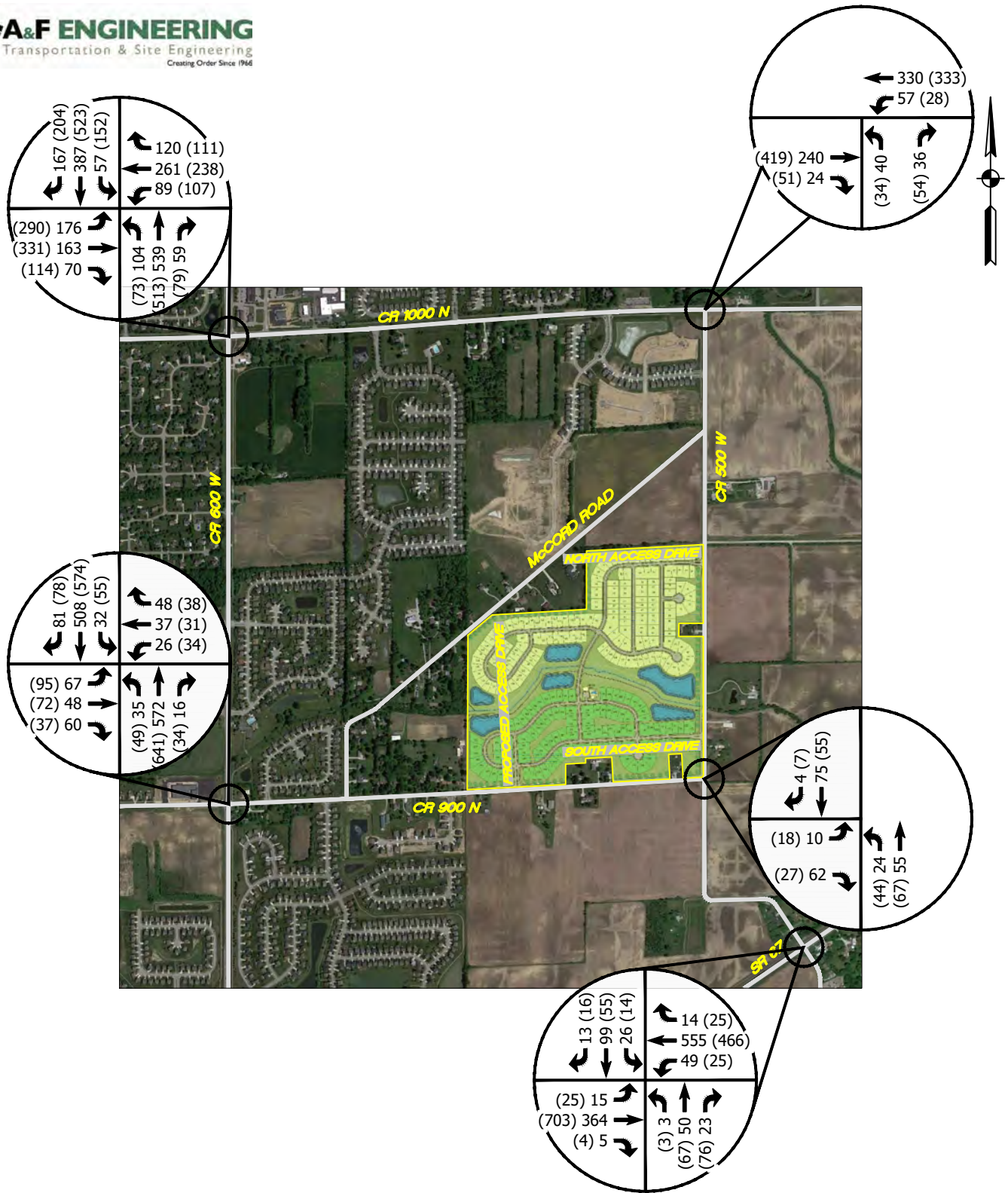
DEVELOPMENT INFORMATION			GENERATED TRIPS			
LAND USE	ITE CODE	SIZE	AM		PM	
			ENTER	EXIT	ENTER	EXIT
Single-Family Housing	210	287 DU	52	157	176	104

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.

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



LEGEND

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

FIGURE 4

**YEAR 2025 BACKGROUND
TRAFFIC VOLUMES**

**TRAFFIC IMPACT STUDY
LENNAR HOMES
McCORDSVILLE, IN**

ASSIGNMENT AND DISTRIBUTION OF GENERATED TRIPS

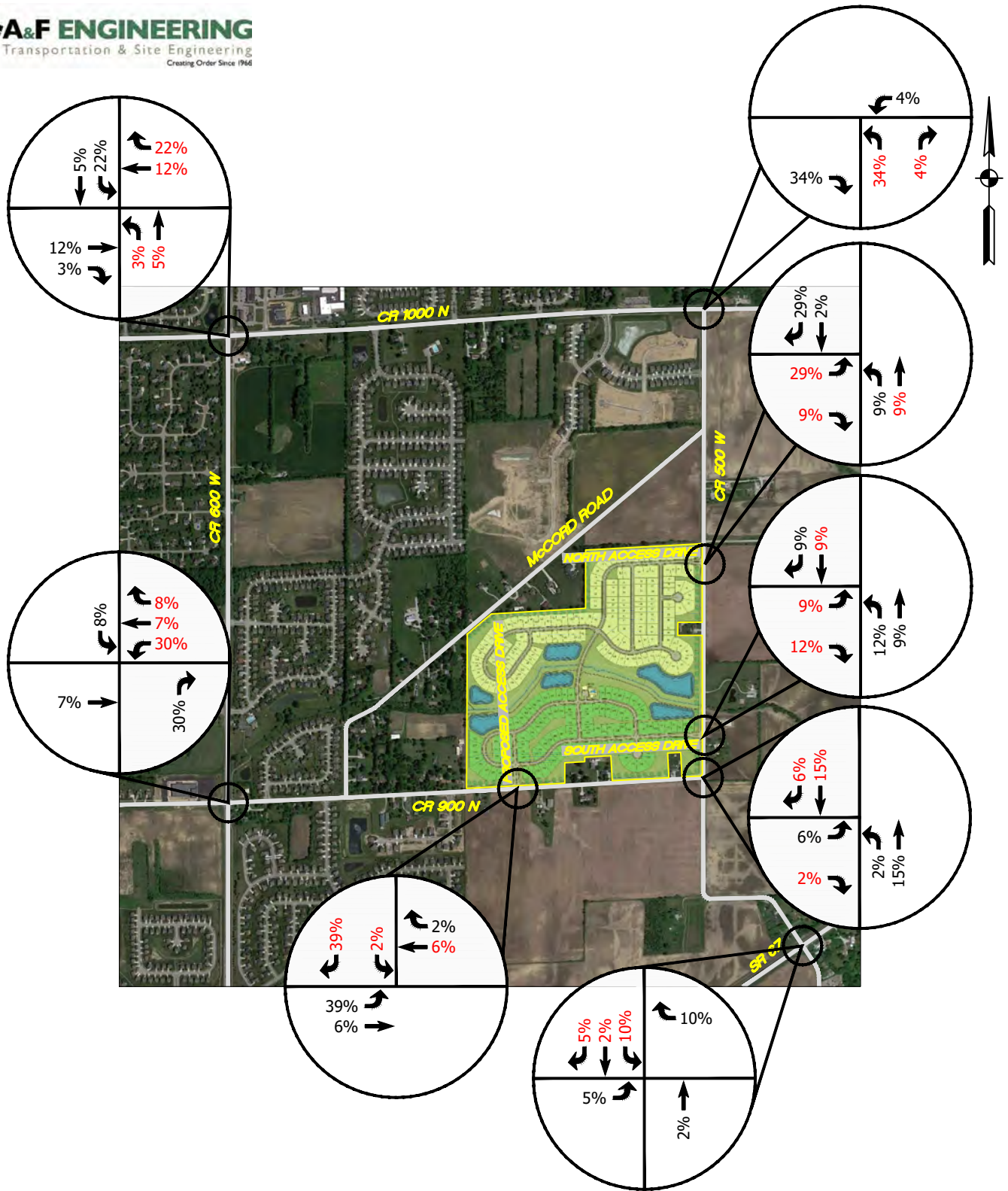
The study methodology used to determine the traffic volumes from the site that will be added to the street system is defined as follows:

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 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 Summerton development.

GENERATED TRIPS ADDED TO THE STREET SYSTEM

The total generated traffic volumes that can be expected from the proposed development has 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 Summerton development are shown in **Figure 6** while the peak hour generated traffic volumes from the nearby Vinter's Park development is shown on a figure in the **Appendix**. In addition, **Figure 7** shows the sum of adjusted existing traffic volumes and generated traffic volumes from the proposed development and **Figure 8** shows the sum of year 2025 background traffic volumes and generated traffic volumes from the proposed development.

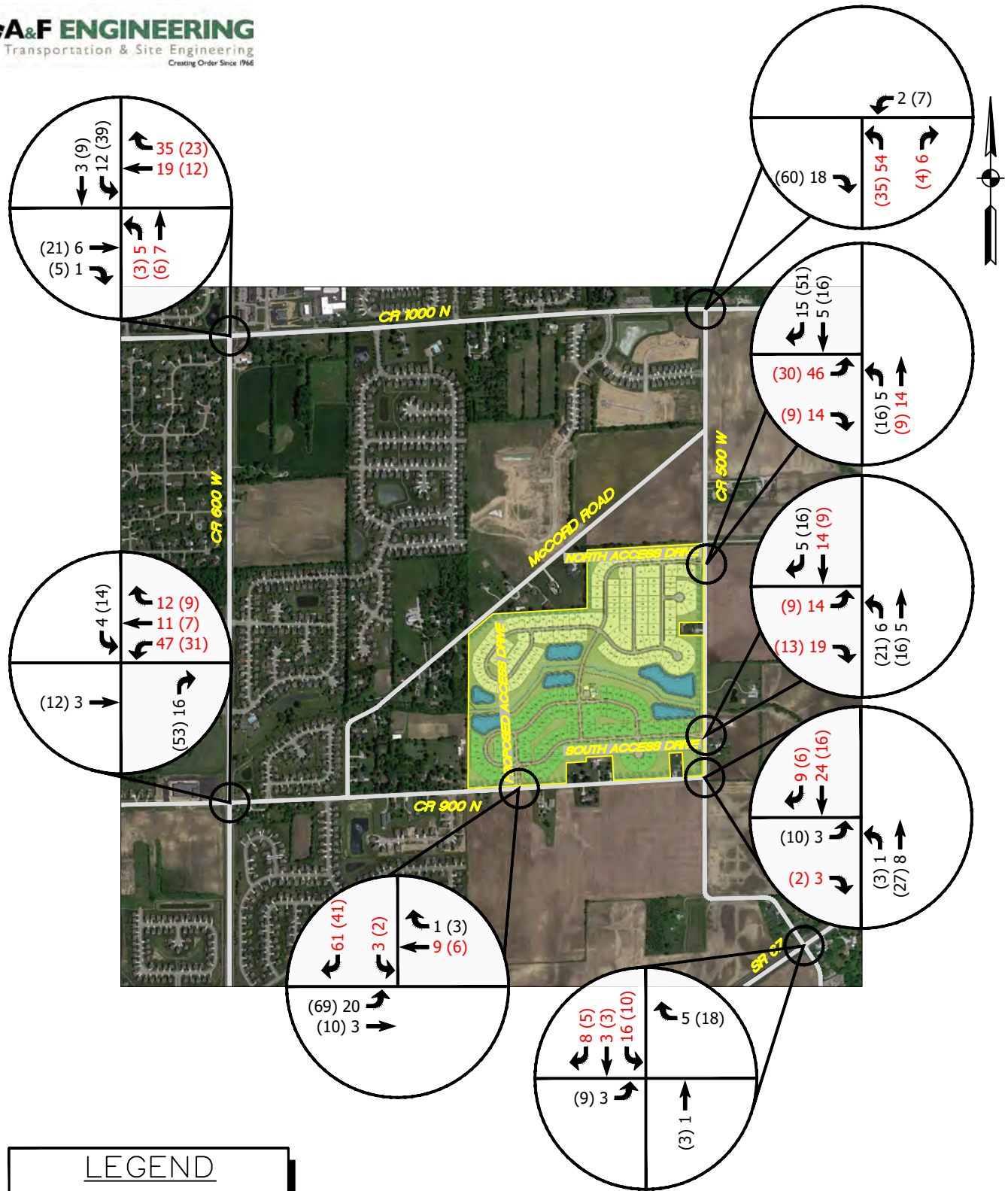


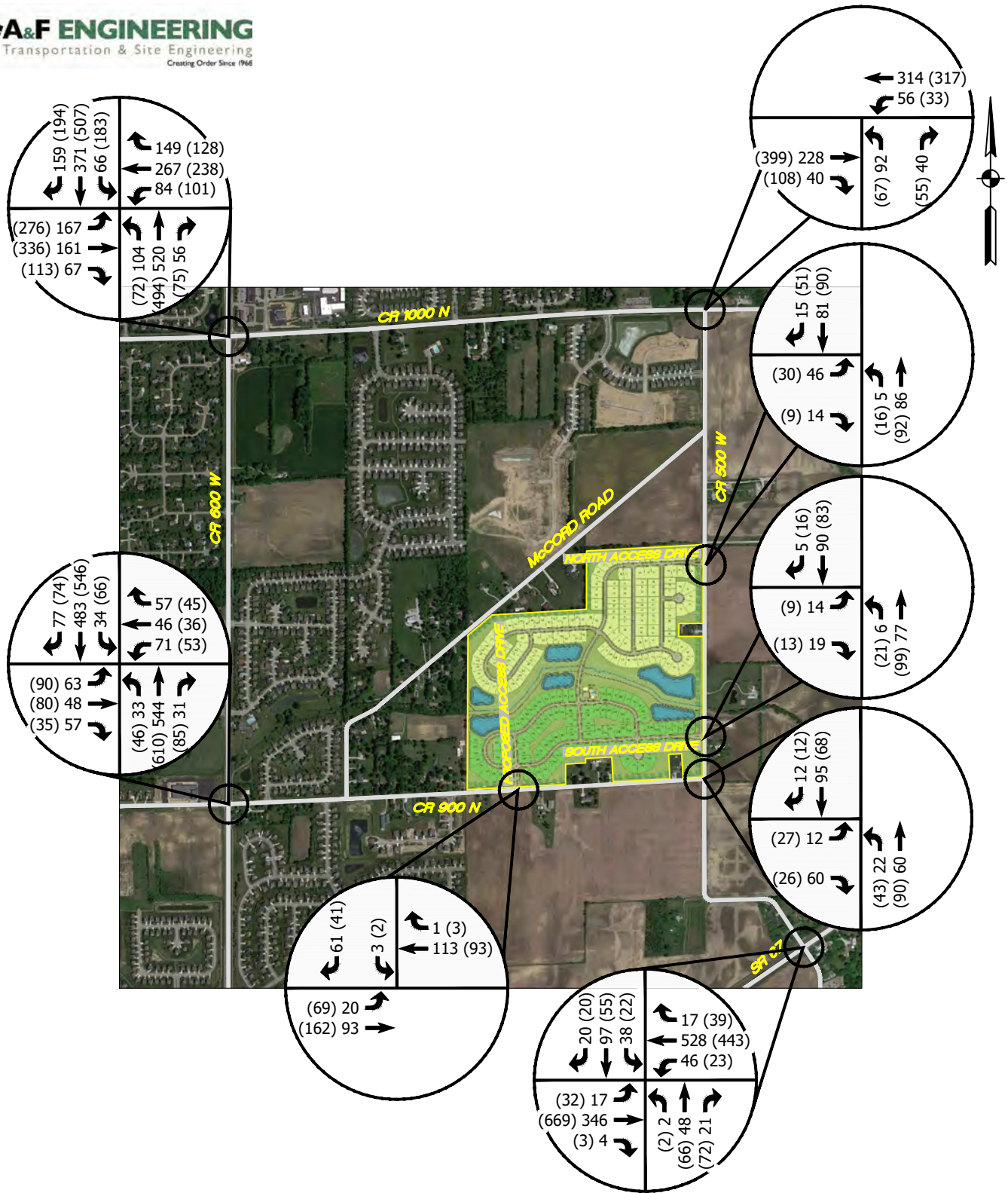
LEGEND
 XX = INBOUND TRAFFIC
 XX = OUTBOUND TRAFFIC
 * = NEGLIGIBLE

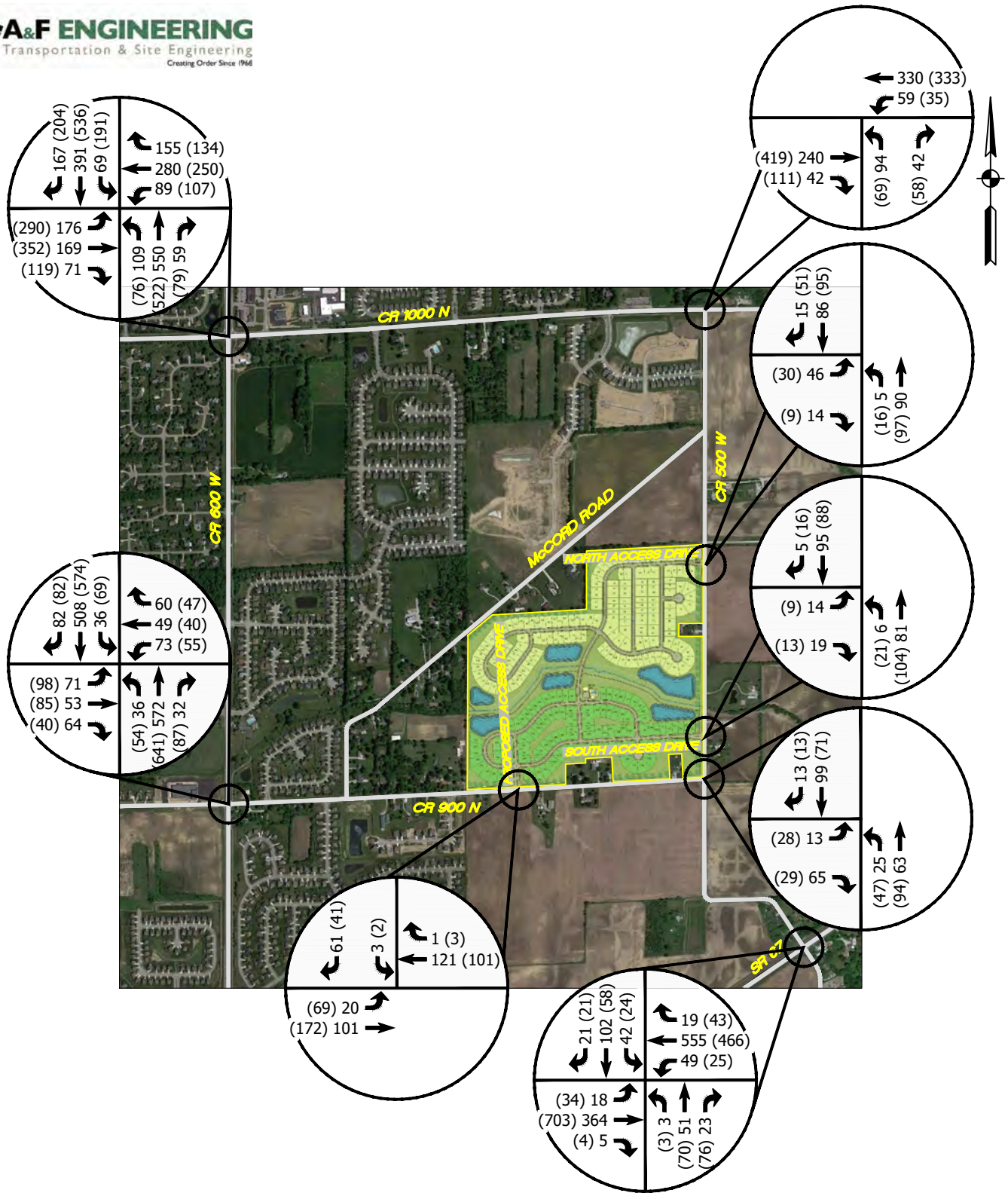
**TRAFFIC IMPACT STUDY
LENNAR HOMES
McCORDSVILLE, IN**

FIGURE 5

**ASSIGNMENT & DISTRIBUTION
OF GENERATED TRAFFIC VOLUMES
FROM PROPOSED DEVELOPMENT**







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 500 W and along CR 900 N at the access drives when the proposed Summerton 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 500 W & PROPOSED NORTH ACCESS DRIVE		
SCENARIO	RIGHT-TURN LANE	LEFT-TURN LANE
Adjusted Existing Traffic Volumes + Proposed Development Traffic Volumes	X	X
Year 2025 Traffic Volumes + Proposed Development Traffic Volumes	X	X
CR 500 W & PROPOSED SOUTH ACCESS DRIVE		
SCENARIO	RIGHT-TURN LANE	LEFT-TURN LANE
Adjusted Existing Traffic Volumes + Proposed Development Traffic Volumes	X	X
Year 2025 Traffic Volumes + Proposed Development Traffic Volumes	X	X
CR 900 N & PROPOSED ACCESS DRIVE		
SCENARIO	RIGHT-TURN LANE	LEFT-TURN LANE
Adjusted Existing Traffic Volumes + Proposed Development Traffic Volumes	X	X
Year 2025 Traffic Volumes + Proposed Development Traffic Volumes	X	X

✓ = Turn lane warranted; X = Turn lane not warranted

According to the results, no exclusive turn lanes are warranted along CR 500 W and CR 900 N at the access drives. However, exclusive right-turn lanes should be considered at the proposed access drives to safely service vehicles entering the site. The graphs that show the left-turn lane and right-turn lane warrant criteria for each intersection are shown in the **Appendix**.

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

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:

<u>Level of Service</u>	<u>Control Delay (seconds/vehicle)</u>	
	<u>UNSIGNALIZED</u>	<u>SIGNALIZED</u>
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. **Figure 3** is a summary of these traffic volumes.

Scenario 2: Proposed Development Traffic Volumes – Based on the sum of adjustment existing traffic volumes and generated traffic volumes from the proposed development. **Figure 4** is a summary of these traffic volumes.

Scenario 3: Year 2025 Background Traffic Volumes – Based on applying a 1% per year growth rate to adjusted existing traffic volumes and accounting for traffic generated by the nearby Vinter's Park development. **Figure 7** is a summary of these 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. **Figure 8** is a summary of these traffic volumes.

³ *Synchro/SimTraffic 11*, Trafficware, 2020.

⁴ *Highway Capacity Manual (HCM), 6th Edition* Transportation Research Board, National Research Council, Washington, DC, 2016.

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 1000 N & CR 600 W

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

TABLE 4 – LEVEL OF SERVICE SUMMARY: CR 1000 N & CR 500 W

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1	2	3	4	1	2	3	4
Northbound Approach	B	C	C	C	B	C	C	C
Westbound Left-Turn	A	A	A	A	A	A	A	A

TABLE 5 – LEVEL OF SERVICE SUMMARY: CR 900 N & CR 600 W

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

TABLE 6 – LEVEL OF SERVICE SUMMARY: CR 900 N & CR 500 W

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1	2	3	4	1	2	3	4
Northbound Left-Turn	A	A	A	A	A	A	A	A
Eastbound Approach	A	A	A	A	A	A	A	A

TABLE 7 – LEVEL OF SERVICE SUMMARY: SR 67 & CR 500 W

APPROACH	AM PEAK							
	Scenarios							
	1A	1B	2A	2B	3A	3B	4A	4B
Northbound Approach	D	D	D	D	E	D	E	D
Southbound Approach	F	E	F	E	F	F	F	F
Eastbound Left-Turn	A	A	A	A	A	A	A	A
Westbound Left-Turn	A	A	A	A	A	A	A	A
APPROACH	PM PEAK							
	Scenarios							
	1A	1B	2A	2B	3A	3B	4A	4B
Northbound Approach	F	E	F	E	F	E	F	F
Southbound Approach	F	F	F	F	F	F	F	F
Eastbound Left-Turn	A	A	A	A	A	A	A	A
Westbound Left-Turn	A	A	A	A	A	A	A	A

Scenario A: Exiting intersection conditions.

Scenario B: Mitigated intersection conditions include:

- Addition of an exclusive northbound right-turn lane.
- Addition of an exclusive southbound left-turn lane.

TABLE 8 – LEVEL OF SERVICE SUMMARY: CR 500 W & PROPOSED NORTH ACCESS DRIVE

APPROACH	AM PEAK		PM PEAK	
	Scenario 2*	Scenario 4*	Scenario 2*	Scenario 4*
Northbound Left-Turn	A	A	A	A
Eastbound Approach	A	A	B	B

*The proposed intersection conditions include construction of the eastbound access drive with at least one inbound and two outbound lanes that will stop for CR 500 W.

TABLE 9 – LEVEL OF SERVICE SUMMARY: CR 500 W & PROPOSED SOUTH ACCESS DRIVE

APPROACH	AM PEAK		PM PEAK	
	Scenario 2*	Scenario 4*	Scenario 2*	Scenario 4*
Northbound Left-Turn	A	A	A	A
Eastbound Approach	A	A	A	A

*The proposed intersection conditions include construction of the eastbound access drive with at least one inbound and two outbound lanes that will stop for CR 500 W.

TABLE 10 – LEVEL OF SERVICE SUMMARY: CR 900 N & PROPOSED ACCESS DRIVE

APPROACH	AM PEAK		PM PEAK	
	Scenario 2*	Scenario 4*	Scenario 2*	Scenario 4*
Northbound Left-Turn	A	A	A	A
Eastbound Approach	A	A	A	A

*The proposed intersection conditions include construction of the southbound access drive with at least one inbound and two outbound lanes that will stop for CR 900 N.

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 results and a field review conducted at the site. Based on the analysis and the resulting conclusions of this study, recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the proposed residential development.

CR 1000 N & CR 600 W

Capacity analyses for all traffic volume scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions.

CR 1000 N & CR 500 W

Capacity analyses for all traffic volume scenarios have shown that all approaches to this intersection operate and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions.

CR 900 N & CR 600 W

Capacity analyses for all traffic volume scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions.

CR 900 N & CR 500 W

Capacity analyses for all traffic volume scenarios have shown that all approaches to this intersection operate and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions.

SR 67 & CR 500 W

Capacity analyses for all traffic volume scenarios have shown that the northbound and southbound approaches to this intersection experience increased delays with existing intersection conditions. Additional, capacity analyses have shown that the addition of an exclusive northbound right-turn lane and an exclusive southbound left-turn lane do not significantly improve the northbound and southbound approach delays. Therefore, it is recommended that this intersection be continuously monitored for the installation of a traffic signal.

CR 500 W & PROPOSED NORTH ACCESS DRIVE

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

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Stop controlled intersection with the access drive stopping for CR 500 W.
- An exclusive southbound right-turn lane along CR 500 W should be considered at the proposed access drive to safely service vehicles entering the site.

CR 500 W & PROPOSED SOUTH ACCESS DRIVE

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

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Stop controlled intersection with the access drive stopping for CR 500 W.
- An exclusive southbound right-turn lane along CR 500 W should be considered at the proposed access drive to safely service vehicles entering the site.

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 intersection conditions:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Stop controlled intersection with the access drive stopping for CR 900 N.
- An exclusive westbound right-turn lane along CR 900 N should be considered at the proposed access drive to safely service vehicles entering the site.

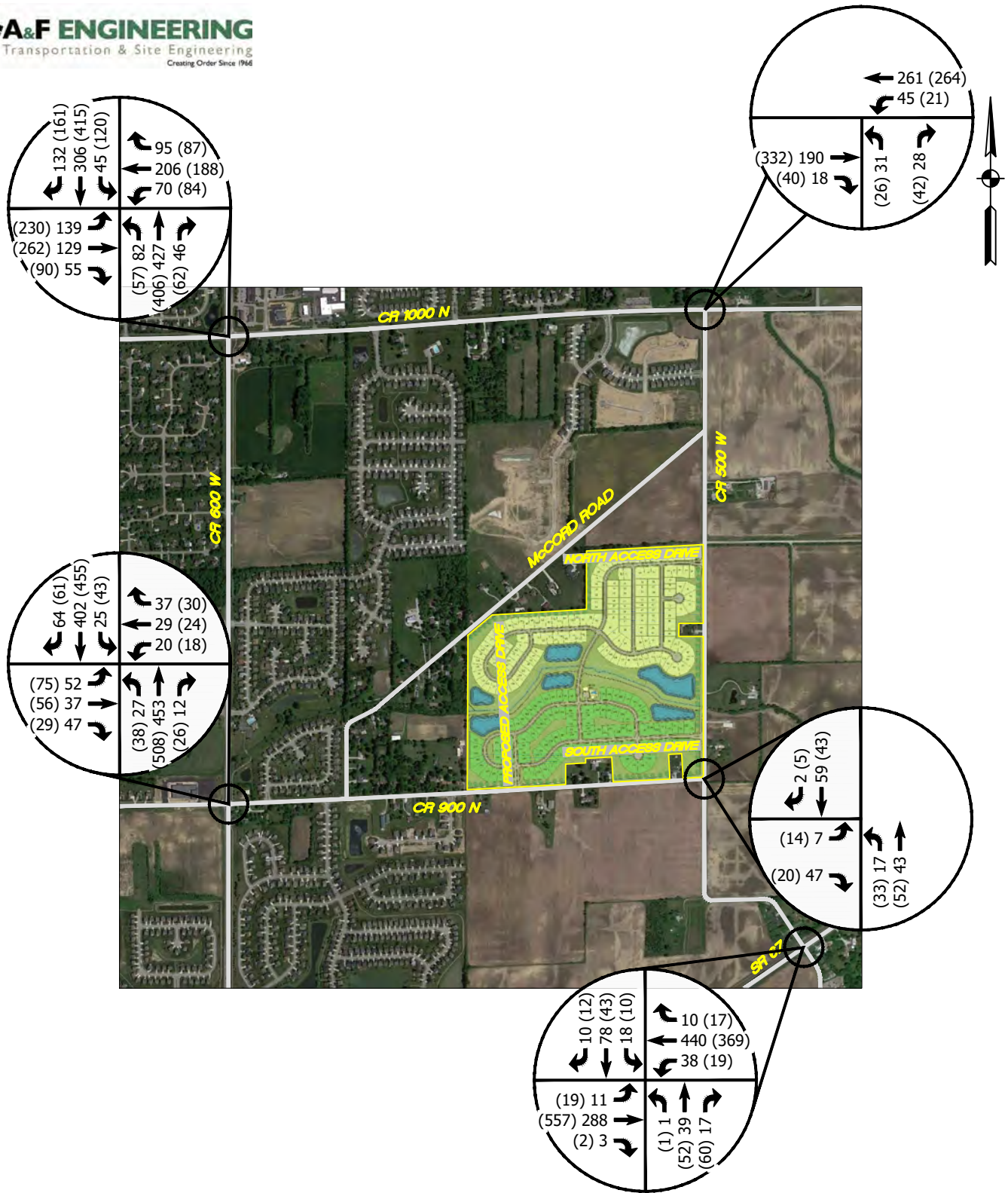
TRAFFIC IMPACT STUDY

APPENDIX



***8365 Keystone Crossing Boulevard, Suite 201
Indianapolis, IN 46240
Phone: (317) 202-0864 Fax: (317) 202-0908***

ADDITIONAL FIGURES



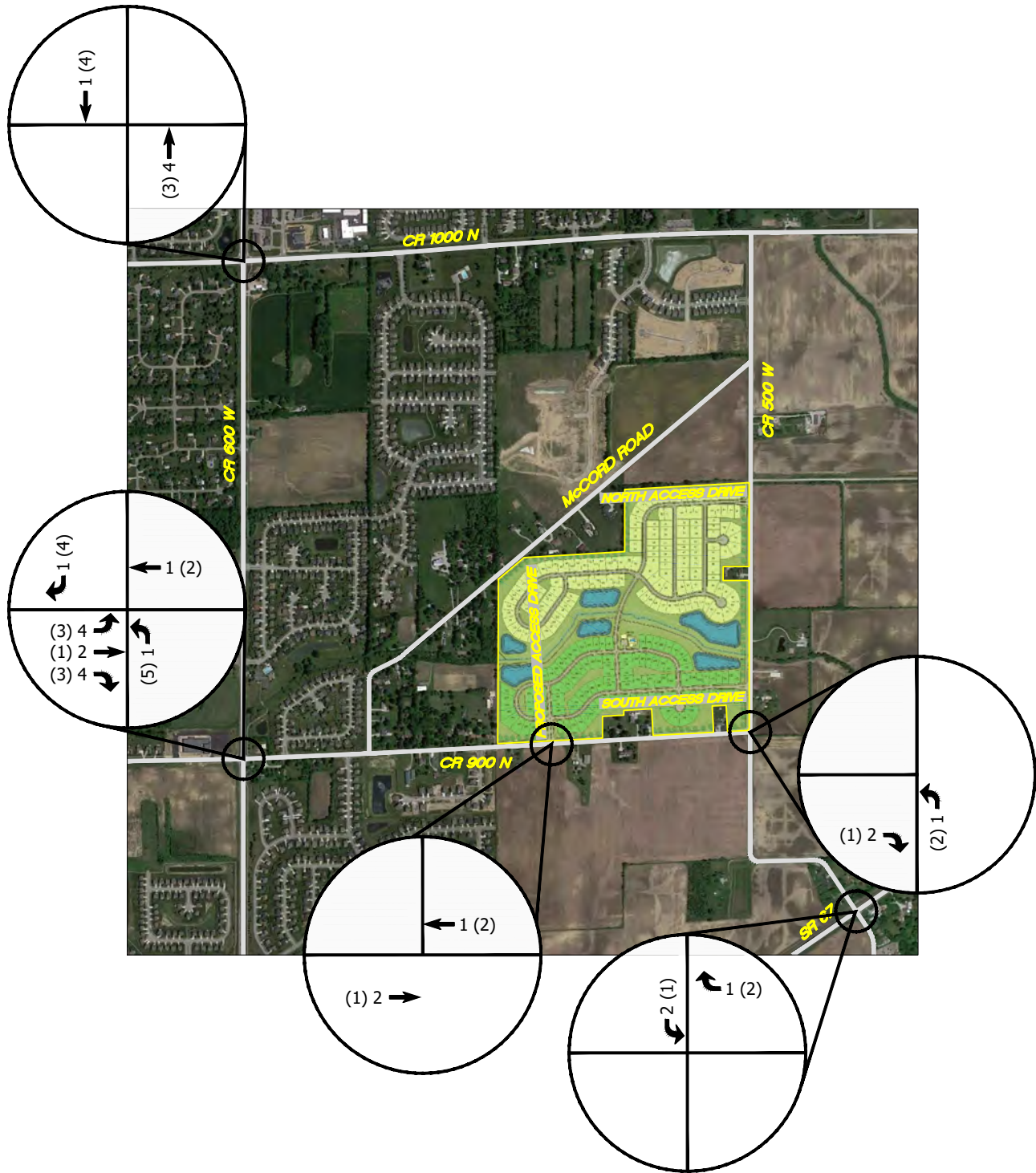
LEGEND

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

FIGURE A

EXISTING TRAFFIC VOLUMES

**TRAFFIC IMPACT STUDY
LENNAR HOMES
McCORDSVILLE, IN**



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

**TRAFFIC IMPACT STUDY
 LENNAR HOMES
 McCORDSVILLE, IN**

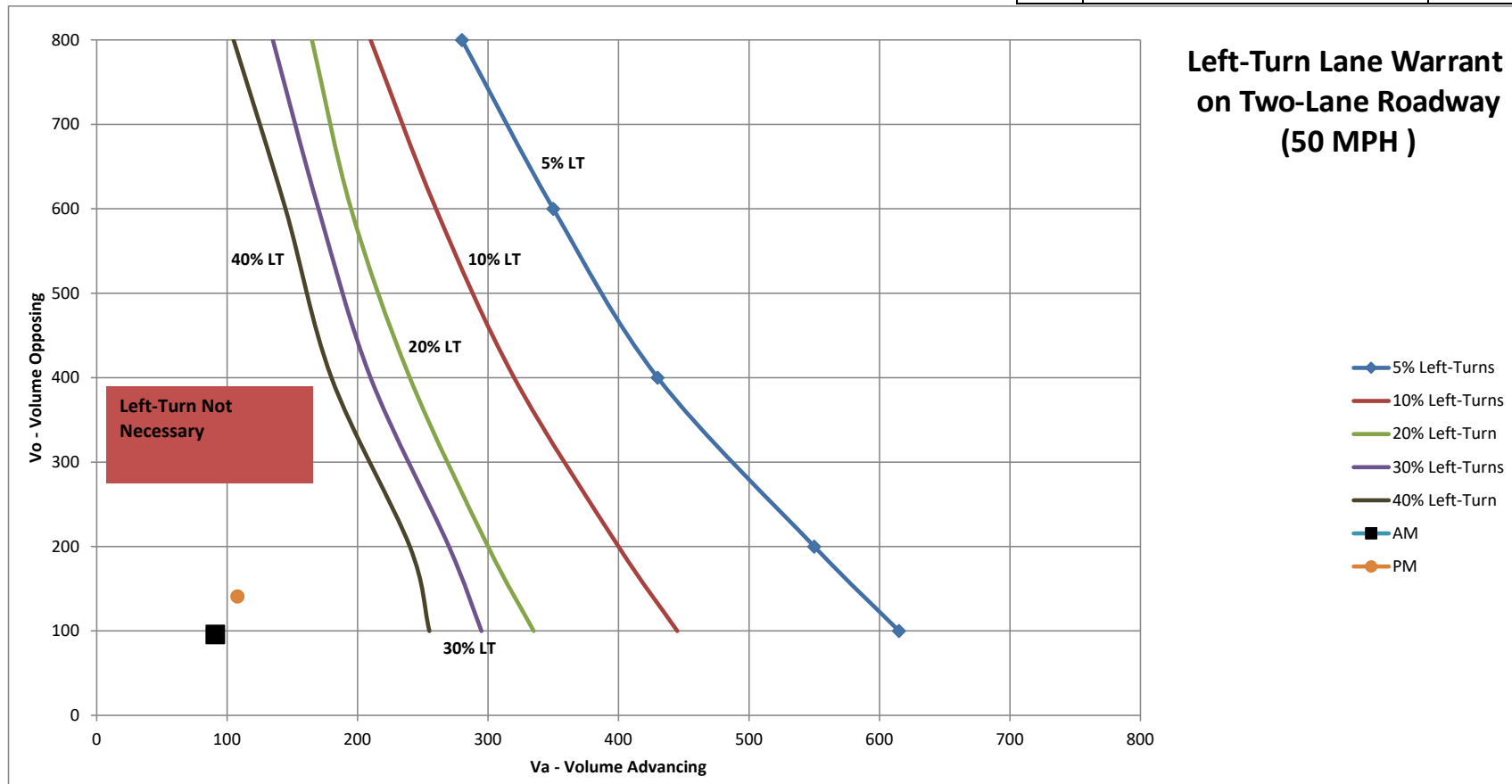
FIGURE B
**GENERATED TRAFFIC VOLUMES
 FROM NEAR-BY VINTER'S PARK
 DEVELOPMENT**

TURN LANE WARRANT ANALYSIS

CR 500 W & Proposed North Access Drive - 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
50	800	280	210	188	165	150	135	120	105
	600	350	260	228	195	183	170	157	145
	400	430	320	280	240	225	210	195	180
	200	550	400	350	300	285	270	255	240
	100	615	445	390	335	315	295	275	255

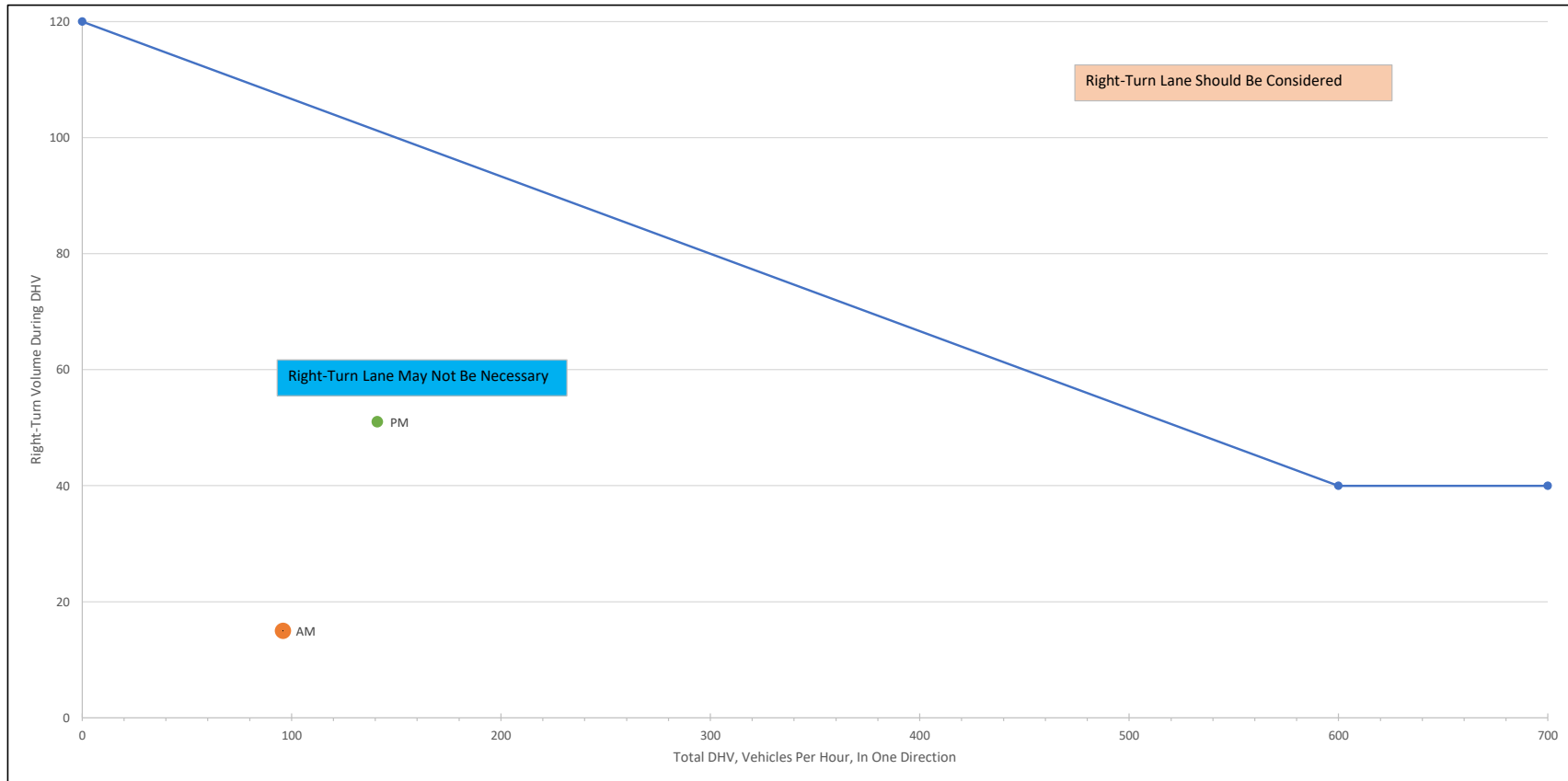
	INPUT		Warrant?
AM	Advancing Volume (Va)	91	NO
	Opposing Volume (Vo)	96	
	Left-turn Volume	5	
	Left-turn %	5%	
PM	Advancing Volume (Va)	108	NO
	Opposing Volume (Vo)	141	
	Left-turn Volume	16	
	Left-turn %	15%	



CR 500 W & Proposed North Access Drive - Existing + Proposed

Total Volume	RT Volume
0	120
600	40
700	40

Time	Input		Met?
AM	RT Volume	15	NO
	Total Volume	96	
PM	RT Volume	51	NO
	Total Volume	141	

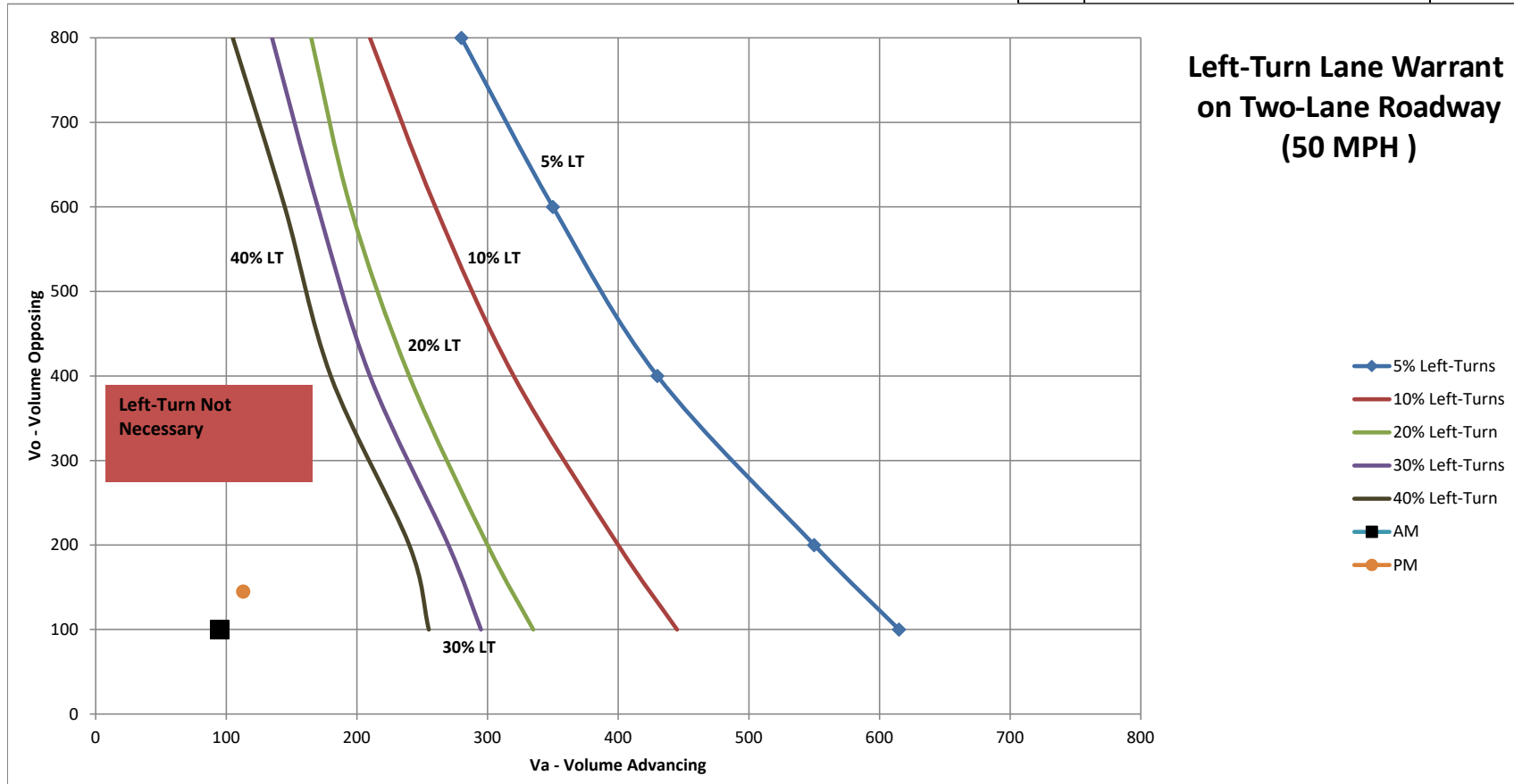


NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

CR 500 W & Proposed North Access Drive - Background + 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
50	800	280	210	188	165	150	135	120	105
	600	350	260	228	195	183	170	157	145
	400	430	320	280	240	225	210	195	180
	200	550	400	350	300	285	270	255	240
	100	615	445	390	335	315	295	275	255

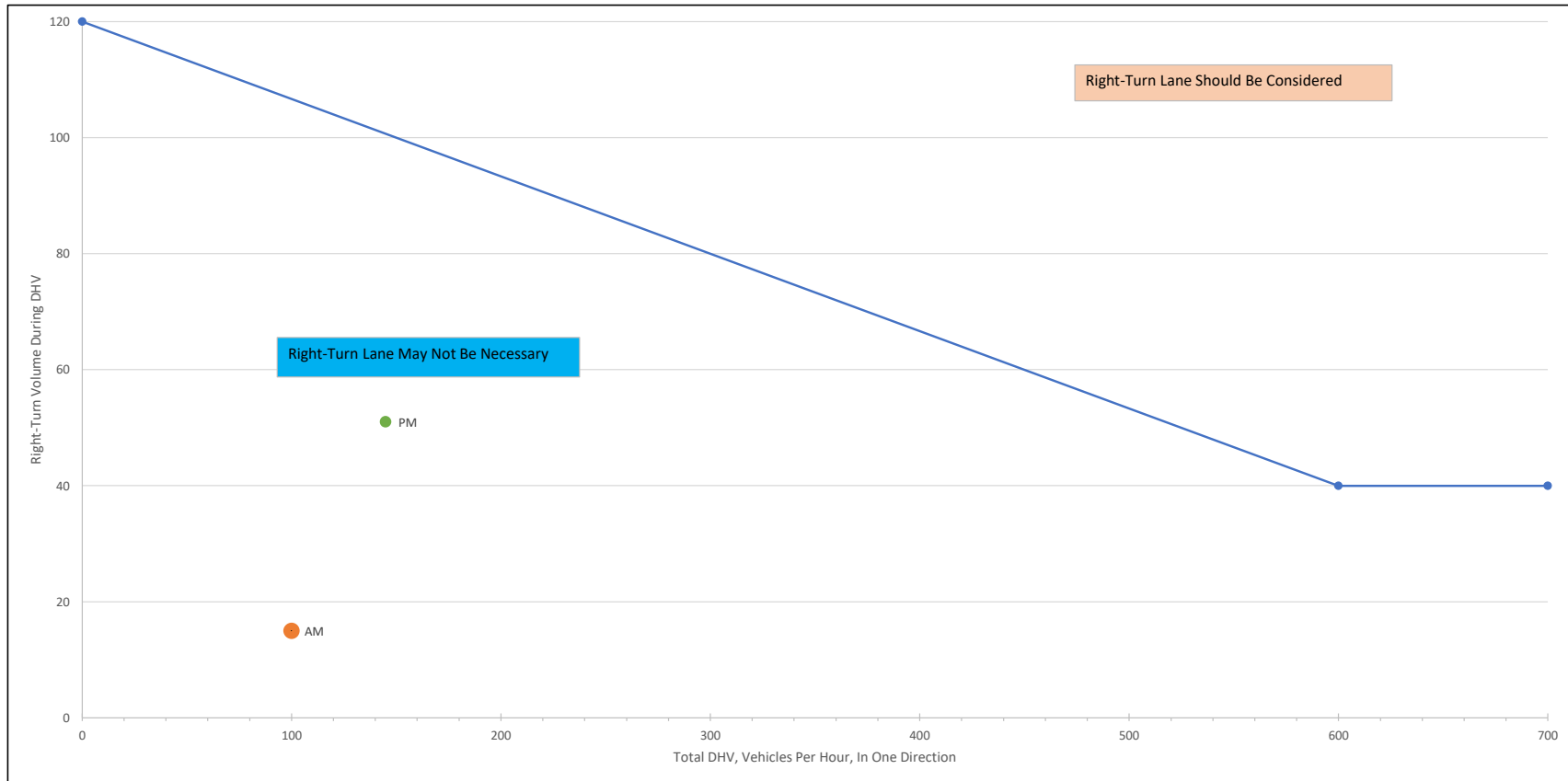
	INPUT	Warrant?
AM	Advancing Volume (Va)	95
	Opposing Volume (Vo)	100
	Left-turn Volume	5
	Left-turn %	5%
PM	Advancing Volume (Va)	113
	Opposing Volume (Vo)	145
	Left-turn Volume	16
	Left-turn %	14%



CR 500 W & Proposed North Access Drive - Background + Proposed

Total Volume	RT Volume
0	120
600	40
700	40

Time	Input		Met?
AM	RT Volume	15	NO
	Total Volume	100	
PM	RT Volume	51	YES
	Total Volume	145	

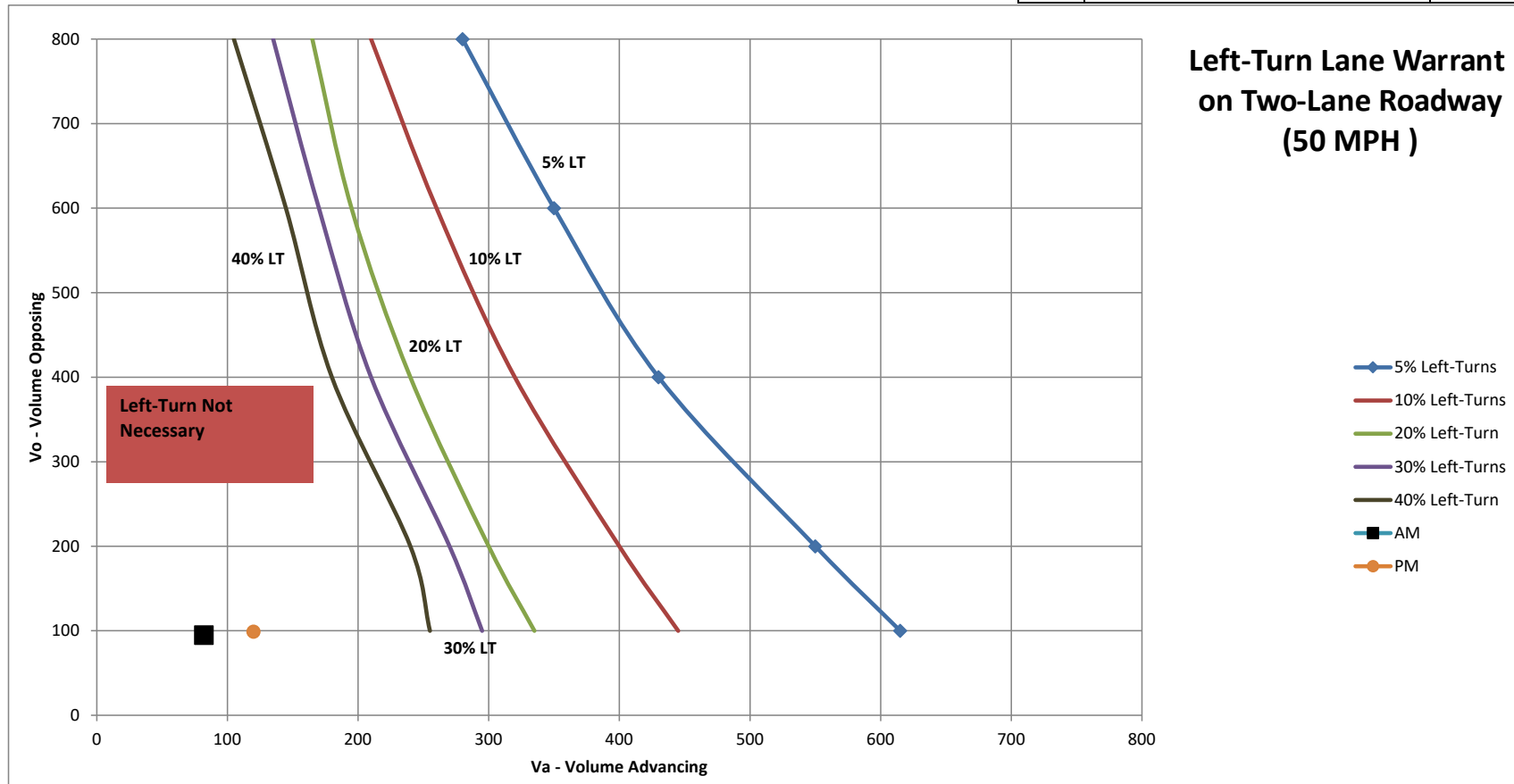


NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

CR 500 W & Proposed South Access Drive - 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
50	800	280	210	188	165	150	135	120	105
	600	350	260	228	195	183	170	157	145
	400	430	320	280	240	225	210	195	180
	200	550	400	350	300	285	270	255	240
	100	615	445	390	335	315	295	275	255

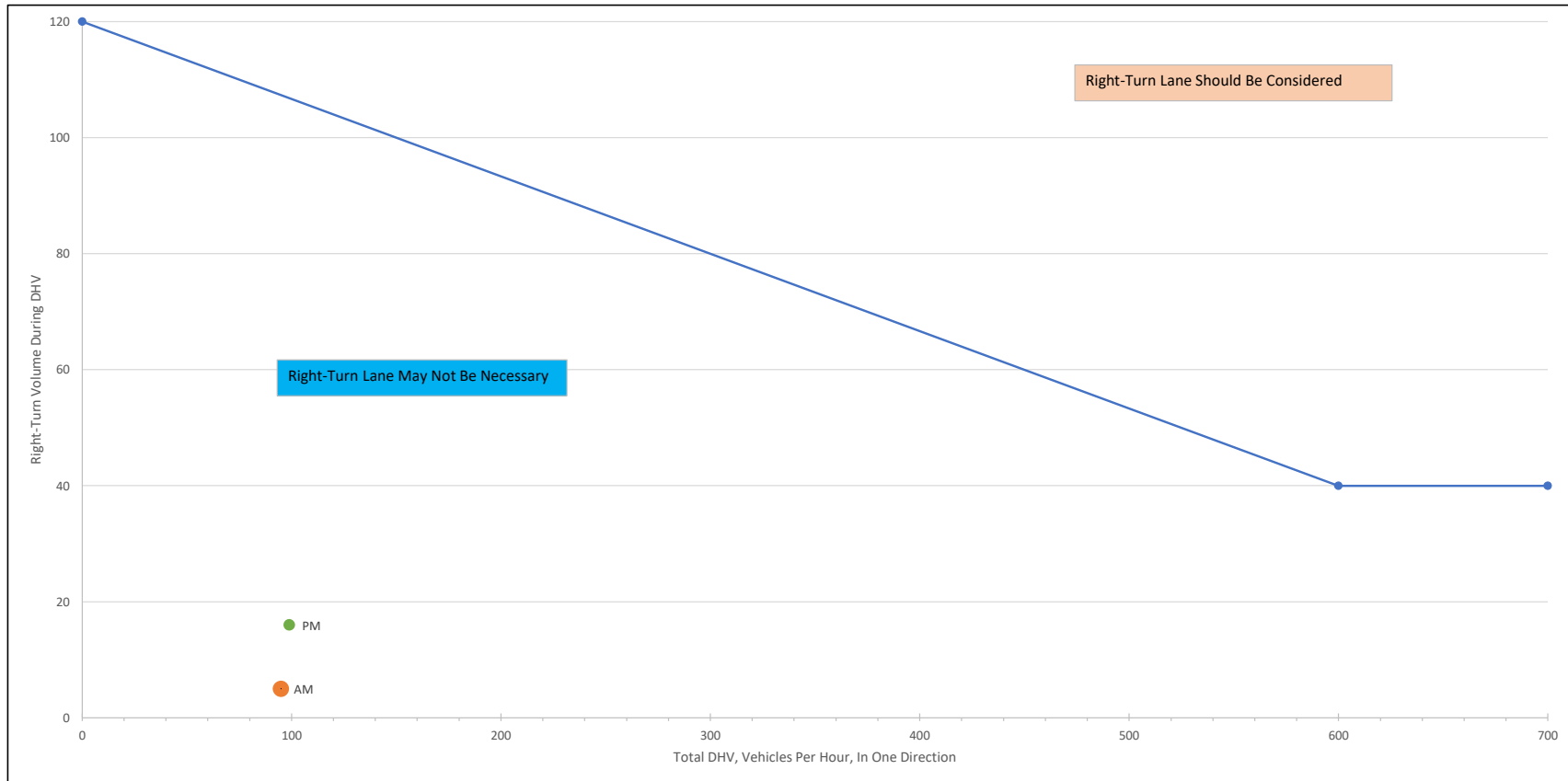
	INPUT	Warrant?
AM	Advancing Volume (Va)	82
	Opposing Volume (Vo)	95
	Left-turn Volume	6
	Left-turn %	7%
PM	Advancing Volume (Va)	120
	Opposing Volume (Vo)	99
	Left-turn Volume	21
	Left-turn %	18%



CR 500 W & Proposed South Access Drive - Existing + Proposed

Total Volume	RT Volume
0	120
600	40
700	40

Time	Input		Met?
AM	RT Volume	5	NO
	Total Volume	95	
PM	RT Volume	16	NO
	Total Volume	99	

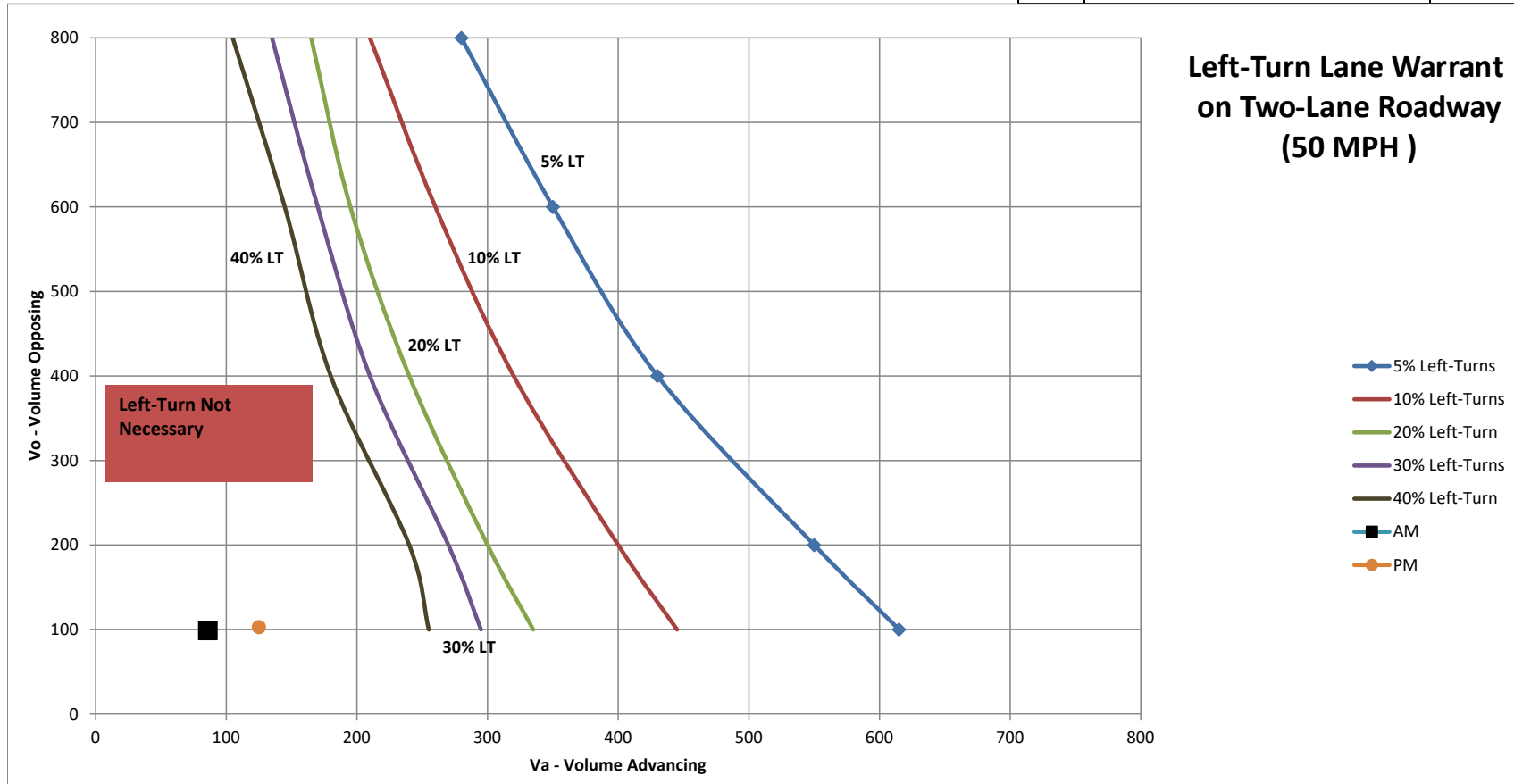


NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

CR 500 W & Proposed South Access Drive - Background + 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
50	800	280	210	188	165	150	135	120	105
	600	350	260	228	195	183	170	157	145
	400	430	320	280	240	225	210	195	180
	200	550	400	350	300	285	270	255	240
	100	615	445	390	335	315	295	275	255

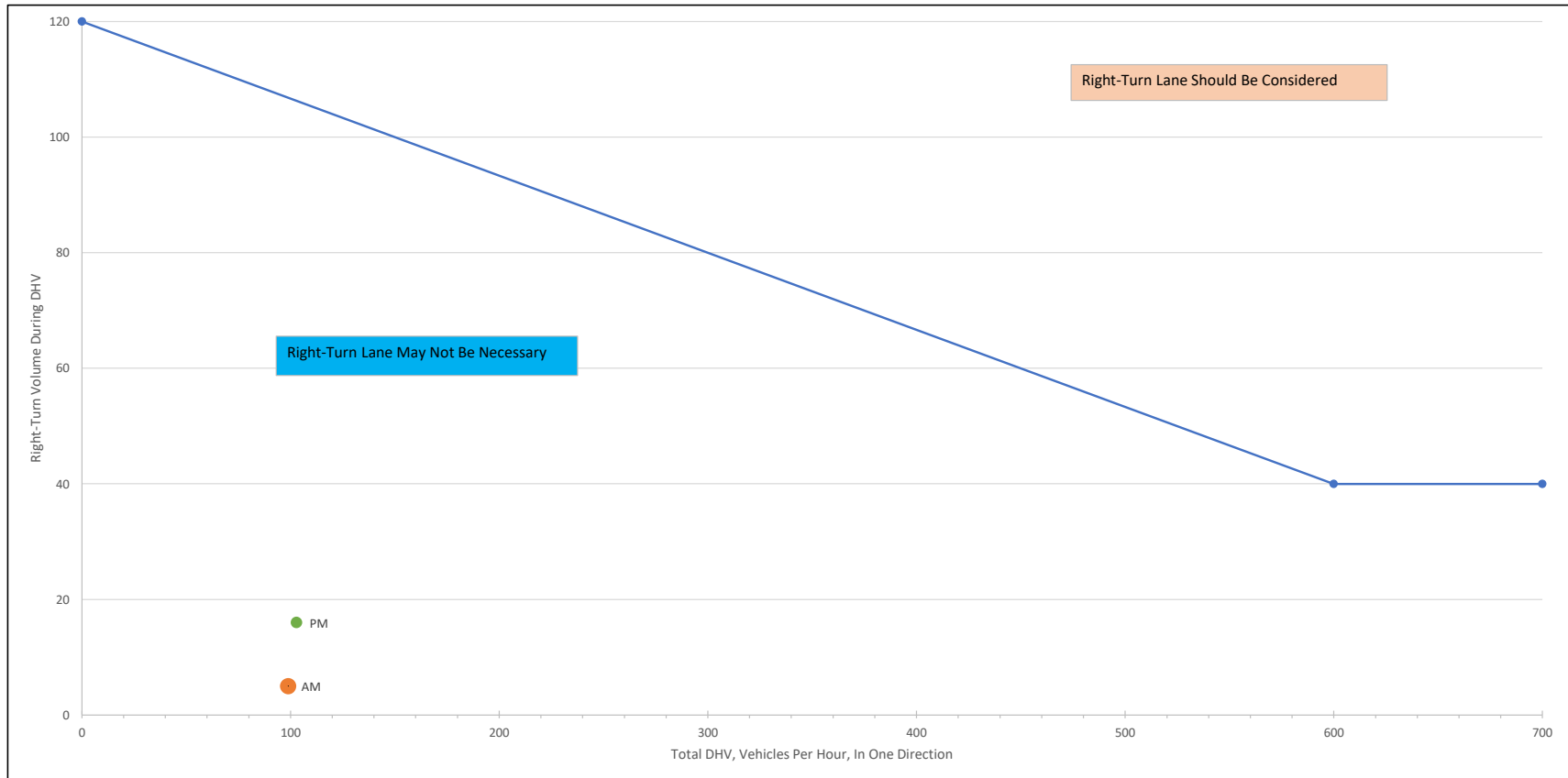
	INPUT	Warrant?
AM	Advancing Volume (Va)	86
	Opposing Volume (Vo)	99
	Left-turn Volume	6
	Left-turn %	7%
PM	Advancing Volume (Va)	125
	Opposing Volume (Vo)	103
	Left-turn Volume	21
	Left-turn %	17%



CR 500 W & Proposed South Access Drive - Background + Proposed

Total Volume	RT Volume
0	120
600	40
700	40

Time	Input		Met?
AM	RT Volume	5	NO
	Total Volume	99	
PM	RT Volume	16	YES
	Total Volume	103	

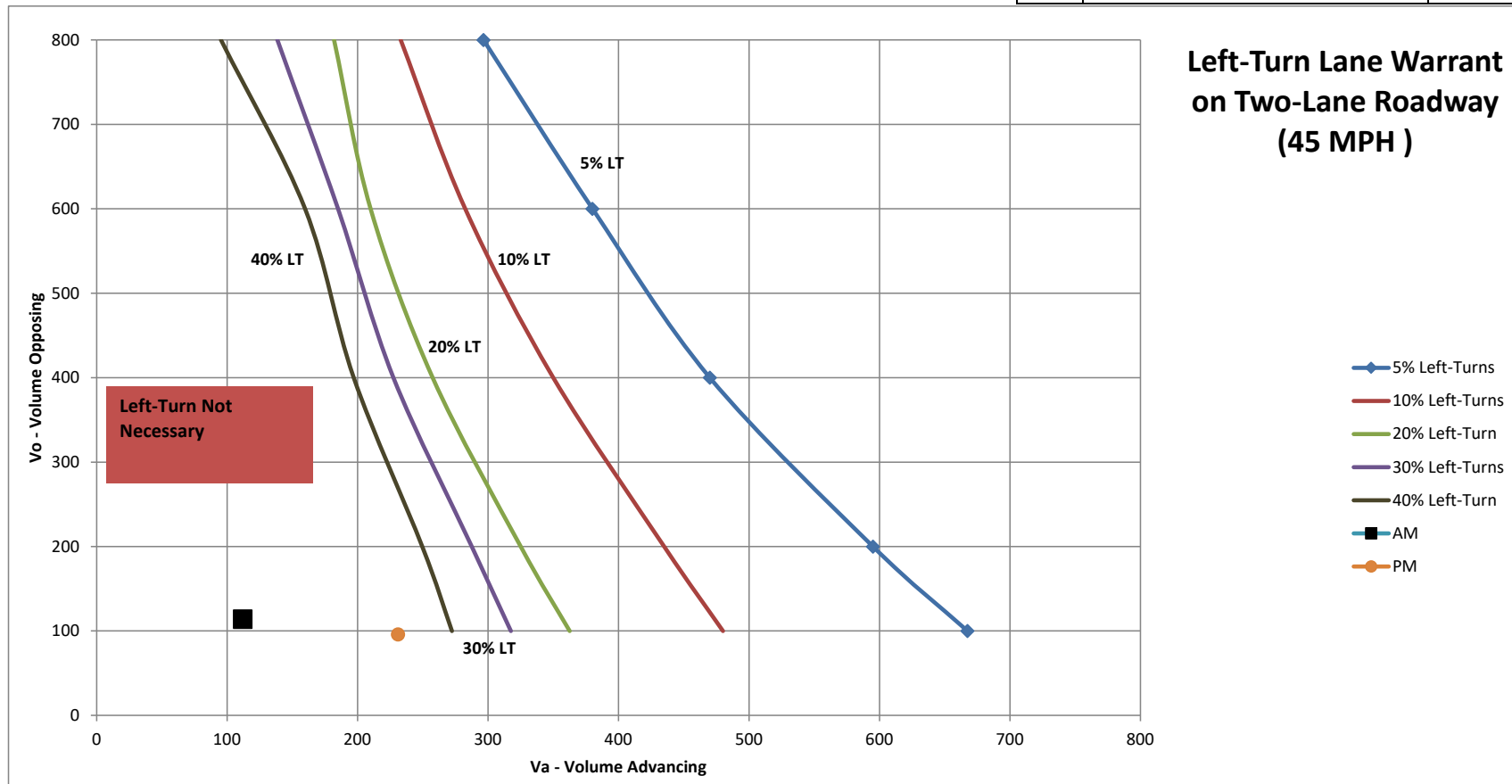


NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

CR 900 N & Proposed Access Drive - 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
45	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

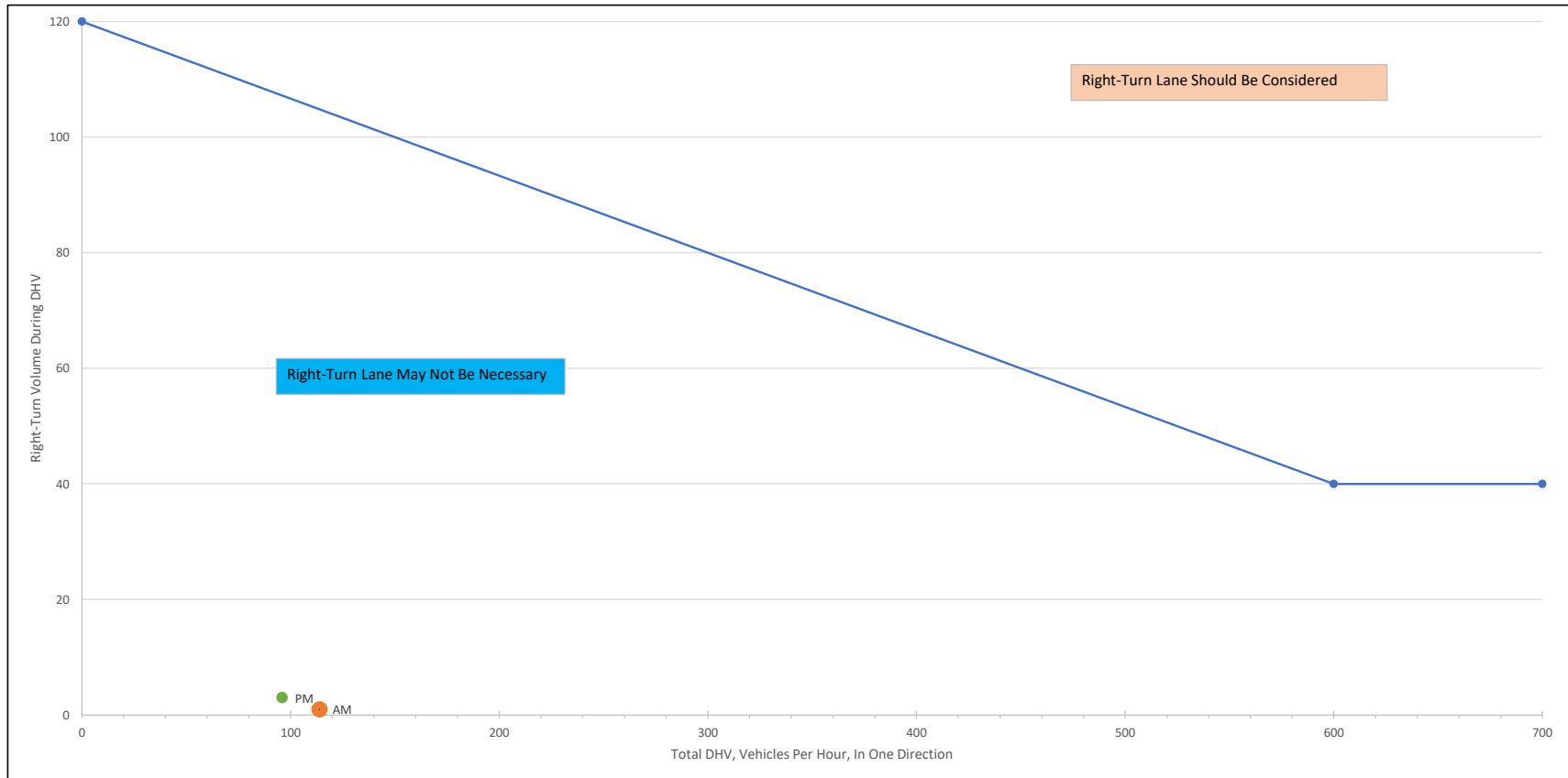
	INPUT	Warrant?
AM	Advancing Volume (Va)	112
	Opposing Volume (Vo)	114
	Left-turn Volume	20
	Left-turn %	18%
PM	Advancing Volume (Va)	231
	Opposing Volume (Vo)	96
	Left-turn Volume	69
	Left-turn %	30%



CR 900 N & Proposed Access Drive - Existing + Proposed

Total Volume	RT Volume
0	120
600	40
700	40

Time	Input		Met?
AM	RT Volume	1	NO
	Total Volume	114	
PM	RT Volume	3	NO
	Total Volume	96	

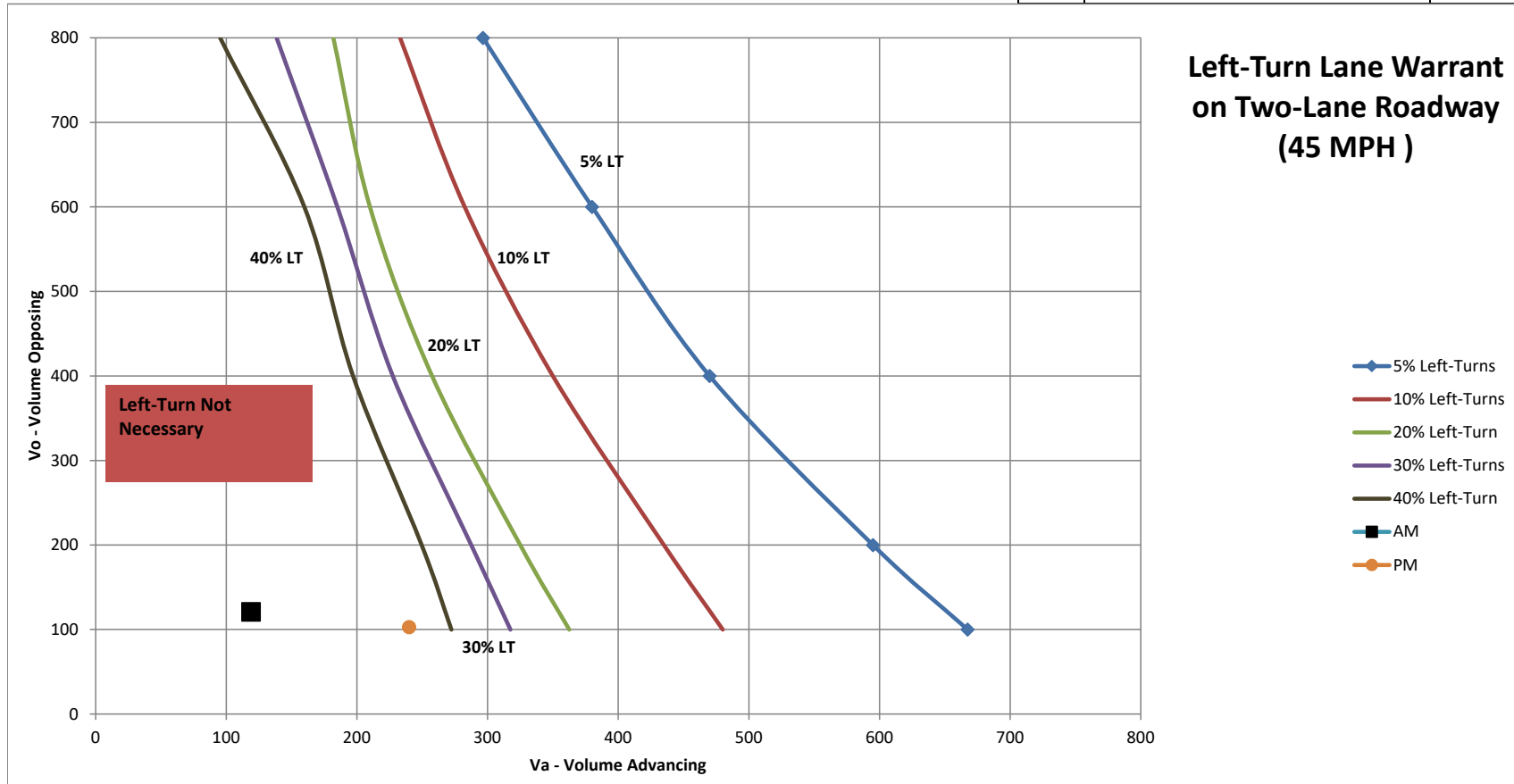


NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

CR 900 N & Proposed Access Drive - Background + 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
45	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

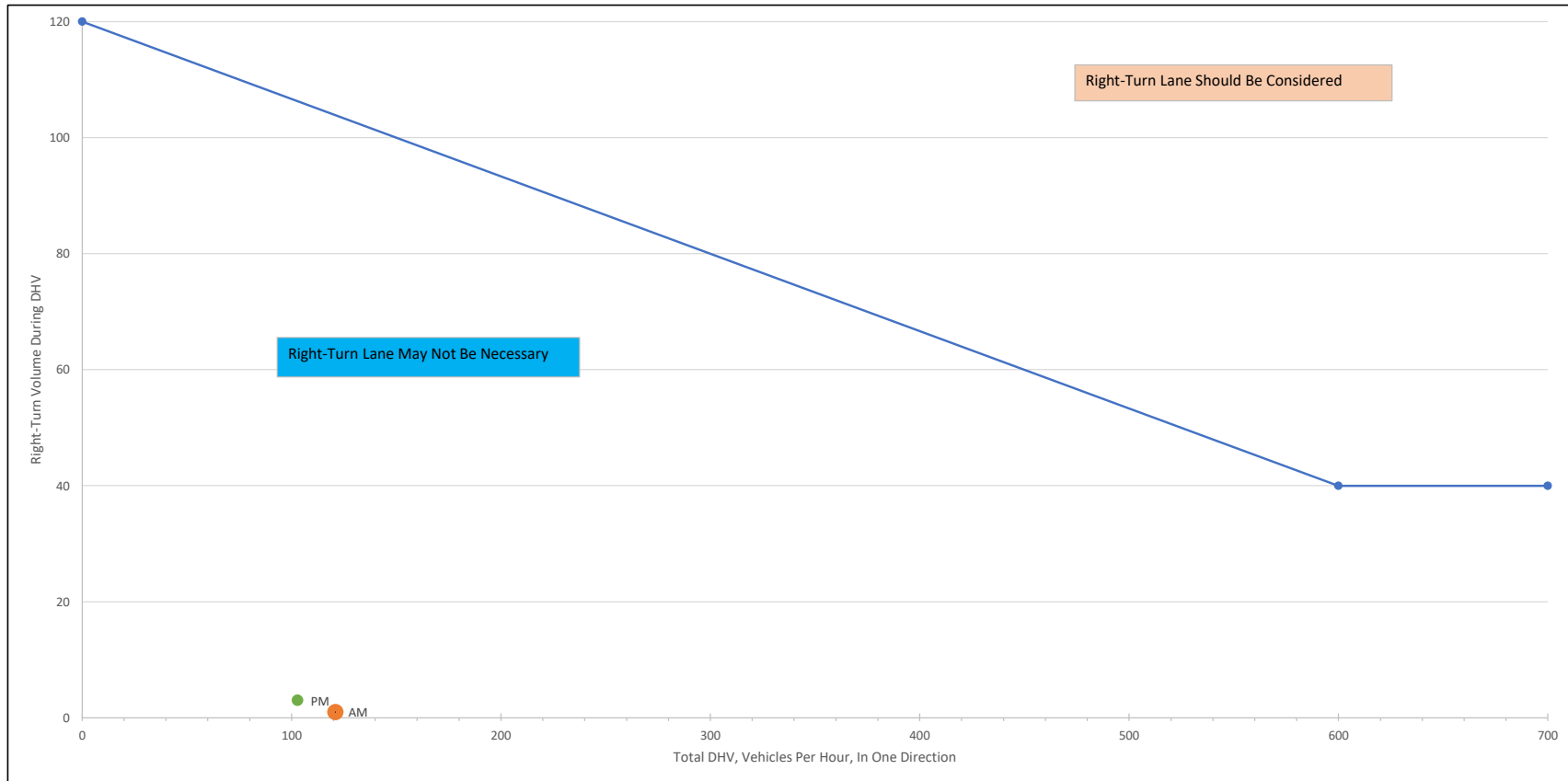
	INPUT	Warrant?
AM	Advancing Volume (Va)	119
	Opposing Volume (Vo)	121
	Left-turn Volume	20
	Left-turn %	17%
PM	Advancing Volume (Va)	240
	Opposing Volume (Vo)	103
	Left-turn Volume	69
	Left-turn %	29%



CR 500 W & Proposed South Access Drive - Background + Proposed

Total Volume	RT Volume
0	120
600	40
700	40

Time	Input		Met?
AM	RT Volume	1	NO
	Total Volume	121	
PM	RT Volume	3	NO
	Total Volume	103	



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

CR 1000 N & CR 600 W

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

CR 1000 N & CR 600 W - TMC

Mon Nov 16, 2020

Full Length (4 PM-7 PM, 6:30 AM-8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799913, Location: 39.927742, -85.918976



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
2020-11-16																					
4:00PM	13	111	12	0	136	28	106	39	0	173	50	46	13	0	109	22	37	21	0	80	498
4:15PM	12	77	9	0	98	28	98	34	0	160	41	58	28	0	127	20	38	24	0	82	467
4:30PM	16	91	9	0	116	27	92	36	0	155	45	63	27	0	135	15	36	29	0	80	486
4:45PM	8	86	21	0	115	21	100	45	1	167	63	66	23	0	152	25	51	34	0	110	544
Hourly Total	49	365	51	0	465	104	396	154	1	655	199	233	91	0	523	82	162	108	0	352	1995
5:00PM	18	99	16	0	133	26	106	33	0	165	58	63	21	0	142	25	48	18	0	91	531
5:15PM	11	96	13	0	120	35	115	47	0	197	58	64	28	0	150	19	41	18	0	78	545
5:30PM	20	125	12	0	157	38	94	36	0	168	51	69	18	0	138	15	48	17	0	80	543
5:45PM	12	119	17	0	148	19	101	35	0	155	54	61	15	0	130	12	42	27	0	81	514
Hourly Total	61	439	58	0	558	118	416	151	0	685	221	257	82	0	560	71	179	80	0	330	2133
6:00PM	12	79	8	0	99	20	80	38	0	138	34	37	24	0	95	11	39	27	0	77	409
6:15PM	10	90	10	0	110	30	78	23	0	131	27	37	17	0	81	16	31	15	0	62	384
6:30PM	11	66	9	0	86	28	76	30	0	134	38	27	8	0	73	10	28	18	0	56	349
6:45PM	10	63	9	0	82	15	74	23	0	112	28	30	9	0	67	13	16	7	0	36	297
Hourly Total	43	298	36	0	377	93	308	114	0	515	127	131	58	0	316	50	114	67	0	231	1439
2020-11-17																					
6:30AM	13	46	5	0	64	5	49	16	0	70	11	11	10	0	32	10	39	12	0	61	227
6:45AM	19	70	5	0	94	2	58	14	0	74	19	7	8	0	34	6	32	16	0	54	256
Hourly Total	32	116	10	0	158	7	107	30	0	144	30	18	18	0	66	16	71	28	0	115	483
7:00AM	15	76	2	0	93	8	70	18	0	96	16	18	11	0	45	9	36	23	0	68	302
7:15AM	25	87	8	0	120	13	69	37	0	119	32	25	11	0	68	17	67	21	0	105	412
7:30AM	20	102	12	0	134	15	74	35	0	124	12	23	13	0	48	21	52	29	0	102	408
7:45AM	23	121	10	0	154	7	73	23	0	103	52	42	19	0	113	15	60	26	0	101	471
Hourly Total	83	386	32	0	501	43	286	113	0	442	112	108	54	0	274	62	215	99	0	376	1593
8:00AM	27	105	12	0	144	10	83	33	0	126	37	33	12	0	82	14	46	18	0	78	430
8:15AM	12	99	12	0	123	13	76	41	0	130	38	31	11	0	80	20	48	22	0	90	423
8:30AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	39	204	24	0	267	23	159	74	0	256	75	65	23	0	163	34	94	40	0	168	854
Total	307	1808	211	0	2326	388	1672	636	1	2697	764	812	326	0	1902	315	835	422	0	1572	8497
% Approach	13.2%	77.7%	9.1%	0%	-	14.4%	62.0%	23.6%	0%	-	40.2%	42.7%	17.1%	0%	-	20.0%	53.1%	26.8%	0%	-	-
% Total	3.6%	21.3%	2.5%	0%	27.4%	4.6%	19.7%	7.5%	0%	31.7%	9.0%	9.6%	3.8%	0%	22.4%	3.7%	9.8%	5.0%	0%	18.5%	-
Lights and Motorcycles	302	1726	204	0	2232	381	1574	631	1	2587	751	796	318	0	1865	310	824	410	0	1544	8228
% Lights and Motorcycles	98.4%	95.5%	96.7%	0%	96.0%	98.2%	94.1%	99.2%	100%	95.9%	98.3%	98.0%	97.5%	0%	98.1%	98.4%	98.7%	97.2%	0%	98.2%	96.8%
Heavy	5	82	7	0	94	7	98	5	0	110	13	16	8	0	37	5	11	12	0	28	269
% Heavy	1.6%	4.5%	3.3%	0%	4.0%	1.8%	5.9%	0.8%	0%	4.1%	1.7%	2.0%	2.5%	0%	1.9%	1.6%	1.3%	2.8%	0%	1.8%	3.2%

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

CR 1000 N & CR 600 W - TMC

Mon Nov 16, 2020

Full Length (4 PM-7 PM, 6:30 AM-8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

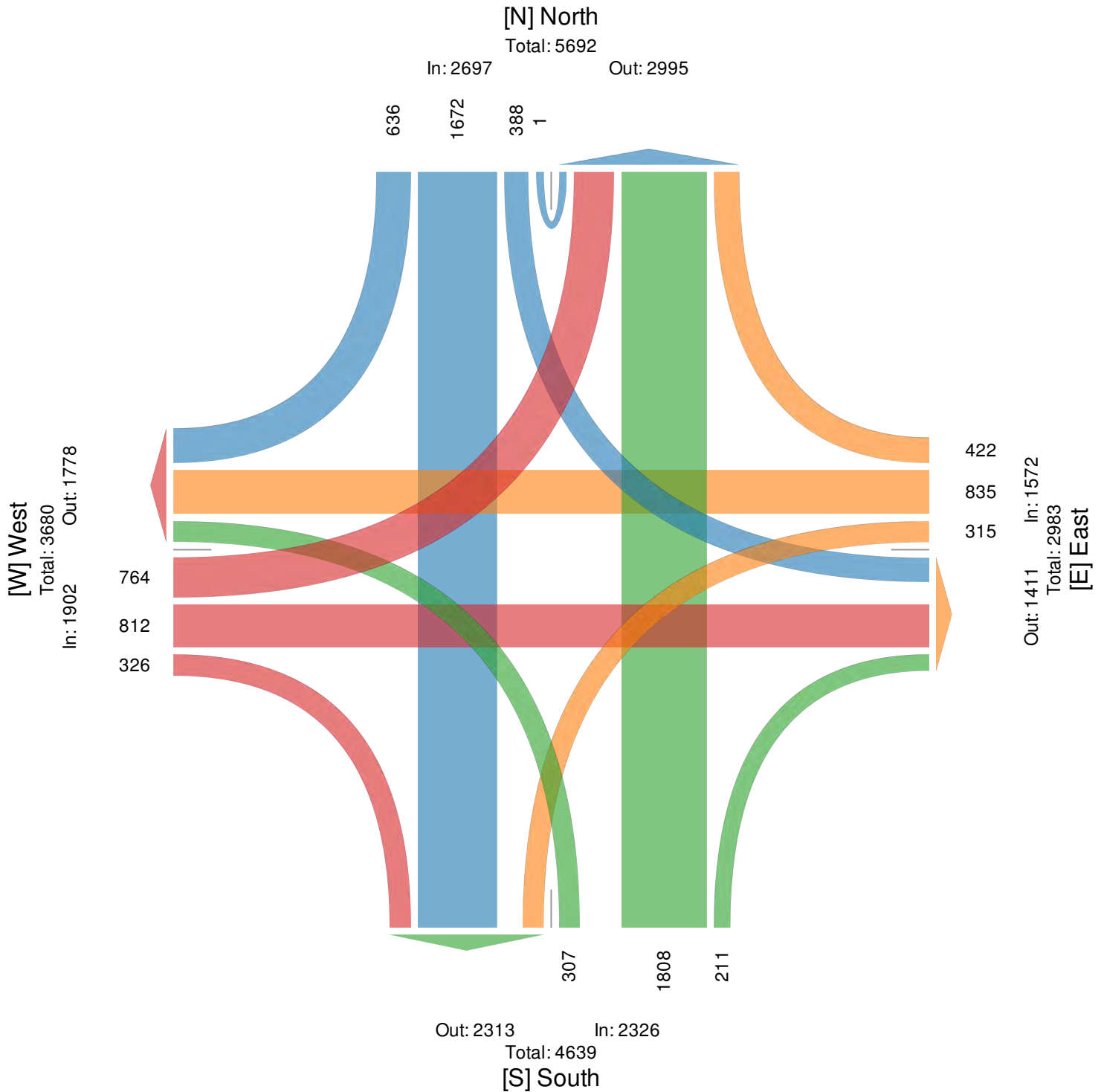
All Movements

ID: 799913, Location: 39.927742, -85.918976



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 1000 N & CR 600 W - TMC

Mon Nov 16, 2020

PM Peak (Nov 16 2020 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799913, Location: 39.927742, -85.918976



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
2020-11-16 4:45PM	8	86	21	0	115	21	100	45	1	167	63	66	23	0	152	25	51	34	0	110	544
5:00PM	18	99	16	0	133	26	106	33	0	165	58	63	21	0	142	25	48	18	0	91	531
5:15PM	11	96	13	0	120	35	115	47	0	197	58	64	28	0	150	19	41	18	0	78	545
5:30PM	20	125	12	0	157	38	94	36	0	168	51	69	18	0	138	15	48	17	0	80	543
Total	57	406	62	0	525	120	415	161	1	697	230	262	90	0	582	84	188	87	0	359	2163
% Approach	10.9%	77.3%	11.8%	0%	-	17.2%	59.5%	23.1%	0.1%	-	39.5%	45.0%	15.5%	0%	-	23.4%	52.4%	24.2%	0%	-	-
% Total	2.6%	18.8%	2.9%	0%	24.3%	5.5%	19.2%	7.4%	0%	32.2%	10.6%	12.1%	4.2%	0%	26.9%	3.9%	8.7%	4.0%	0%	16.6%	-
PHF	0.713	0.812	0.738	-	0.836	0.789	0.902	0.856	0.250	0.885	0.913	0.949	0.804	-	0.957	0.840	0.922	0.640	-	0.816	0.992
Lights and Motorcycles	57	393	61	0	511	119	405	161	1	686	226	260	86	0	572	84	184	86	0	354	2123
% Lights and Motorcycles	100%	96.8%	98.4%	0%	97.3%	99.2%	97.6%	100%	100%	98.4%	98.3%	99.2%	95.6%	0%	98.3%	100%	97.9%	98.9%	0%	98.6%	98.2%
Heavy	0	13	1	0	14	1	10	0	0	11	4	2	4	0	10	0	4	1	0	5	40
% Heavy	0%	3.2%	1.6%	0%	2.7%	0.8%	2.4%	0%	0%	1.6%	1.7%	0.8%	4.4%	0%	1.7%	0%	2.1%	1.1%	0%	1.4%	1.8%

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

CR 1000 N & CR 600 W - TMC

Mon Nov 16, 2020

PM Peak (Nov 16 2020 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

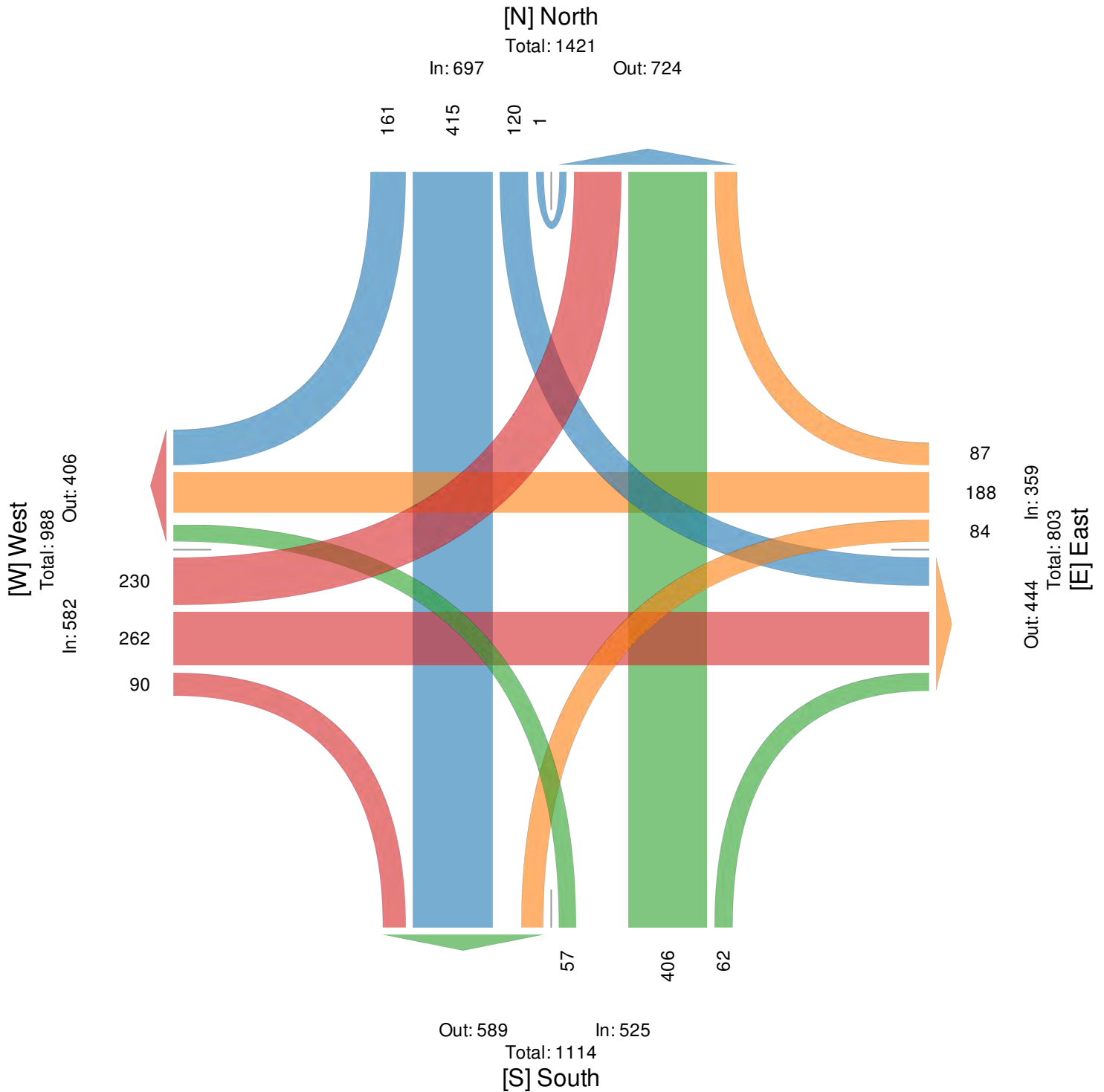
All Movements

ID: 799913, Location: 39.927742, -85.918976



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 1000 N & CR 600 W - TMC

Tue Nov 17, 2020

AM Peak (Nov 17 2020 7:30AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799913, Location: 39.927742, -85.918976



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
2020-11-17 7:30AM	20	102	12	0	134	15	74	35	0	124	12	23	13	0	48	21	52	29	0	102	408
7:45AM	23	121	10	0	154	7	73	23	0	103	52	42	19	0	113	15	60	26	0	101	471
8:00AM	27	105	12	0	144	10	83	33	0	126	37	33	12	0	82	14	46	18	0	78	430
8:15AM	12	99	12	0	123	13	76	41	0	130	38	31	11	0	80	20	48	22	0	90	423
Total	82	427	46	0	555	45	306	132	0	483	139	129	55	0	323	70	206	95	0	371	1732
% Approach	14.8%	76.9%	8.3%	0%	-	9.3%	63.4%	27.3%	0%	-	43.0%	39.9%	17.0%	0%	-	18.9%	55.5%	25.6%	0%	-	-
% Total	4.7%	24.7%	2.7%	0%	32.0%	2.6%	17.7%	7.6%	0%	27.9%	8.0%	7.4%	3.2%	0%	18.6%	4.0%	11.9%	5.5%	0%	21.4%	-
PHF	0.759	0.882	0.958	-	0.901	0.750	0.922	0.805	-	0.929	0.668	0.768	0.724	-	0.715	0.833	0.858	0.819	-	0.909	0.919
Lights and Motorcycles	81	387	44	0	512	43	265	129	0	437	132	124	54	0	310	68	205	93	0	366	1625
% Lights and Motorcycles	98.8%	90.6%	95.7%	0%	92.3%	95.6%	86.6%	97.7%	0%	90.5%	95.0%	96.1%	98.2%	0%	96.0%	97.1%	99.5%	97.9%	0%	98.7%	93.8%
Heavy	1	40	2	0	43	2	41	3	0	46	7	5	1	0	13	2	1	2	0	5	107
% Heavy	1.2%	9.4%	4.3%	0%	7.7%	4.4%	13.4%	2.3%	0%	9.5%	5.0%	3.9%	1.8%	0%	4.0%	2.9%	0.5%	2.1%	0%	1.3%	6.2%

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

CR 1000 N & CR 600 W - TMC

Tue Nov 17, 2020

AM Peak (Nov 17 2020 7:30AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

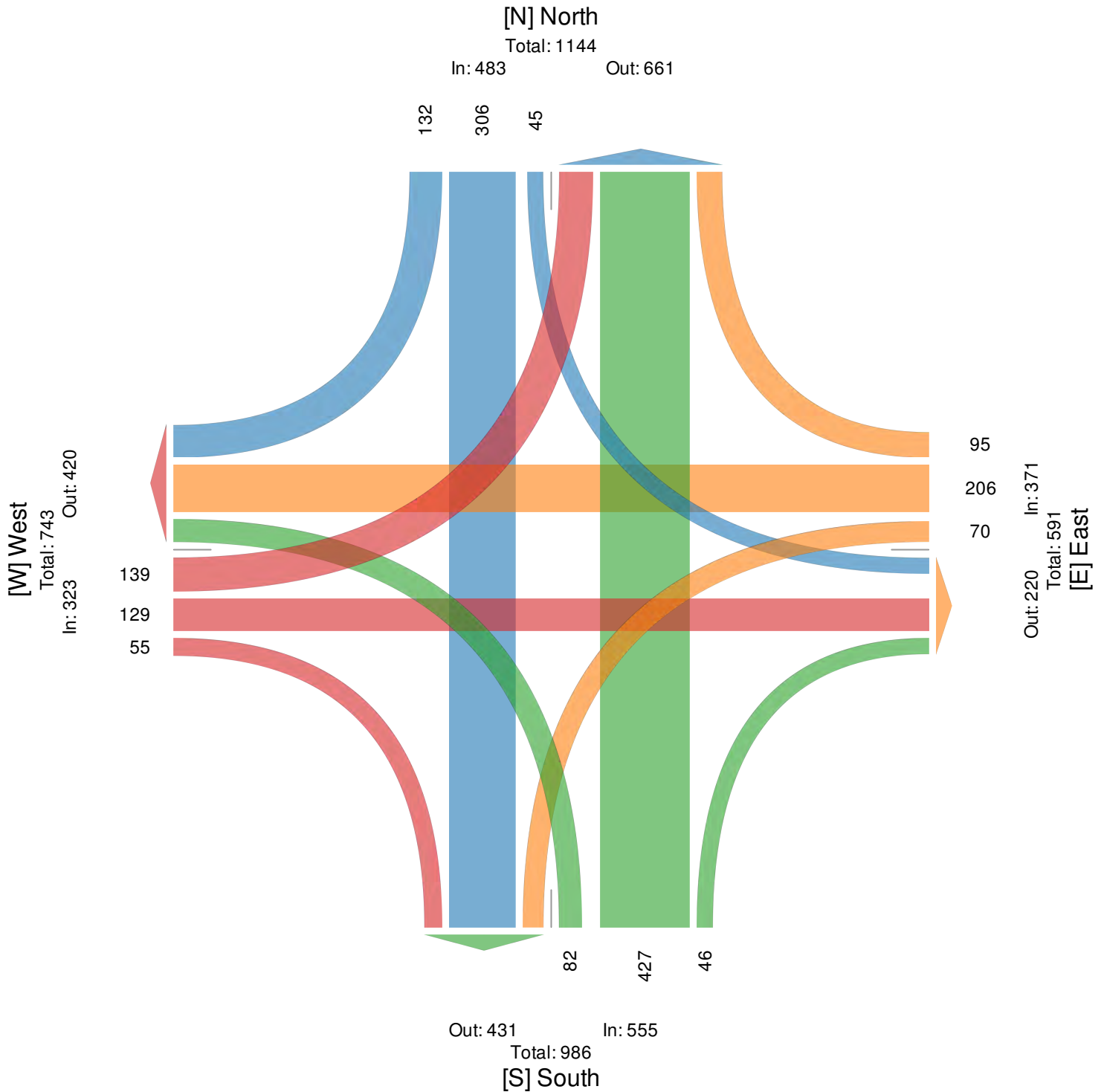
All Movements

ID: 799913, Location: 39.927742, -85.918976



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US


























HCM 6th Signalized Intersection Summary

1: CR 600 W & CR 1000 N

























Existing AM Peak

02/10/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	155	66	84	248	114	99	513	56	54	368	159
Future Volume (veh/h)	167	155	66	84	248	114	99	513	56	54	368	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1826	1841	1870	1856	1885	1870	1885	1767	1841	1841	1707	1870
Adj Flow Rate, veh/h	182	168	72	91	270	124	108	558	61	59	400	173
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
Percent Heavy Veh, %	5	4	2	3	1	2	1	9	4	4	13	2
Cap, veh/h	351	322	428	376	362	162	417	666	588	311	604	741
Arrive On Green	0.11	0.18	0.18	0.09	0.15	0.15	0.09	0.38	0.38	0.07	0.35	0.35
Sat Flow, veh/h	1739	1841	1585	1767	2407	1076	1795	1767	1560	1753	1707	1585
Grp Volume(v), veh/h	182	168	72	91	199	195	108	558	61	59	400	173
Grp Sat Flow(s),veh/h/ln	1739	1841	1585	1767	1791	1692	1795	1767	1560	1753	1707	1585
Q Serve(g_s), s	5.4	5.2	2.2	2.6	6.6	6.9	2.2	18.0	1.6	1.3	12.4	4.1
Cycle Q Clear(g_c), s	5.4	5.2	2.2	2.6	6.6	6.9	2.2	18.0	1.6	1.3	12.4	4.1
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	322	428	376	269	254	417	666	588	311	604	741
V/C Ratio(X)	0.52	0.52	0.17	0.24	0.74	0.77	0.26	0.84	0.10	0.19	0.66	0.23
Avail Cap(c_a), veh/h	376	353	454	417	315	297	448	1016	897	382	982	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	23.4	17.5	19.2	25.4	25.5	11.5	17.8	12.7	13.1	17.1	10.0
Incr Delay (d2), s/veh	1.2	1.3	0.2	0.3	7.5	9.8	0.3	3.9	0.1	0.3	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.2	0.8	1.0	3.2	3.3	0.8	7.2	0.5	0.5	4.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	24.7	17.7	19.5	32.9	35.3	11.9	21.7	12.7	13.4	18.3	10.1
LnGrp LOS	C	C	B	B	C	D	B	C	B	B	B	B
Approach Vol, veh/h	422			485			727			632		
Approach Delay, s/veh	21.7			31.4			19.5			15.6		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	28.6	9.6	16.0	9.9	27.1	11.1	14.4				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	36.0	7.0	12.0	7.0	36.0	8.0	11.0				
Max Q Clear Time (g_c+I1), s	3.3	20.0	4.6	7.2	4.2	14.4	7.4	8.9				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.5	0.1	3.1	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay	21.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 1: CR 600 W & CR 1000 N

Existing PM Peak
02/10/2021

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	315	108	101	226	105	69	488	75	144	498	194
Future Volume (veh/h)	276	315	108	101	226	105	69	488	75	144	498	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1841	1900	1870	1885	1900	1856	1870	1885	1870	1900
Adj Flow Rate, veh/h	279	318	109	102	228	106	70	493	76	145	503	196
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	1	4	0	2	1	0	3	2	1	2	0
Cap, veh/h	446	397	450	326	341	153	327	590	504	353	638	805
Arrive On Green	0.16	0.21	0.21	0.09	0.14	0.14	0.08	0.32	0.32	0.10	0.34	0.34
Sat Flow, veh/h	1781	1885	1560	1810	2383	1071	1810	1856	1585	1795	1870	1610
Grp Volume(v), veh/h	279	318	109	102	168	166	70	493	76	145	503	196
Grp Sat Flow(s),veh/h/ln	1781	1885	1560	1810	1777	1678	1810	1856	1585	1795	1870	1610
Q Serve(g_s), s	8.0	10.3	3.4	2.9	5.8	6.1	1.6	15.9	2.2	3.3	15.6	4.5
Cycle Q Clear(g_c), s	8.0	10.3	3.4	2.9	5.8	6.1	1.6	15.9	2.2	3.3	15.6	4.5
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	397	450	326	254	240	327	590	504	353	638	805
V/C Ratio(X)	0.63	0.80	0.24	0.31	0.66	0.69	0.21	0.84	0.15	0.41	0.79	0.24
Avail Cap(c_a), veh/h	550	556	581	358	331	313	383	835	714	368	842	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	24.1	17.5	20.3	26.1	26.3	13.9	20.4	15.7	14.2	19.1	9.2
Incr Delay (d2), s/veh	1.5	5.6	0.3	0.5	3.1	4.3	0.3	5.2	0.1	0.8	3.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.9	1.2	1.2	2.5	2.6	0.6	7.1	0.8	1.3	6.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	29.8	17.8	20.9	29.2	30.6	14.3	25.5	15.9	15.0	22.9	9.3
LnGrp LOS	B	C	B	C	C	C	B	C	B	B	C	A
Approach Vol, veh/h	706			436			639			844		
Approach Delay, s/veh	23.8			27.8			23.2			18.4		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	25.5	9.9	18.6	9.0	27.0	14.2	14.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	29.0	7.0	19.0	7.0	29.0	14.0	12.0				
Max Q Clear Time (g_c+I1), s	5.3	17.9	4.9	12.3	3.6	17.6	10.0	8.1				
Green Ext Time (p_c), s	0.1	2.6	0.0	1.2	0.0	3.1	0.3	0.7				
Intersection Summary												
HCM 6th Ctrl Delay	22.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: CR 600 W & CR 1000 N

Existing + Proposed PM Peak

02/16/2021

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	336	113	101	238	128	72	494	75	183	507	194
Future Volume (veh/h)	276	336	113	101	238	128	72	494	75	183	507	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1841	1900	1870	1885	1900	1856	1870	1885	1870	1900
Adj Flow Rate, veh/h	279	339	114	102	240	129	73	499	76	185	512	196
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	1	4	0	2	1	0	3	2	1	2	0
Cap, veh/h	434	413	464	316	348	181	321	592	505	349	641	801
Arrive On Green	0.15	0.22	0.22	0.09	0.15	0.15	0.08	0.32	0.32	0.10	0.34	0.34
Sat Flow, veh/h	1781	1885	1560	1810	2262	1174	1810	1856	1585	1795	1870	1610
Grp Volume(v), veh/h	279	339	114	102	187	182	73	499	76	185	512	196
Grp Sat Flow(s),veh/h/ln	1781	1885	1560	1810	1777	1659	1810	1856	1585	1795	1870	1610
Q Serve(g_s), s	8.2	11.4	3.7	3.0	6.6	6.9	1.7	16.7	2.3	4.4	16.5	4.6
Cycle Q Clear(g_c), s	8.2	11.4	3.7	3.0	6.6	6.9	1.7	16.7	2.3	4.4	16.5	4.6
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	413	464	316	274	255	321	592	505	349	641	801
V/C Ratio(X)	0.64	0.82	0.25	0.32	0.68	0.71	0.23	0.84	0.15	0.53	0.80	0.24
Avail Cap(c_a), veh/h	480	539	568	345	374	349	370	810	692	355	816	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	24.7	17.7	20.6	26.6	26.7	14.4	21.1	16.2	15.1	19.8	9.6
Incr Delay (d2), s/veh	2.5	7.6	0.3	0.6	3.0	4.2	0.4	6.0	0.1	1.4	4.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	5.6	1.3	1.2	2.9	2.9	0.7	7.6	0.8	1.7	7.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	32.3	18.0	21.2	29.6	31.0	14.8	27.1	16.3	16.5	24.2	9.7
LnGrp LOS	C	C	B	C	C	C	B	C	B	B	C	A
Approach Vol, veh/h	732			471			648			893		
Approach Delay, s/veh	25.6			28.3			24.5			19.4		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	26.2	9.9	19.6	9.2	27.8	14.3	15.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	29.0	7.0	19.0	7.0	29.0	12.0	14.0				
Max Q Clear Time (g_c+I1), s	6.4	18.7	5.0	13.4	3.7	18.5	10.2	8.9				
Green Ext Time (p_c), s	0.0	2.5	0.0	1.2	0.0	3.0	0.2	1.0				
Intersection Summary												
HCM 6th Ctrl Delay	23.8											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: CR 600 W & CR 1000 N

Existing + Proposed AM Peak

02/16/2021
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	161	67	84	267	149	104	520	56	66	371	159
Future Volume (veh/h)	167	161	67	84	267	149	104	520	56	66	371	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1826	1841	1870	1856	1885	1870	1885	1767	1841	1841	1707	1870
Adj Flow Rate, veh/h	182	175	73	91	290	162	113	565	61	72	403	173
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
Percent Heavy Veh, %	5	4	2	3	1	2	1	9	4	4	13	2
Cap, veh/h	334	345	444	376	362	197	413	663	585	310	615	749
Arrive On Green	0.11	0.19	0.19	0.09	0.16	0.16	0.09	0.38	0.38	0.08	0.36	0.36
Sat Flow, veh/h	1739	1841	1585	1767	2239	1218	1795	1767	1560	1753	1707	1585
Grp Volume(v), veh/h	182	175	73	91	230	222	113	565	61	72	403	173
Grp Sat Flow(s),veh/h/ln	1739	1841	1585	1767	1791	1666	1795	1767	1560	1753	1707	1585
Q Serve(g_s), s	5.6	5.6	2.3	2.7	8.2	8.5	2.4	19.3	1.7	1.6	13.0	4.3
Cycle Q Clear(g_c), s	5.6	5.6	2.3	2.7	8.2	8.5	2.4	19.3	1.7	1.6	13.0	4.3
Prop In Lane	1.00		1.00	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	345	444	376	289	269	413	663	585	310	615	749
V/C Ratio(X)	0.54	0.51	0.16	0.24	0.80	0.82	0.27	0.85	0.10	0.23	0.66	0.23
Avail Cap(c_a), veh/h	377	363	460	412	299	278	437	939	829	360	907	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	24.0	17.9	19.8	26.6	26.7	12.0	18.9	13.4	13.7	17.6	10.3
Incr Delay (d2), s/veh	1.4	1.2	0.2	0.3	13.6	17.5	0.4	5.4	0.1	0.4	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.4	0.8	1.1	4.4	4.5	0.9	8.1	0.6	0.6	4.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	25.2	18.1	20.1	40.2	44.2	12.4	24.3	13.5	14.0	18.8	10.4
LnGrp LOS	C	C	B	C	D	D	B	C	B	B	B	B
Approach Vol, veh/h	430			543			739			648		
Approach Delay, s/veh	22.4			38.4			21.6			16.1		
Approach LOS	C			D			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	29.7	9.7	17.3	10.1	28.7	11.4	15.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	35.0	7.0	13.0	7.0	35.0	9.0	11.0				
Max Q Clear Time (g_c+I1), s	3.6	21.3	4.7	7.6	4.4	15.0	7.6	10.5				
Green Ext Time (p_c), s	0.0	3.4	0.0	0.5	0.1	3.1	0.1	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	24.1											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: CR 600 W & CR 1000 N

Year 2025 PM Peak

02/10/2021
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	331	114	107	238	111	73	516	79	152	527	204
Future Volume (veh/h)	290	331	114	107	238	111	73	516	79	152	527	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1841	1900	1870	1885	1900	1856	1870	1885	1870	1900
Adj Flow Rate, veh/h	293	334	115	108	240	112	74	521	80	154	532	206
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	1	4	0	2	1	0	3	2	1	2	0
Cap, veh/h	439	403	455	313	338	153	316	614	524	340	656	826
Arrive On Green	0.16	0.21	0.21	0.09	0.14	0.14	0.08	0.33	0.33	0.10	0.35	0.35
Sat Flow, veh/h	1781	1885	1560	1810	2379	1075	1810	1856	1585	1795	1870	1610
Grp Volume(v), veh/h	293	334	115	108	177	175	74	521	80	154	532	206
Grp Sat Flow(s),veh/h/ln	1781	1885	1560	1810	1777	1677	1810	1856	1585	1795	1870	1610
Q Serve(g_s), s	8.8	11.4	3.8	3.3	6.4	6.7	1.7	17.6	2.4	3.6	17.4	4.8
Cycle Q Clear(g_c), s	8.8	11.4	3.8	3.3	6.4	6.7	1.7	17.6	2.4	3.6	17.4	4.8
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	439	403	455	313	253	238	316	614	524	340	656	826
V/C Ratio(X)	0.67	0.83	0.25	0.35	0.70	0.73	0.23	0.85	0.15	0.45	0.81	0.25
Avail Cap(c_a), veh/h	468	504	538	338	343	324	363	826	706	351	833	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	25.3	18.2	21.5	27.5	27.7	14.4	21.0	15.9	14.8	19.8	9.2
Incr Delay (d2), s/veh	3.3	9.1	0.3	0.7	4.0	5.5	0.4	6.3	0.1	0.9	4.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.8	1.3	1.4	2.9	2.9	0.7	8.1	0.8	1.4	7.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	34.4	18.5	22.1	31.5	33.2	14.8	27.3	16.0	15.8	24.6	9.3
LnGrp LOS	C	C	B	C	C	C	B	C	B	B	C	A
Approach Vol, veh/h	742			460			675			892		
Approach Delay, s/veh	27.0			30.0			24.6			19.6		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	27.3	10.1	19.4	9.2	28.6	14.9	14.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	30.0	7.0	18.0	7.0	30.0	12.0	13.0				
Max Q Clear Time (g_c+I1), s	5.6	19.6	5.3	13.4	3.7	19.4	10.8	8.7				
Green Ext Time (p_c), s	0.1	2.7	0.0	1.0	0.0	3.1	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay	24.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: CR 600 W & CR 1000 N

Year 2025 AM Peak

02/10/2021
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	163	70	89	261	120	104	543	59	57	388	167
Future Volume (veh/h)	176	163	70	89	261	120	104	543	59	57	388	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1826	1841	1870	1856	1885	1870	1885	1767	1841	1841	1707	1870
Adj Flow Rate, veh/h	191	177	76	97	284	130	113	590	64	62	422	182
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
Percent Heavy Veh, %	5	4	2	3	1	2	1	9	4	4	13	2
Cap, veh/h	344	333	432	368	365	163	407	688	608	298	630	770
Arrive On Green	0.12	0.18	0.18	0.09	0.15	0.15	0.09	0.39	0.39	0.07	0.37	0.37
Sat Flow, veh/h	1739	1841	1585	1767	2408	1075	1795	1767	1560	1753	1707	1585
Grp Volume(v), veh/h	191	177	76	97	209	205	113	590	64	62	422	182
Grp Sat Flow(s),veh/h/ln	1739	1841	1585	1767	1791	1692	1795	1767	1560	1753	1707	1585
Q Serve(g_s), s	6.0	5.8	2.4	2.9	7.5	7.8	2.4	20.4	1.7	1.4	13.8	4.4
Cycle Q Clear(g_c), s	6.0	5.8	2.4	2.9	7.5	7.8	2.4	20.4	1.7	1.4	13.8	4.4
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	333	432	368	271	256	407	688	608	298	630	770
V/C Ratio(X)	0.55	0.53	0.18	0.26	0.77	0.80	0.28	0.86	0.11	0.21	0.67	0.24
Avail Cap(c_a), veh/h	350	333	432	399	296	280	430	955	844	356	923	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	24.7	18.5	20.5	27.1	27.3	12.0	18.6	12.9	13.7	17.6	9.9
Incr Delay (d2), s/veh	1.9	1.6	0.2	0.4	10.9	14.0	0.4	5.8	0.1	0.3	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.6	0.9	1.2	3.9	4.0	0.9	8.5	0.6	0.5	5.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	26.3	18.7	20.9	38.1	41.2	12.3	24.4	13.0	14.1	18.8	10.1
LnGrp LOS	C	C	B	C	D	D	B	C	B	B	B	B
Approach Vol, veh/h	444			511			767			666		
Approach Delay, s/veh	23.4			36.1			21.7			16.0		
Approach LOS	C			D			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	30.9	9.8	17.0	10.1	29.6	11.8	15.1				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	36.0	7.0	12.0	7.0	36.0	8.0	11.0				
Max Q Clear Time (g_c+I1), s	3.4	22.4	4.9	7.8	4.4	15.8	8.0	9.8				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.4	0.1	3.3	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay	23.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: CR 600 W & CR 1000 N

Year 2025 + Proposed PM Peak

02/16/2021

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	352	119	107	250	134	76	522	79	191	536	204
Future Volume (veh/h)	290	352	119	107	250	134	76	522	79	191	536	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1841	1900	1870	1885	1900	1856	1870	1885	1870	1900
Adj Flow Rate, veh/h	293	356	120	108	253	135	77	527	80	193	541	206
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	1	4	0	2	1	0	3	2	1	2	0
Cap, veh/h	431	423	472	305	345	178	307	611	522	332	654	822
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.33	0.33	0.10	0.35	0.35
Sat Flow, veh/h	1781	1885	1560	1810	2266	1171	1810	1856	1585	1795	1870	1610
Grp Volume(v), veh/h	293	356	120	108	197	191	77	527	80	193	541	206
Grp Sat Flow(s),veh/h/ln	1781	1885	1560	1810	1777	1660	1810	1856	1585	1795	1870	1610
Q Serve(g_s), s	9.0	12.5	4.0	3.3	7.3	7.7	1.8	18.5	2.5	4.8	18.4	5.0
Cycle Q Clear(g_c), s	9.0	12.5	4.0	3.3	7.3	7.7	1.8	18.5	2.5	4.8	18.4	5.0
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	423	472	305	271	253	307	611	522	332	654	822
V/C Ratio(X)	0.68	0.84	0.25	0.35	0.73	0.76	0.25	0.86	0.15	0.58	0.83	0.25
Avail Cap(c_a), veh/h	479	516	549	327	333	311	348	775	662	337	781	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	25.7	18.3	21.8	28.0	28.2	15.0	21.8	16.4	15.9	20.6	9.5
Incr Delay (d2), s/veh	3.4	10.1	0.3	0.7	6.0	8.2	0.4	8.1	0.1	2.4	6.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	6.5	1.4	1.4	3.4	3.5	0.7	8.8	0.9	2.0	8.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	35.8	18.6	22.5	34.1	36.4	15.5	29.9	16.6	18.4	26.9	9.7
LnGrp LOS	C	D	B	C	C	D	B	C	B	B	C	A
Approach Vol, veh/h		769			496			684			940	
Approach Delay, s/veh		28.0			32.5			26.7			21.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	27.9	10.1	20.6	9.4	29.3	15.1	15.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	29.0	7.0	19.0	7.0	29.0	13.0	13.0				
Max Q Clear Time (g_c+I1), s	6.8	20.5	5.3	14.5	3.8	20.4	11.0	9.7				
Green Ext Time (p_c), s	0.0	2.4	0.0	1.1	0.0	2.8	0.2	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			26.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

1: CR 600 W & CR 1000 N

Year 2025 + Proposed AM Peak

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	169	71	89	280	155	109	550	59	69	391	167
Future Volume (veh/h)	176	169	71	89	280	155	109	550	59	69	391	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1826	1841	1870	1856	1885	1870	1885	1767	1841	1841	1707	1870
Adj Flow Rate, veh/h	191	184	77	97	304	168	118	598	64	75	425	182
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
Percent Heavy Veh, %	5	4	2	3	1	2	1	9	4	4	13	2
Cap, veh/h	325	347	442	363	356	192	406	689	609	298	643	780
Arrive On Green	0.12	0.19	0.19	0.09	0.16	0.16	0.09	0.39	0.39	0.08	0.38	0.38
Sat Flow, veh/h	1739	1841	1585	1767	2247	1211	1795	1767	1560	1753	1707	1585
Grp Volume(v), veh/h	191	184	77	97	241	231	118	598	64	75	425	182
Grp Sat Flow(s),veh/h/ln	1739	1841	1585	1767	1791	1667	1795	1767	1560	1753	1707	1585
Q Serve(g_s), s	6.2	6.3	2.6	3.1	9.1	9.4	2.6	21.7	1.8	1.7	14.3	4.6
Cycle Q Clear(g_c), s	6.2	6.3	2.6	3.1	9.1	9.4	2.6	21.7	1.8	1.7	14.3	4.6
Prop In Lane	1.00		1.00	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	347	442	363	284	264	406	689	609	298	643	780
V/C Ratio(X)	0.59	0.53	0.17	0.27	0.85	0.88	0.29	0.87	0.11	0.25	0.66	0.23
Avail Cap(c_a), veh/h	325	347	442	391	284	264	424	916	809	340	885	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	25.4	19.0	21.2	28.4	28.6	12.3	19.5	13.5	14.3	18.0	10.1
Incr Delay (d2), s/veh	2.8	1.5	0.2	0.4	20.8	26.3	0.4	7.0	0.1	0.4	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.8	0.9	1.2	5.4	5.5	1.0	9.4	0.6	0.6	5.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	27.0	19.2	21.5	49.2	54.9	12.7	26.5	13.5	14.7	19.1	10.3
LnGrp LOS	C	C	B	C	D	D	B	C	B	B	B	B
Approach Vol, veh/h	452			569			780			682		
Approach Delay, s/veh	24.4			46.8			23.3			16.3		
Approach LOS	C			D			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	32.1	9.9	18.1	10.3	31.2	12.0	16.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	36.0	7.0	12.0	7.0	36.0	8.0	11.0				
Max Q Clear Time (g_c+I1), s	3.7	23.7	5.1	8.3	4.6	16.3	8.2	11.4				
Green Ext Time (p_c), s	0.0	3.4	0.0	0.4	0.1	3.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	27.0											
HCM 6th LOS	C											

CR 1000 N & CR 500 W

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

CR 1000 N & CR 500 W - TMC

Tue Nov 17, 2020

Full Length (6:30 AM-8:30 AM, 4 PM-7 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799917, Location: 39.928573, -85.899825



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound				West Eastbound				East Westbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-11-17 6:30AM	3	2	0	5	14	0	0	14	4	49	0	53	72
6:45AM	7	3	0	10	15	2	0	17	9	43	0	52	79
Hourly Total	10	5	0	15	29	2	0	31	13	92	0	105	151
7:00AM	3	3	0	6	25	6	0	31	10	44	0	54	91
7:15AM	5	2	0	7	38	4	0	42	14	65	0	79	128
7:30AM	11	7	0	18	37	3	0	40	13	88	0	101	159
7:45AM	9	11	0	20	61	3	0	64	16	65	0	81	165
Hourly Total	28	23	0	51	161	16	0	177	53	262	0	315	543
8:00AM	7	6	0	13	48	7	0	55	7	45	0	52	120
8:15AM	4	4	0	8	44	5	0	49	9	63	0	72	129
8:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	11	10	0	21	92	12	0	104	16	108	0	124	249
4:00PM	5	14	0	19	63	7	0	70	4	67	0	71	160
4:15PM	4	11	0	15	79	5	0	84	7	57	0	64	163
4:30PM	8	12	0	20	76	8	0	84	3	68	0	71	175
4:45PM	6	12	0	18	77	16	0	93	9	66	0	75	186
Hourly Total	23	49	0	72	295	36	0	331	23	258	0	281	684
5:00PM	5	9	0	14	93	7	0	100	4	60	0	64	178
5:15PM	7	9	0	16	86	9	0	95	5	70	0	75	186
5:30PM	6	14	0	20	74	7	0	81	4	53	0	57	158
5:45PM	4	16	0	20	61	10	0	71	5	46	0	51	142
Hourly Total	22	48	0	70	314	33	0	347	18	229	0	247	664
6:00PM	4	9	0	13	63	1	0	64	6	46	0	52	129
6:15PM	1	5	0	6	47	4	0	51	3	43	0	46	103
6:30PM	5	4	0	9	54	1	0	55	3	22	0	25	89
6:45PM	2	4	0	6	38	6	0	44	5	41	0	46	96
Hourly Total	12	22	0	34	202	12	0	214	17	152	0	169	417
7:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	157	0	263	1093	111	0	1204	140	1101	0	1241	2708
% Approach	40.3%	59.7%	0%	-	90.8%	9.2%	0%	-	11.3%	88.7%	0%	-	-
% Total	3.9%	5.8%	0%	9.7%	40.4%	4.1%	0%	44.5%	5.2%	40.7%	0%	45.8%	-
Lights and Motorcycles	104	154	0	258	1075	108	0	1183	137	1082	0	1219	2660
% Lights and Motorcycles	98.1%	98.1%	0%	98.1%	98.4%	97.3%	0%	98.3%	97.9%	98.3%	0%	98.2%	98.2%
Heavy	2	3	0	5	18	3	0	21	3	19	0	22	48
% Heavy	1.9%	1.9%	0%	1.9%	1.6%	2.7%	0%	1.7%	2.1%	1.7%	0%	1.8%	1.8%

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

CR 1000 N & CR 500 W - TMC

Tue Nov 17, 2020

Full Length (6:30 AM-8:30 AM, 4 PM-7 PM)

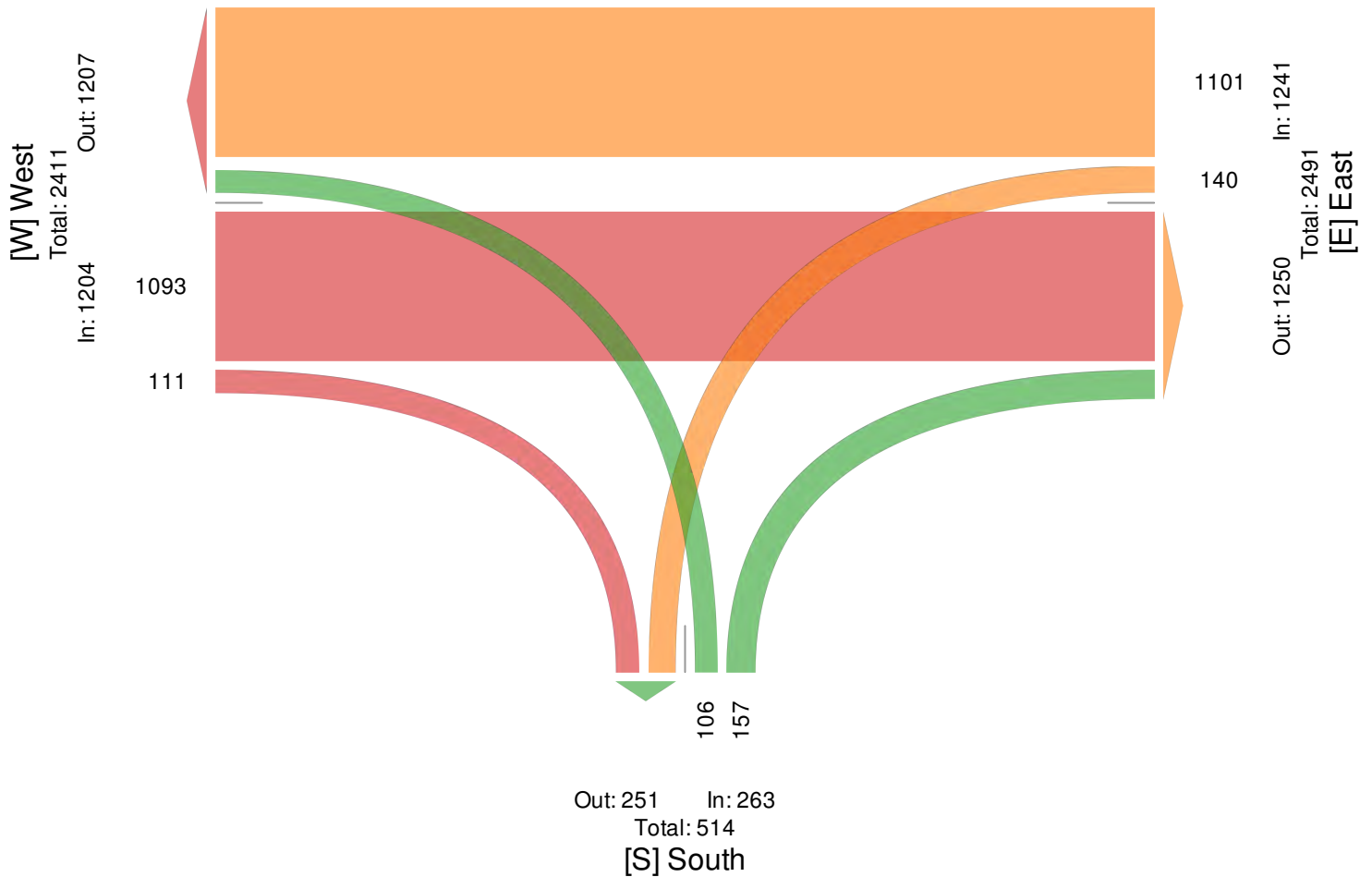
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799917, Location: 39.928573, -85.899825



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



CR 1000 N & CR 500 W - TMC

Tue Nov 17, 2020

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799917, Location: 39.928573, -85.899825



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound				West Eastbound				East Westbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-11-17 7:30AM	11	7	0	18	37	3	0	40	13	88	0	101	159
7:45AM	9	11	0	20	61	3	0	64	16	65	0	81	165
8:00AM	7	6	0	13	48	7	0	55	7	45	0	52	120
8:15AM	4	4	0	8	44	5	0	49	9	63	0	72	129
Total	31	28	0	59	190	18	0	208	45	261	0	306	573
% Approach	52.5%	47.5%	0%	-	91.3%	8.7%	0%	-	14.7%	85.3%	0%	-	-
% Total	5.4%	4.9%	0%	10.3%	33.2%	3.1%	0%	36.3%	7.9%	45.5%	0%	53.4%	-
PHF	0.705	0.636	-	0.738	0.779	0.643	-	0.813	0.703	0.741	-	0.757	0.868
Lights and Motorcycles	29	26	0	55	177	18	0	195	44	257	0	301	551
% Lights and Motorcycles	93.5%	92.9%	0%	93.2%	93.2%	100%	0%	93.8%	97.8%	98.5%	0%	98.4%	96.2%
Heavy	2	2	0	4	13	0	0	13	1	4	0	5	22
% Heavy	6.5%	7.1%	0%	6.8%	6.8%	0%	0%	6.3%	2.2%	1.5%	0%	1.6%	3.8%

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

CR 1000 N & CR 500 W - TMC

Tue Nov 17, 2020

AM Peak (7:30 AM - 8:30 AM)

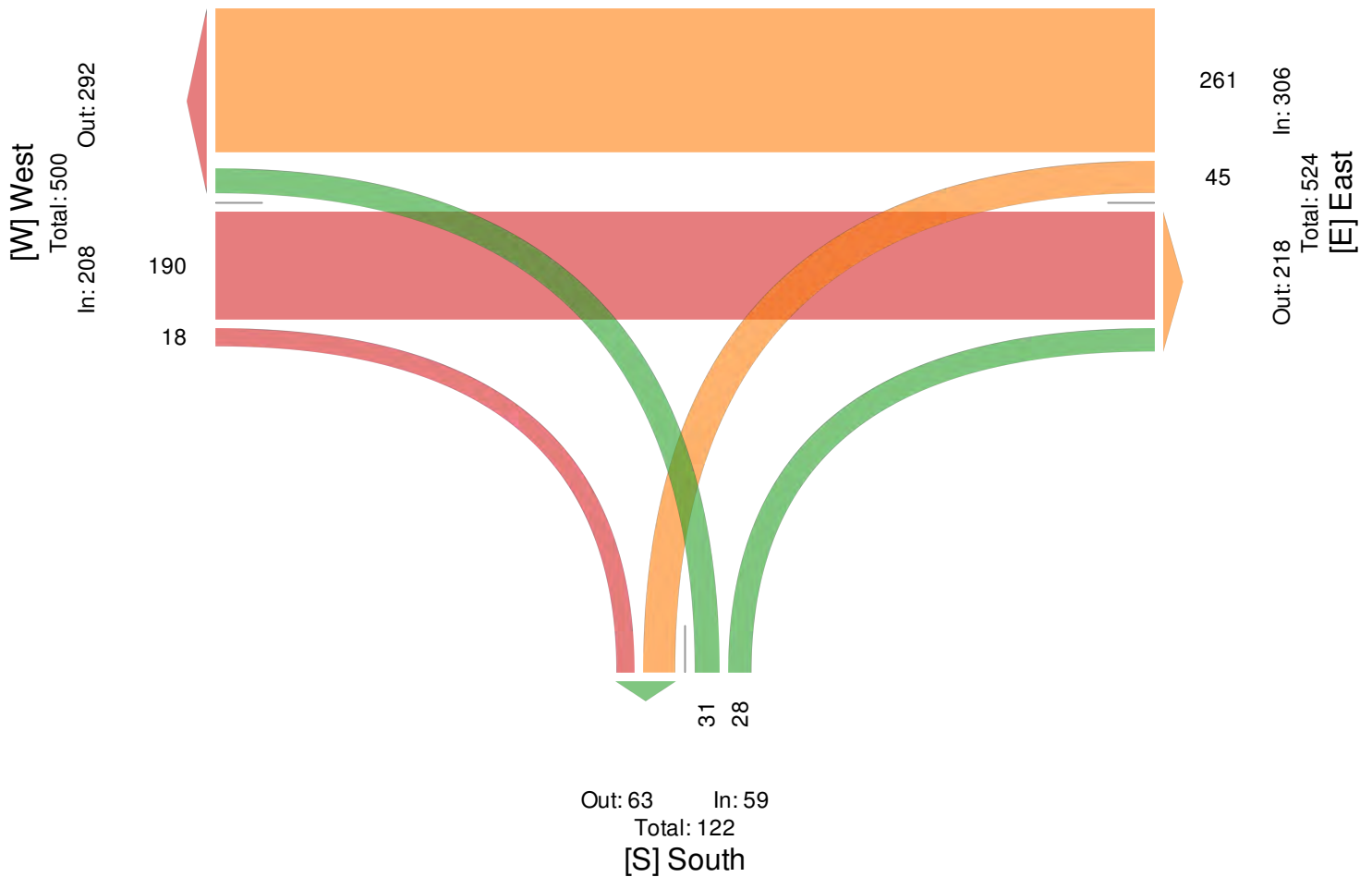
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799917, Location: 39.928573, -85.899825



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



CR 1000 N & CR 500 W - TMC

Tue Nov 17, 2020

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799917, Location: 39.928573, -85.899825



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound				West Eastbound				East Westbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-11-17 4:30PM	8	12	0	20	76	8	0	84	3	68	0	71	175
4:45PM	6	12	0	18	77	16	0	93	9	66	0	75	186
5:00PM	5	9	0	14	93	7	0	100	4	60	0	64	178
5:15PM	7	9	0	16	86	9	0	95	5	70	0	75	186
Total	26	42	0	68	332	40	0	372	21	264	0	285	725
% Approach	38.2%	61.8%	0%	-	89.2%	10.8%	0%	-	7.4%	92.6%	0%	-	-
% Total	3.6%	5.8%	0%	9.4%	45.8%	5.5%	0%	51.3%	2.9%	36.4%	0%	39.3%	-
PHF	0.813	0.875	-	0.850	0.892	0.625	-	0.930	0.583	0.943	-	0.950	0.974
Lights and Motorcycles	26	42	0	68	329	38	0	367	19	259	0	278	713
% Lights and Motorcycles	100%	100%	0%	100%	99.1%	95.0%	0%	98.7%	90.5%	98.1%	0%	97.5%	98.3%
Heavy	0	0	0	0	3	2	0	5	2	5	0	7	12
% Heavy	0%	0%	0%	0%	0.9%	5.0%	0%	1.3%	9.5%	1.9%	0%	2.5%	1.7%

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

CR 1000 N & CR 500 W - TMC

Tue Nov 17, 2020

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

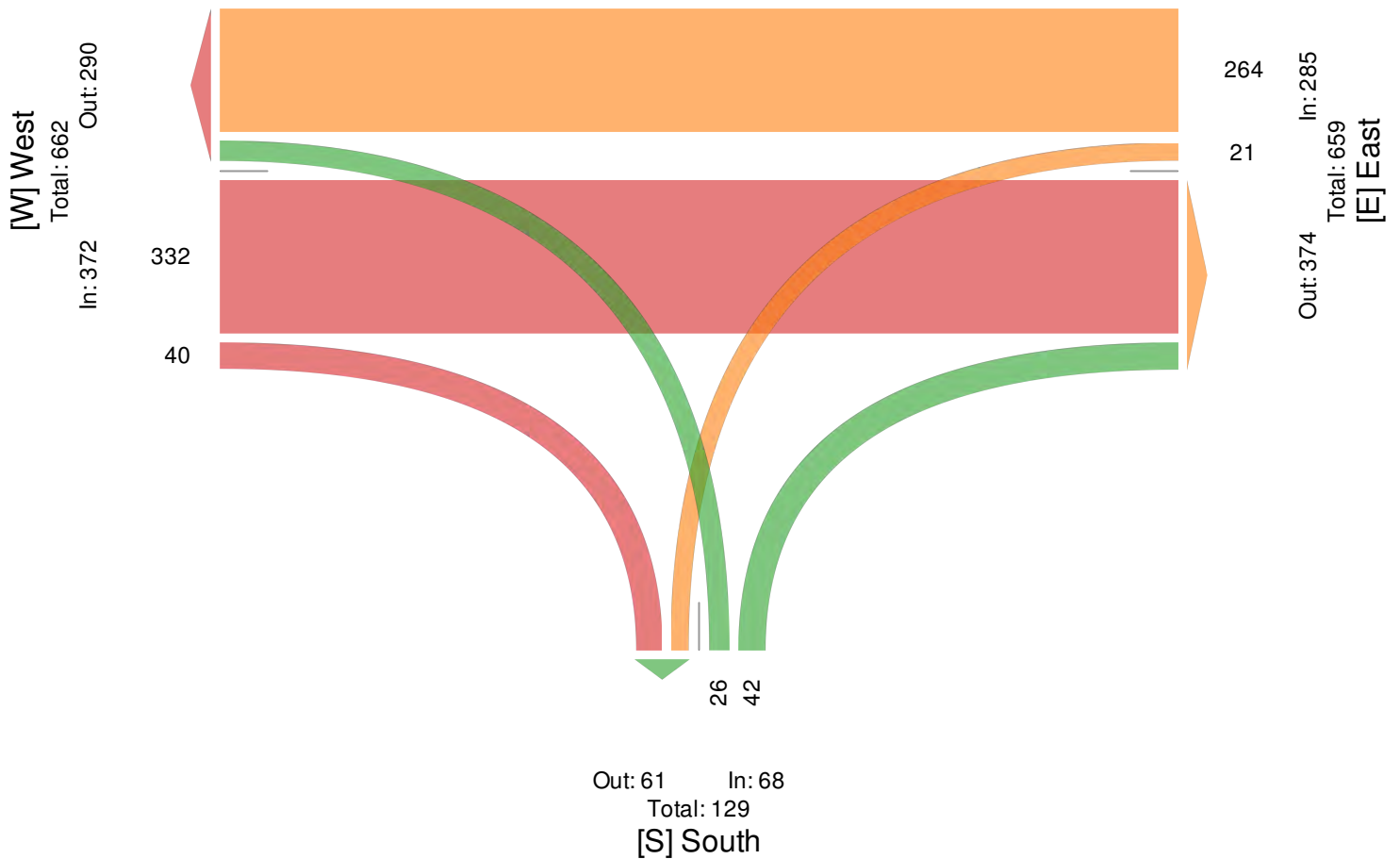
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799917, Location: 39.928573, -85.899825






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



Intersection




Int Delay, s/veh 2.2




Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	228	22	54	314	38	34
Future Vol, veh/h	228	22	54	314	38	34
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	87	87	87	87	87	87
Heavy Vehicles, %	7	0	2	2	7	7
Mvmt Flow	262	25	62	361	44	39

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	287
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1275
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1275
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	463	-	-	1275	-
HCM Lane V/C Ratio	0.179	-	-	0.049	-
HCM Control Delay (s)	14.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	399	48	26	317	32	51
Future Vol, veh/h	399	48	26	317	32	51
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, %	1	5	10	2	0	0
Mvmt Flow	411	49	27	327	33	53
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	460	0	817	436
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.2	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.29	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1060	-	349	625
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	695	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1060	-	338	625
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	673	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		14.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	471	-	-	1060	-	
HCM Lane V/C Ratio	0.182	-	-	0.025	-	
HCM Control Delay (s)	14.3	-	-	8.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	399	108	33	317	67	55
Future Vol, veh/h	399	108	33	317	67	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	97	97	97	97	97	97
Heavy Vehicles, %	1	5	10	2	0	0
Mvmt Flow	411	111	34	327	69	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	522	0	862	467
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	395	-
Critical Hdwy	-	-	4.2	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.29	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1005	-	328	600
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1005	-	315	600
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	657	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		18	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	401	-	-	1005	-	
HCM Lane V/C Ratio	0.314	-	-	0.034	-	
HCM Control Delay (s)	18	-	-	8.7	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-	




HCM 6th TWSC
2: CR 500 W & CR 1000 N

Existing + Proposed AM Peak

02/16/2021

Intersection

Int Delay, s/veh 3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	228	40	56	314	92	40
Future Vol, veh/h	228	40	56	314	92	40
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	87	87	87	87	87	87
Heavy Vehicles, %	7	0	2	2	7	7
Mvmt Flow	262	46	64	361	106	46




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	308
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1253
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1253
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	404	-	-	1253	-
HCM Lane V/C Ratio	0.376	-	-	0.051	-
HCM Control Delay (s)	19.2	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.2	-

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	419	51	28	333	34	54
Future Vol, veh/h	419	51	28	333	34	54
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, %	1	5	10	2	0	0
Mvmt Flow	432	53	29	343	35	56




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	485
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.29
Pot Cap-1 Maneuver	-	-	1038
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1038
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1038	-
HCM Lane V/C Ratio	0.203	-	-	0.028	-
HCM Control Delay (s)	15.1	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	24	57	330	40	36
Future Vol, veh/h	240	24	57	330	40	36
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	87	87	87	87	87	87
Heavy Vehicles, %	7	0	2	2	7	7
Mvmt Flow	276	28	66	379	46	41

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	304
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1257
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1257
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	441	-	-	1257	-
HCM Lane V/C Ratio	0.198	-	-	0.052	-
HCM Control Delay (s)	15.2	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-




HCM 6th TWSC
2: CR 500 W & CR 1000 N

Year 2025 + Proposed PM Peak

02/16/2021

Intersection




Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	419	111	35	333	69	58
Future Vol, veh/h	419	111	35	333	69	58
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, %	1	5	10	2	0	0
Mvmt Flow	432	114	36	343	71	60

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	546
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.29
Pot Cap-1 Maneuver	-	-	984
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	984
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	382	-	-	984	-
HCM Lane V/C Ratio	0.343	-	-	0.037	-
HCM Control Delay (s)	19.3	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	42	59	330	94	42
Future Vol, veh/h	240	42	59	330	94	42
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	87	87	87	87	87	87
Heavy Vehicles, %	7	0	2	2	7	7
Mvmt Flow	276	48	68	379	108	48
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	324	0	815	300
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	515	-
Critical Hdwy	-	-	4.12	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.218	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1236	-	340	728
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1236	-	316	728
Mov Cap-2 Maneuver	-	-	-	-	316	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	549	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.2		20.7		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	383	-	-	1236	-	
HCM Lane V/C Ratio	0.408	-	-	0.055	-	
HCM Control Delay (s)	20.7	-	-	8.1	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.9	-	-	0.2	-	

CR 900 N & CR 600 W

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

CR 900 N & CR 600 W - TMC

Mon Nov 16, 2020

Full Length (4 PM-7 PM, 6:30 AM-8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799920, Location: 39.913261, -85.91906



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
2020-11-16																					
4:00PM	6	98	10	0	114	10	120	17	0	147	28	8	8	0	44	5	2	8	0	15	320
4:15PM	7	91	6	0	104	7	125	14	0	146	6	8	12	0	26	9	5	12	0	26	302
4:30PM	7	108	5	0	120	7	110	10	0	127	4	10	5	0	19	8	5	3	0	16	282
4:45PM	6	106	2	0	114	15	115	14	0	144	17	14	6	0	37	7	5	3	0	15	310
Hourly Total	26	403	23	0	452	39	470	55	0	564	55	40	31	0	126	29	17	26	0	72	1214
5:00PM	10	124	8	0	142	14	109	11	0	134	21	17	7	0	45	4	5	5	0	14	335
5:15PM	8	101	5	0	114	9	141	20	0	170	21	11	8	0	40	6	6	7	0	19	343
5:30PM	9	160	7	0	176	12	110	12	0	134	17	18	5	0	40	4	6	11	0	21	371
5:45PM	11	123	6	0	140	8	95	18	0	121	16	10	9	0	35	4	7	7	0	18	314
Hourly Total	38	508	26	0	572	43	455	61	0	559	75	56	29	0	160	18	24	30	0	72	1363
6:00PM	11	101	11	0	123	6	89	10	0	105	6	8	4	0	18	6	5	6	0	17	263
6:15PM	10	109	6	0	125	11	91	16	0	118	8	2	2	0	12	6	7	6	0	19	274
6:30PM	9	68	5	0	82	8	80	11	0	99	14	8	4	0	26	2	5	6	0	13	220
6:45PM	3	65	5	0	73	8	67	18	0	93	7	4	5	0	16	1	6	6	0	13	195
Hourly Total	33	343	27	0	403	33	327	55	0	415	35	22	15	0	72	15	23	24	0	62	952
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
2020-11-17																					
6:30AM	3	51	1	0	55	3	79	2	0	84	6	2	3	0	11	4	2	3	0	9	159
6:45AM	6	63	0	0	69	3	73	10	0	86	3	3	6	0	12	8	5	9	0	22	189
Hourly Total	9	114	1	0	124	6	152	12	0	170	9	5	9	0	23	12	7	12	0	31	348
7:00AM	4	62	1	0	67	4	82	9	0	95	14	3	4	0	21	10	8	12	0	30	213
7:15AM	3	95	1	0	99	5	104	19	0	128	3	7	13	0	23	9	11	10	0	30	280
7:30AM	7	113	3	0	123	4	92	15	0	111	16	11	6	0	33	2	8	7	0	17	284
7:45AM	9	125	7	0	141	4	116	18	0	138	18	9	17	0	44	6	4	10	0	20	343
Hourly Total	23	395	12	0	430	17	394	61	0	472	51	30	40	0	121	27	31	39	0	97	1120
8:00AM	8	120	1	0	129	12	90	12	0	114	15	10	11	0	36	3	6	10	0	19	298
8:15AM	8	89	1	0	98	5	99	21	0	125	13	7	6	0	26	0	11	7	0	18	267
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	16	209	2	0	227	17	189	33	0	239	28	17	17	0	62	3	17	17	0	37	565
Total	145	1972	91	0	2208	155	1987	277	0	2419	253	170	141	0	564	104	119	148	0	371	5562
% Approach	6.6%	89.3%	4.1%	0%	-	6.4%	82.1%	11.5%	0%	-	44.9%	30.1%	25.0%	0%	-	28.0%	32.1%	39.9%	0%	-	-
% Total	2.6%	35.5%	1.6%	0%	39.7%	2.8%	35.7%	5.0%	0%	43.5%	4.5%	3.1%	2.5%	0%	10.1%	1.9%	2.1%	2.7%	0%	6.7%	-
Lights and Motorcycles	141	1874	84	0	2099	154	1874	276	0	2304	251	170	138	0	559	95	119	147	0	361	5323
% Lights and Motorcycles	97.2%	95.0%	92.3%	0%	95.1%	99.4%	94.3%	99.6%	0%	95.2%	99.2%	100%	97.9%	0%	99.1%	91.3%	100%	99.3%	0%	97.3%	95.7%
Heavy	4	98	7	0	109	1	113	1	0	115	2	0	3	0	5	9	0	1	0	10	239
% Heavy	2.8%	5.0%	7.7%	0%	4.9%	0.6%	5.7%	0.4%	0%	4.8%	0.8%	0%	2.1%	0%	0.9%	8.7%	0%	0.7%	0%	2.7%	4.3%

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

CR 900 N & CR 600 W - TMC

Mon Nov 16, 2020

Full Length (4 PM-7 PM, 6:30 AM-8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

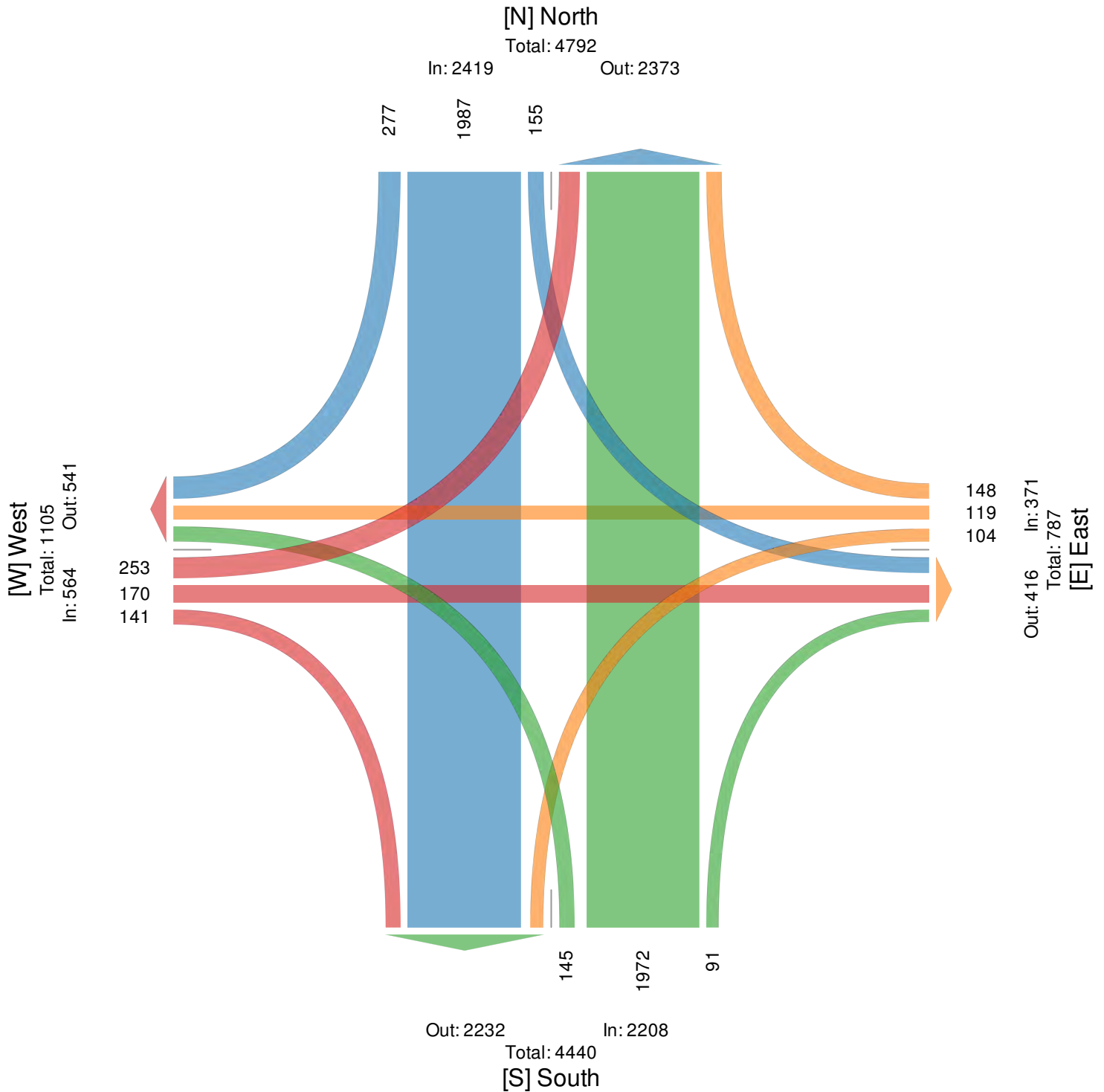
All Movements

ID: 799920, Location: 39.913261, -85.91906



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 900 N & CR 600 W - TMC

Mon Nov 16, 2020

PM Peak (Nov 16 2020 5PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799920, Location: 39.913261, -85.91906



Provided by: A&F Engineering

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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
2020-11-16 5:00PM	10	124	8	0	142	14	109	11	0	134	21	17	7	0	45	4	5	5	0	14	335
5:15PM	8	101	5	0	114	9	141	20	0	170	21	11	8	0	40	6	6	7	0	19	343
5:30PM	9	160	7	0	176	12	110	12	0	134	17	18	5	0	40	4	6	11	0	21	371
5:45PM	11	123	6	0	140	8	95	18	0	121	16	10	9	0	35	4	7	7	0	18	314
Total	38	508	26	0	572	43	455	61	0	559	75	56	29	0	160	18	24	30	0	72	1363
% Approach	6.6%	88.8%	4.5%	0%	-	7.7%	81.4%	10.9%	0%	-	46.9%	35.0%	18.1%	0%	-	25.0%	33.3%	41.7%	0%	-	-
% Total	2.8%	37.3%	1.9%	0%	42.0%	3.2%	33.4%	4.5%	0%	41.0%	5.5%	4.1%	2.1%	0%	11.7%	1.3%	1.8%	2.2%	0%	5.3%	-
PHF	0.864	0.794	0.813	-	0.813	0.768	0.807	0.763	-	0.822	0.893	0.778	0.806	-	0.889	0.750	0.857	0.682	-	0.857	0.918
Lights and Motorcycles	38	497	26	0	561	42	444	60	0	546	75	56	28	0	159	17	24	30	0	71	1337
% Lights and Motorcycles	100%	97.8%	100%	0%	98.1%	97.7%	97.6%	98.4%	0%	97.7%	100%	100%	96.6%	0%	99.4%	94.4%	100%	100%	0%	98.6%	98.1%
Heavy	0	11	0	0	11	1	11	1	0	13	0	0	1	0	1	1	0	0	0	1	26
% Heavy	0%	2.2%	0%	0%	1.9%	2.3%	2.4%	1.6%	0%	2.3%	0%	0%	3.4%	0%	0.6%	5.6%	0%	0%	0%	1.4%	1.9%

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

CR 900 N & CR 600 W - TMC

Mon Nov 16, 2020

PM Peak (Nov 16 2020 5PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

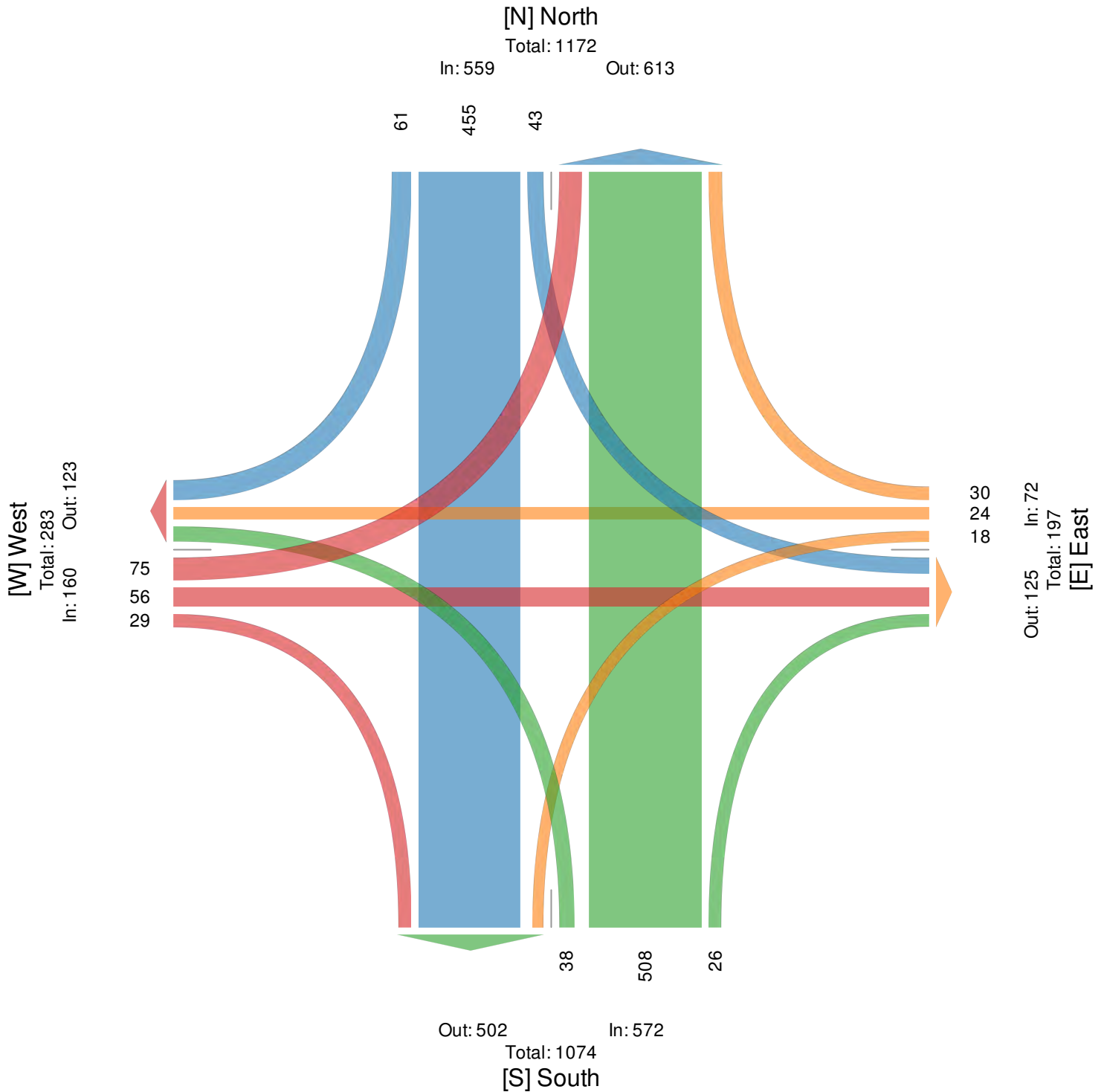
All Movements

ID: 799920, Location: 39.913261, -85.91906



Provided by: A&F Engineering

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CR 900 N & CR 600 W - TMC

Tue Nov 17, 2020

AM Peak (Nov 17 2020 7:15AM - 8:15 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799920, Location: 39.913261, -85.91906



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
2020-11-17 7:15AM	3	95	1	0	99	5	104	19	0	128	3	7	13	0	23	9	11	10	0	30	280
7:30AM	7	113	3	0	123	4	92	15	0	111	16	11	6	0	33	2	8	7	0	17	284
7:45AM	9	125	7	0	141	4	116	18	0	138	18	9	17	0	44	6	4	10	0	20	343
8:00AM	8	120	1	0	129	12	90	12	0	114	15	10	11	0	36	3	6	10	0	19	298
Total	27	453	12	0	492	25	402	64	0	491	52	37	47	0	136	20	29	37	0	86	1205
% Approach	5.5%	92.1%	2.4%	0%	-	5.1%	81.9%	13.0%	0%	-	38.2%	27.2%	34.6%	0%	-	23.3%	33.7%	43.0%	0%	-	-
% Total	2.2%	37.6%	1.0%	0%	40.8%	2.1%	33.4%	5.3%	0%	40.7%	4.3%	3.1%	3.9%	0%	11.3%	1.7%	2.4%	3.1%	0%	7.1%	-
PHF	0.750	0.906	0.429	-	0.872	0.521	0.866	0.842	-	0.889	0.722	0.841	0.691	-	0.773	0.556	0.659	0.925	-	0.717	0.878
Lights and Motorcycles	25	418	10	0	453	25	369	64	0	458	51	37	47	0	135	18	29	36	0	83	1129
% Lights and Motorcycles	92.6%	92.3%	83.3%	0%	92.1%	100%	91.8%	100%	0%	93.3%	98.1%	100%	100%	0%	99.3%	90.0%	100%	97.3%	0%	96.5%	93.7%
Heavy	2	35	2	0	39	0	33	0	0	33	1	0	0	0	1	2	0	1	0	3	76
% Heavy	7.4%	7.7%	16.7%	0%	7.9%	0%	8.2%	0%	0%	6.7%	1.9%	0%	0%	0%	0.7%	10.0%	0%	2.7%	0%	3.5%	6.3%

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

CR 900 N & CR 600 W - TMC

Tue Nov 17, 2020

AM Peak (Nov 17 2020 7:15AM - 8:15 AM)

All Classes (Lights and Motorcycles, Heavy)

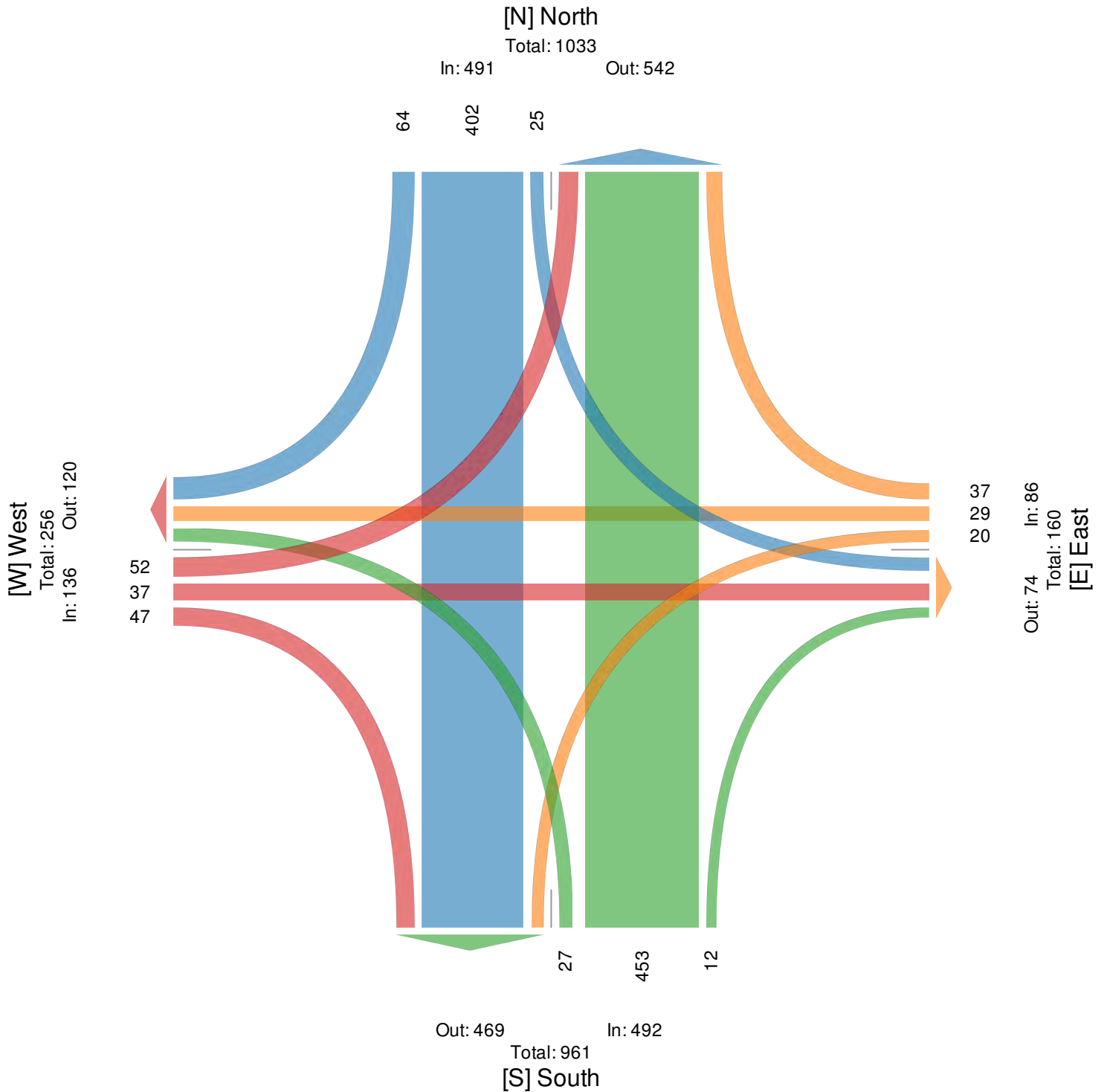
All Movements

ID: 799920, Location: 39.913261, -85.91906



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


















HCM 6th Signalized Intersection Summary

3: CR 600 W & CR 900 N


Existing AM Peak

02/10/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	45	57	24	35	45	33	544	15	30	483	77
Future Volume (veh/h)	63	45	57	24	35	45	33	544	15	30	483	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1752	1900	1856	1796	1781	1648	1900	1781	1900
Adj Flow Rate, veh/h	72	51	65	27	40	51	38	618	17	34	549	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
Percent Heavy Veh, %	2	0	0	10	0	3	7	8	17	0	8	0
Cap, veh/h	197	88	90	142	116	119	380	804	22	399	691	111
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	0.47	0.47	0.05	0.46	0.46
Sat Flow, veh/h	523	561	573	253	737	753	1711	1725	47	1810	1498	240
Grp Volume(v), veh/h	188	0	0	118	0	0	38	0	635	34	0	637
Grp Sat Flow(s),veh/h/ln	1656	0	0	1743	0	0	1711	0	1773	1810	0	1738
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	0.5	0.0	13.0	0.4	0.0	13.6
Cycle Q Clear(g_c), s	4.5	0.0	0.0	2.6	0.0	0.0	0.5	0.0	13.0	0.4	0.0	13.6
Prop In Lane	0.38		0.35	0.23		0.43	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	376	0	0	377	0	0	380	0	826	399	0	801
V/C Ratio(X)	0.50	0.00	0.00	0.31	0.00	0.00	0.10	0.00	0.77	0.09	0.00	0.79
Avail Cap(c_a), veh/h	594	0	0	603	0	0	555	0	1468	592	0	1439
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	16.5	0.0	0.0	7.3	0.0	9.7	7.2	0.0	10.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.5	0.0	0.0	0.1	0.0	1.5	0.1	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.0	0.0	0.0	0.1	0.0	3.9	0.1	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	0.0	17.0	0.0	0.0	7.5	0.0	11.2	7.2	0.0	11.8
LnGrp LOS	B	A	A	B	A	A	A	A	B	A	A	B
Approach Vol, veh/h	188			118			673			671		
Approach Delay, s/veh	18.3			17.0			11.0			11.6		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	25.3		11.9	6.6	25.0		11.9				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	36.0		13.0	7.0	36.0		13.0				
Max Q Clear Time (g_c+I1), s	2.4	15.0		6.5	2.5	15.6		4.6				
Green Ext Time (p_c), s	0.0	4.5		0.5	0.0	4.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	12.5											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary 3: CR 600 W & CR 900 N

Existing PM Peak
02/10/2021

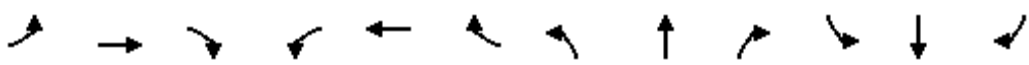
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	90	68	35	22	29	36	46	610	32	52	546	74
Future Volume (veh/h)	90	68	35	22	29	36	46	610	32	52	546	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1900	1900	1752	1900	1856	1796	1781	1648	1900	1781	1900
Adj Flow Rate, veh/h	98	74	38	24	32	39	50	663	35	57	593	80
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
Percent Heavy Veh, %	2	0	0	10	0	3	7	8	17	0	8	0
Cap, veh/h	217	112	49	134	129	120	380	798	42	384	741	100
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.48	0.48	0.08	0.48	0.48
Sat Flow, veh/h	668	674	296	260	774	720	1711	1677	89	1810	1537	207
Grp Volume(v), veh/h	210	0	0	95	0	0	50	0	698	57	0	673
Grp Sat Flow(s),veh/h/ln	1638	0	0	1753	0	0	1711	0	1766	1810	0	1744
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	0.7	0.0	17.1	0.7	0.0	16.2
Cycle Q Clear(g_c), s	6.0	0.0	0.0	2.4	0.0	0.0	0.7	0.0	17.1	0.7	0.0	16.2
Prop In Lane	0.47		0.18	0.25		0.41	1.00		0.05	1.00		0.12
Lane Grp Cap(c), veh/h	379	0	0	383	0	0	380	0	840	384	0	842
V/C Ratio(X)	0.55	0.00	0.00	0.25	0.00	0.00	0.13	0.00	0.83	0.15	0.00	0.80
Avail Cap(c_a), veh/h	525	0	0	532	0	0	500	0	1273	499	0	1258
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	18.3	0.0	0.0	8.0	0.0	11.3	8.3	0.0	10.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	0.2	0.0	2.9	0.2	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.9	0.0	0.0	0.2	0.0	5.7	0.2	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	0.0	18.6	0.0	0.0	8.2	0.0	14.3	8.5	0.0	13.1
LnGrp LOS	C	A	A	B	A	A	A	A	B	A	A	B
Approach Vol, veh/h		210			95			748			730	
Approach Delay, s/veh		21.0			18.6			13.9			12.8	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	28.8		13.3	7.5	29.1		13.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	36.0		13.0	7.0	36.0		13.0				
Max Q Clear Time (g_c+I1), s	2.7	19.1		8.0	2.7	18.2		4.4				
Green Ext Time (p_c), s	0.0	4.7		0.5	0.0	4.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				14.5								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

3: CR 600 W & CR 900 N

Existing + Proposed PM Peak

02/16/2021

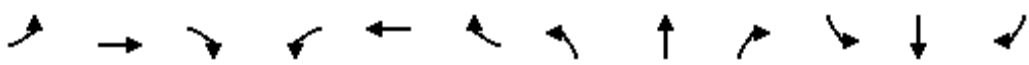
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	90	80	35	53	36	45	46	610	85	66	546	74
Future Volume (veh/h)	90	80	35	53	36	45	46	610	85	66	546	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1900	1900	1752	1900	1856	1796	1781	1648	1900	1781	1900
Adj Flow Rate, veh/h	98	87	38	58	39	49	50	663	92	72	593	80
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
Percent Heavy Veh, %	2	0	0	10	0	3	7	8	17	0	8	0
Cap, veh/h	202	126	48	176	104	96	398	761	106	363	789	106
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.50	0.50	0.08	0.51	0.51
Sat Flow, veh/h	652	751	288	511	621	572	1711	1531	212	1810	1537	207
Grp Volume(v), veh/h	223	0	0	146	0	0	50	0	755	72	0	673
Grp Sat Flow(s),veh/h/ln	1691	0	0	1704	0	0	1711	0	1743	1810	0	1744
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0	21.4	1.0	0.0	17.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	4.1	0.0	0.0	0.7	0.0	21.4	1.0	0.0	17.0
Prop In Lane	0.44		0.17	0.40		0.34	1.00		0.12	1.00		0.12
Lane Grp Cap(c), veh/h	376	0	0	376	0	0	398	0	866	363	0	896
V/C Ratio(X)	0.59	0.00	0.00	0.39	0.00	0.00	0.13	0.00	0.87	0.20	0.00	0.75
Avail Cap(c_a), veh/h	507	0	0	503	0	0	497	0	1096	438	0	1096
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	21.0	0.0	0.0	7.9	0.0	12.4	9.7	0.0	10.7
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.7	0.0	0.0	0.1	0.0	6.5	0.3	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	1.7	0.0	0.0	0.2	0.0	8.1	0.3	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	0.0	0.0	21.7	0.0	0.0	8.1	0.0	18.9	9.9	0.0	13.1
LnGrp LOS	C	A	A	C	A	A	A	A	B	A	A	B
Approach Vol, veh/h	223				146			805			745	
Approach Delay, s/veh	23.5				21.7			18.3			12.8	
Approach LOS	C				C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	32.7		14.3	7.8	33.6		14.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	35.0		14.0	7.0	35.0		14.0				
Max Q Clear Time (g_c+I1), s	3.0	23.4		8.8	2.7	19.0		6.1				
Green Ext Time (p_c), s	0.0	4.3		0.5	0.0	4.4		0.4				
Intersection Summary												
HCM 6th Ctrl Delay	17.0											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

3: CR 600 W & CR 900 N

Existing + Proposed AM Peak

02/16/2021



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	63	48	57	71	46	57	33	544	31	34	483	77
Future Volume (veh/h)	63	48	57	71	46	57	33	544	31	34	483	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1752	1900	1856	1796	1781	1648	1900	1781	1900
Adj Flow Rate, veh/h	72	55	65	81	52	65	38	618	35	39	549	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
Percent Heavy Veh, %	2	0	0	10	0	3	7	8	17	0	8	0
Cap, veh/h	198	98	94	211	89	91	379	770	44	387	693	111
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	0.46	0.46	0.06	0.46	0.46
Sat Flow, veh/h	535	610	586	597	556	564	1711	1670	95	1810	1498	240
Grp Volume(v), veh/h	192	0	0	198	0	0	38	0	653	39	0	637
Grp Sat Flow(s),veh/h/ln	1732	0	0	1717	0	0	1711	0	1764	1810	0	1738
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	0.5	0.0	14.0	0.5	0.0	13.7
Cycle Q Clear(g_c), s	4.3	0.0	0.0	4.5	0.0	0.0	0.5	0.0	14.0	0.5	0.0	13.7
Prop In Lane	0.37		0.34	0.41		0.33	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	391	0	0	391	0	0	379	0	814	387	0	804
V/C Ratio(X)	0.49	0.00	0.00	0.51	0.00	0.00	0.10	0.00	0.80	0.10	0.00	0.79
Avail Cap(c_a), veh/h	666	0	0	663	0	0	550	0	1361	565	0	1340
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	17.4	0.0	0.0	7.4	0.0	10.2	7.5	0.0	10.1
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.0	0.0	0.0	0.1	0.0	1.9	0.1	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.7	0.0	0.0	0.1	0.0	4.3	0.1	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	0.0	18.4	0.0	0.0	7.5	0.0	12.1	7.6	0.0	11.9
LnGrp LOS	B	A	A	B	A	A	A	A	B	A	A	B
Approach Vol, veh/h		192			198			691			676	
Approach Delay, s/veh		18.3			18.4			11.8			11.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	25.3		12.1	6.6	25.4		12.1				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	34.0		15.0	7.0	34.0		15.0				
Max Q Clear Time (g_c+I1), s	2.5	16.0		6.3	2.5	15.7		6.5				
Green Ext Time (p_c), s	0.0	4.4		0.7	0.0	4.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

3: CR 600 W & CR 900 N

Year 2025 PM Peak

02/10/2021



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	73	40	24	33	38	54	641	34	55	574	82
Future Volume (veh/h)	98	73	40	24	33	38	54	641	34	55	574	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1752	1900	1856	1796	1781	1648	1900	1781	1900
Adj Flow Rate, veh/h	107	79	43	26	36	41	59	697	37	60	624	89
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
Percent Heavy Veh, %	2	0	0	10	0	3	7	8	17	0	8	0
Cap, veh/h	217	116	54	130	142	124	357	814	43	361	741	106
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.08	0.49	0.49	0.08	0.49	0.49
Sat Flow, veh/h	673	654	307	260	800	701	1711	1676	89	1810	1525	217
Grp Volume(v), veh/h	229	0	0	103	0	0	59	0	734	60	0	713
Grp Sat Flow(s),veh/h/ln	1634	0	0	1761	0	0	1711	0	1765	1810	0	1742
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	0.8	0.0	19.7	0.8	0.0	19.1
Cycle Q Clear(g_c), s	7.1	0.0	0.0	2.7	0.0	0.0	0.8	0.0	19.7	0.8	0.0	19.1
Prop In Lane	0.47		0.19	0.25		0.40	1.00		0.05	1.00		0.12
Lane Grp Cap(c), veh/h	388	0	0	396	0	0	357	0	857	361	0	847
V/C Ratio(X)	0.59	0.00	0.00	0.26	0.00	0.00	0.17	0.00	0.86	0.17	0.00	0.84
Avail Cap(c_a), veh/h	517	0	0	529	0	0	449	0	1149	457	0	1134
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	0.0	19.3	0.0	0.0	9.0	0.0	12.2	9.2	0.0	12.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.3	0.0	0.0	0.2	0.0	5.0	0.2	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	1.1	0.0	0.0	0.2	0.0	7.2	0.2	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	19.7	0.0	0.0	9.3	0.0	17.2	9.5	0.0	16.4
LnGrp LOS	C	A	A	B	A	A	A	A	B	A	A	B
Approach Vol, veh/h		229			103			793			773	
Approach Delay, s/veh		22.4			19.7			16.6			15.9	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	31.1		14.5	8.1	31.1		14.5				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	35.0		14.0	7.0	35.0		14.0				
Max Q Clear Time (g_c+I1), s	2.8	21.7		9.1	2.8	21.1		4.7				
Green Ext Time (p_c), s	0.0	4.4		0.5	0.0	4.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

3: CR 600 W & CR 900 N

Year 2025 AM Peak

02/10/2021

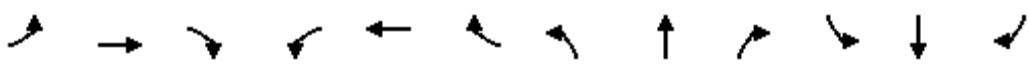
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	50	64	26	38	48	36	572	16	32	508	82
Future Volume (veh/h)	71	50	64	26	38	48	36	572	16	32	508	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1752	1900	1856	1796	1781	1648	1900	1781	1900
Adj Flow Rate, veh/h	81	57	73	30	43	55	41	650	18	36	577	93
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
Percent Heavy Veh, %	2	0	0	10	0	3	7	8	17	0	8	0
Cap, veh/h	195	95	97	138	126	128	360	822	23	379	704	113
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.06	0.48	0.48	0.06	0.47	0.47
Sat Flow, veh/h	524	557	572	256	740	751	1711	1725	48	1810	1497	241
Grp Volume(v), veh/h	211	0	0	128	0	0	41	0	668	36	0	670
Grp Sat Flow(s),veh/h/ln	1653	0	0	1747	0	0	1711	0	1773	1810	0	1738
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	14.9	0.5	0.0	15.6
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.1	0.0	0.0	0.5	0.0	14.9	0.5	0.0	15.6
Prop In Lane	0.38		0.35	0.23		0.43	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	388	0	0	392	0	0	360	0	844	379	0	818
V/C Ratio(X)	0.54	0.00	0.00	0.33	0.00	0.00	0.11	0.00	0.79	0.10	0.00	0.82
Avail Cap(c_a), veh/h	583	0	0	595	0	0	509	0	1318	547	0	1292
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	17.5	0.0	0.0	8.0	0.0	10.4	7.8	0.0	10.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.5	0.0	0.0	0.1	0.0	1.8	0.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	1.2	0.0	0.0	0.1	0.0	4.7	0.1	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	17.9	0.0	0.0	8.2	0.0	12.2	7.9	0.0	13.1
LnGrp LOS	B	A	A	B	A	A	A	A	B	A	A	B
Approach Vol, veh/h		211			128			709			706	
Approach Delay, s/veh		19.6			17.9			11.9			12.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	27.4		13.0	6.9	27.1		13.0				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	35.0		14.0	7.0	35.0		14.0				
Max Q Clear Time (g_c+I1), s	2.5	16.9		7.5	2.5	17.6		5.1				
Green Ext Time (p_c), s	0.0	4.5		0.6	0.0	4.5		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				13.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

3: CR 600 W & CR 900 N

Year 2025 + Proposed PM Peak

02/16/2021



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	98	85	40	55	40	47	54	641	87	69	574	82
Future Volume (veh/h)	98	85	40	55	40	47	54	641	87	69	574	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1752	1900	1856	1796	1781	1648	1900	1781	1900
Adj Flow Rate, veh/h	107	92	43	60	43	51	59	697	95	75	624	89
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
Percent Heavy Veh, %	2	0	0	10	0	3	7	8	17	0	8	0
Cap, veh/h	203	126	52	168	109	96	377	781	106	341	792	113
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.51	0.51	0.08	0.52	0.52
Sat Flow, veh/h	668	723	301	487	626	551	1711	1535	209	1810	1525	217
Grp Volume(v), veh/h	242	0	0	154	0	0	59	0	792	75	0	713
Grp Sat Flow(s),veh/h/ln	1692	0	0	1665	0	0	1711	0	1744	1810	0	1742
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	24.4	1.1	0.0	19.9
Cycle Q Clear(g_c), s	8.0	0.0	0.0	4.8	0.0	0.0	0.9	0.0	24.4	1.1	0.0	19.9
Prop In Lane	0.44		0.18	0.39		0.33	1.00		0.12	1.00		0.12
Lane Grp Cap(c), veh/h	381	0	0	373	0	0	377	0	887	341	0	905
V/C Ratio(X)	0.64	0.00	0.00	0.41	0.00	0.00	0.16	0.00	0.89	0.22	0.00	0.79
Avail Cap(c_a), veh/h	449	0	0	439	0	0	452	0	1050	402	0	1049
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	0.0	22.4	0.0	0.0	8.8	0.0	13.2	10.8	0.0	11.7
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.7	0.0	0.0	0.2	0.0	8.8	0.3	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	1.9	0.0	0.0	0.3	0.0	9.8	0.4	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	0.0	23.1	0.0	0.0	9.0	0.0	22.0	11.1	0.0	15.3
LnGrp LOS	C	A	A	C	A	A	A	A	C	B	A	B
Approach Vol, veh/h		242			154			851			788	
Approach Delay, s/veh		25.8			23.1			21.1			14.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	35.4		15.4	8.4	36.0		15.4				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	36.0		13.0	7.0	36.0		13.0				
Max Q Clear Time (g_c+I1), s	3.1	26.4		10.0	2.9	21.9		6.8				
Green Ext Time (p_c), s	0.0	4.0		0.4	0.0	4.4		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				19.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

3: CR 600 W & CR 900 N

Year 2025 + Proposed AM Peak

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	53	64	73	49	60	36	572	32	36	508	82
Future Volume (veh/h)	71	53	64	73	49	60	36	572	32	36	508	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1752	1900	1856	1796	1781	1648	1900	1781	1900
Adj Flow Rate, veh/h	81	60	73	83	56	68	41	650	36	41	577	93
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
Percent Heavy Veh, %	2	0	0	10	0	3	7	8	17	0	8	0
Cap, veh/h	197	98	98	204	95	94	366	794	44	373	710	115
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.06	0.47	0.47	0.06	0.47	0.47
Sat Flow, veh/h	553	590	592	584	572	565	1711	1672	93	1810	1497	241
Grp Volume(v), veh/h	214	0	0	207	0	0	41	0	686	41	0	670
Grp Sat Flow(s),veh/h/ln	1734	0	0	1721	0	0	1711	0	1765	1810	0	1738
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.5	0.0	15.7	0.5	0.0	15.5
Cycle Q Clear(g_c), s	5.2	0.0	0.0	5.0	0.0	0.0	0.5	0.0	15.7	0.5	0.0	15.5
Prop In Lane	0.38		0.34	0.40		0.33	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	393	0	0	392	0	0	366	0	838	373	0	825
V/C Ratio(X)	0.54	0.00	0.00	0.53	0.00	0.00	0.11	0.00	0.82	0.11	0.00	0.81
Avail Cap(c_a), veh/h	596	0	0	593	0	0	515	0	1315	531	0	1295
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	18.5	0.0	0.0	7.9	0.0	10.6	7.9	0.0	10.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.1	0.0	0.0	0.1	0.0	2.4	0.1	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.0	0.0	0.0	0.1	0.0	5.0	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	19.6	0.0	0.0	8.0	0.0	13.0	8.1	0.0	12.8
LnGrp LOS	B	A	A	B	A	A	A	A	B	A	A	B
Approach Vol, veh/h		214			207			727			711	
Approach Delay, s/veh		19.7			19.6			12.7			12.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	27.3		12.8	6.9	27.3		12.8				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	35.0		14.0	7.0	35.0		14.0				
Max Q Clear Time (g_c+I1), s	2.5	17.7		7.2	2.5	17.5		7.0				
Green Ext Time (p_c), s	0.0	4.6		0.6	0.0	4.5		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

CR 900 N & CR 500 W

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

CR 900 N & CR 500 W - TMC

Tue Nov 17, 2020

Full Length (6:30 AM-8:30 AM, 4 PM-7 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799927, Location: 39.914104, -85.89988



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound				North Southbound				West Eastbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2020-11-17 6:30AM	0	4	0	4	7	1	0	8	2	3	0	5	17
6:45AM	1	9	0	10	10	1	0	11	1	6	0	7	28
Hourly Total	1	13	0	14	17	2	0	19	3	9	0	12	45
7:00AM	1	4	0	5	12	0	0	12	0	7	0	7	24
7:15AM	0	7	0	7	9	3	0	12	0	11	0	11	30
7:30AM	4	10	0	14	15	1	0	16	2	14	0	16	46
7:45AM	4	15	0	19	12	0	0	12	3	6	0	9	40
Hourly Total	9	36	0	45	48	4	0	52	5	38	0	43	140
8:00AM	2	10	0	12	12	1	0	13	1	16	0	17	42
8:15AM	7	8	0	15	20	0	0	20	1	11	0	12	47
Hourly Total	9	18	0	27	32	1	0	33	2	27	0	29	89
4:00PM	5	8	0	13	5	1	0	6	6	4	0	10	29
4:15PM	2	9	0	11	15	3	0	18	1	8	0	9	38
4:30PM	8	15	0	23	8	2	0	10	4	4	0	8	41
4:45PM	9	13	0	22	18	1	0	19	6	6	0	12	53
Hourly Total	24	45	0	69	46	7	0	53	17	22	0	39	161
5:00PM	7	11	0	18	9	2	0	11	0	4	0	4	33
5:15PM	9	13	0	22	8	0	0	8	4	6	0	10	40
5:30PM	5	10	0	15	7	0	0	7	2	3	0	5	27
5:45PM	7	6	0	13	9	1	0	10	7	6	0	13	36
Hourly Total	28	40	0	68	33	3	0	36	13	19	0	32	136
6:00PM	2	8	0	10	4	1	0	5	2	1	0	3	18
6:15PM	1	1	0	2	9	1	0	10	0	2	0	2	14
6:30PM	3	4	0	7	4	0	0	4	4	4	0	8	19
6:45PM	3	3	0	6	4	0	0	4	1	2	0	3	13
Hourly Total	9	16	0	25	21	2	0	23	7	9	0	16	64
7:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	168	0	248	197	19	0	216	47	124	0	171	635
% Approach	32.3%	67.7%	0%	-	91.2%	8.8%	0%	-	27.5%	72.5%	0%	-	-
% Total	12.6%	26.5%	0%	39.1%	31.0%	3.0%	0%	34.0%	7.4%	19.5%	0%	26.9%	-
Lights and Motorcycles	79	164	0	243	194	19	0	213	47	123	0	170	626
% Lights and Motorcycles	98.8%	97.6%	0%	98.0%	98.5%	100%	0%	98.6%	100%	99.2%	0%	99.4%	98.6%
Heavy	1	4	0	5	3	0	0	3	0	1	0	1	9
% Heavy	1.3%	2.4%	0%	2.0%	1.5%	0%	0%	1.4%	0%	0.8%	0%	0.6%	1.4%

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

CR 900 N & CR 500 W - TMC

Tue Nov 17, 2020

Full Length (6:30 AM-8:30 AM, 4 PM-7 PM)

All Classes (Lights and Motorcycles, Heavy)

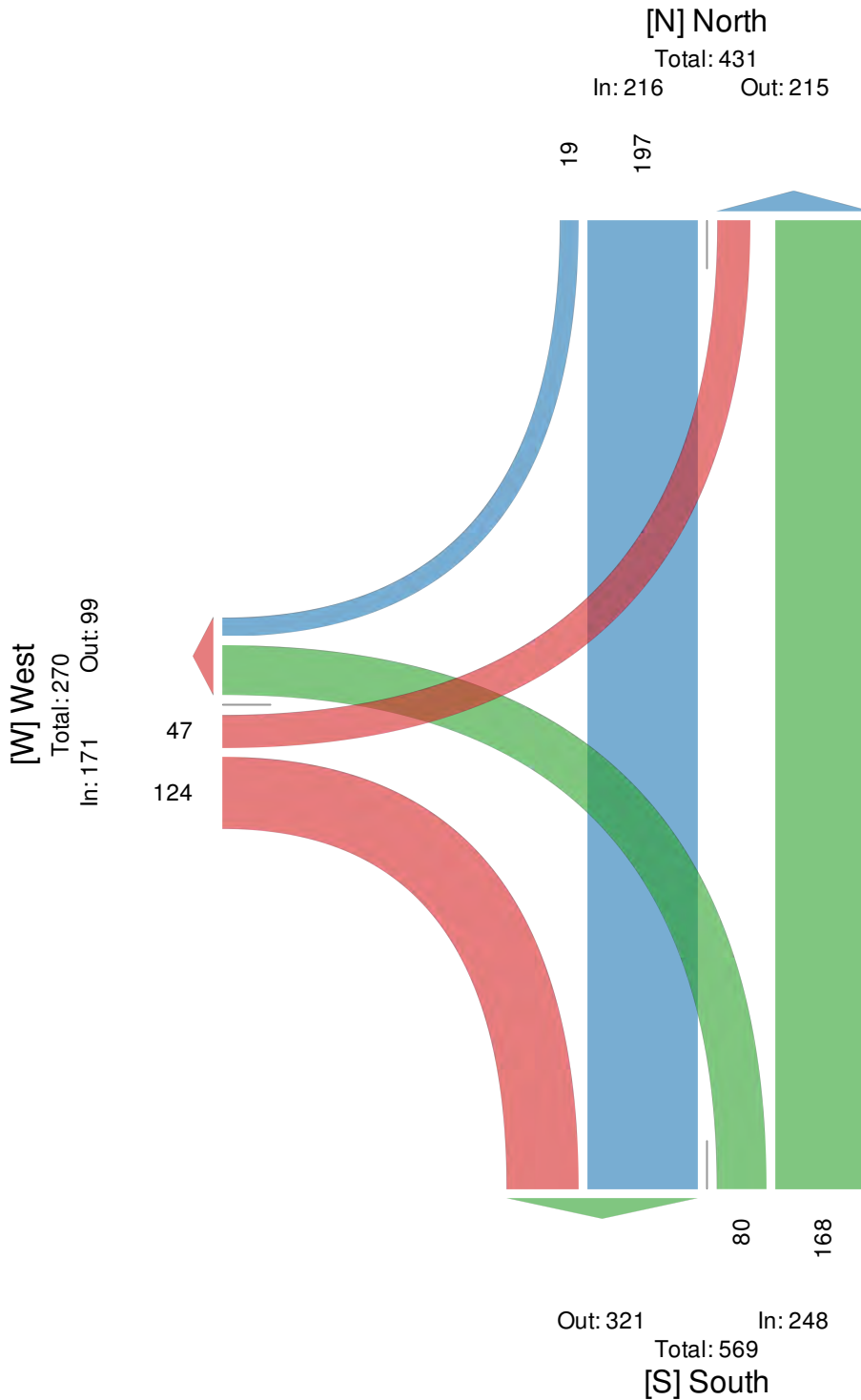
All Movements

ID: 799927, Location: 39.914104, -85.89988



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 900 N & CR 500 W - TMC

Tue Nov 17, 2020

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799927, Location: 39.914104, -85.89988



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound				North Southbound				West Eastbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2020-11-17 7:30AM	4	10	0	14	15	1	0	16	2	14	0	16	46
7:45AM	4	15	0	19	12	0	0	12	3	6	0	9	40
8:00AM	2	10	0	12	12	1	0	13	1	16	0	17	42
8:15AM	7	8	0	15	20	0	0	20	1	11	0	12	47
Total	17	43	0	60	59	2	0	61	7	47	0	54	175
% Approach	28.3%	71.7%	0%	-	96.7%	3.3%	0%	-	13.0%	87.0%	0%	-	-
% Total	9.7%	24.6%	0%	34.3%	33.7%	1.1%	0%	34.9%	4.0%	26.9%	0%	30.9%	-
PHF	0.607	0.717	-	0.789	0.738	0.500	-	0.763	0.583	0.734	-	0.794	0.931
Lights and Motorcycles	17	39	0	56	57	2	0	59	7	46	0	53	168
% Lights and Motorcycles	100%	90.7%	0%	93.3%	96.6%	100%	0%	96.7%	100%	97.9%	0%	98.1%	96.0%
Heavy	0	4	0	4	2	0	0	2	0	1	0	1	7
% Heavy	0%	9.3%	0%	6.7%	3.4%	0%	0%	3.3%	0%	2.1%	0%	1.9%	4.0%

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

CR 900 N & CR 500 W - TMC

Tue Nov 17, 2020

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

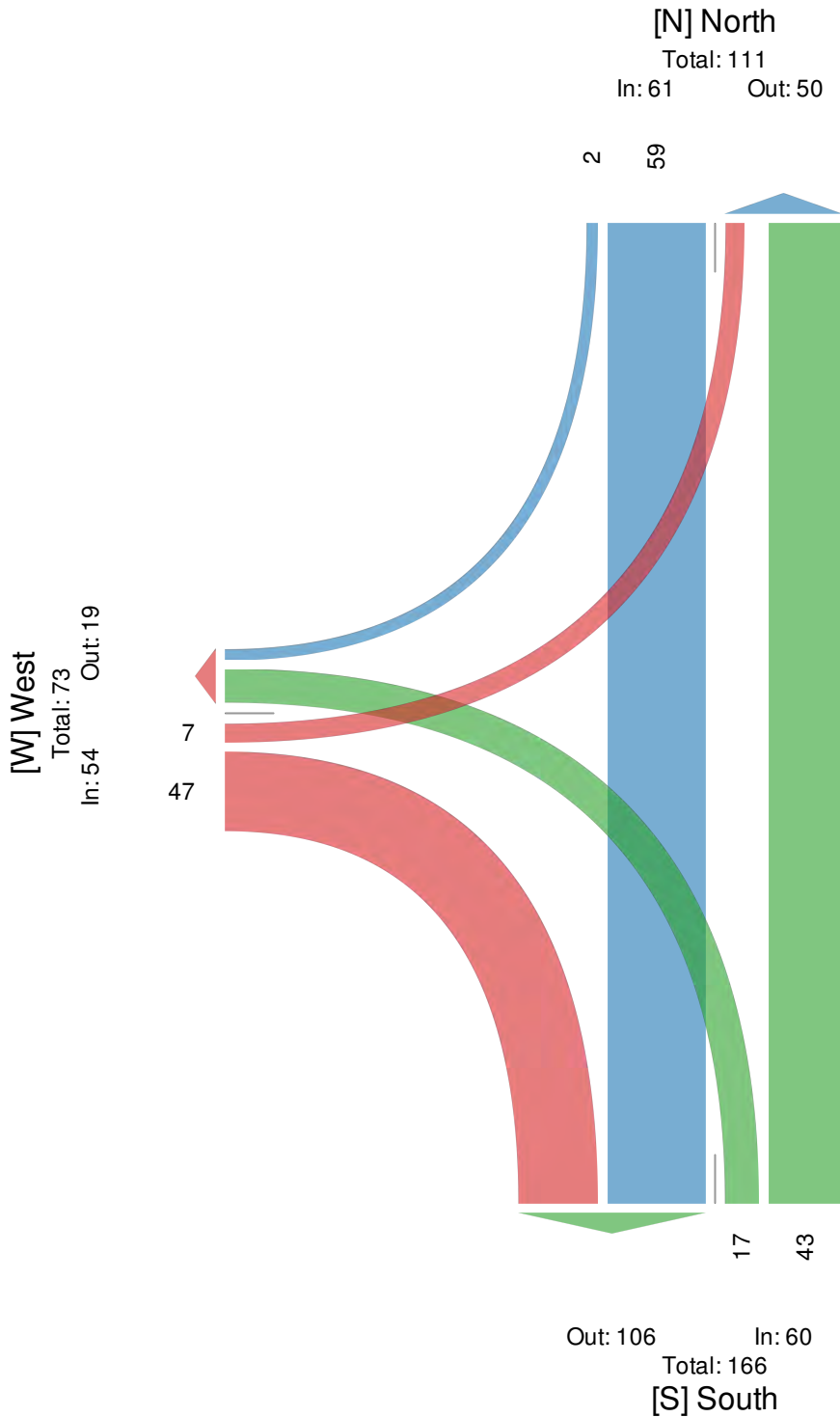
All Movements

ID: 799927, Location: 39.914104, -85.89988



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CR 900 N & CR 500 W - TMC

Tue Nov 17, 2020

PM Peak (4:30 PM - 5:30 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799927, Location: 39.914104, -85.89988



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound				North Southbound				West Eastbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2020-11-17 4:30PM	8	15	0	23	8	2	0	10	4	4	0	8	41
4:45PM	9	13	0	22	18	1	0	19	6	6	0	12	53
5:00PM	7	11	0	18	9	2	0	11	0	4	0	4	33
5:15PM	9	13	0	22	8	0	0	8	4	6	0	10	40
Total	33	52	0	85	43	5	0	48	14	20	0	34	167
% Approach	38.8%	61.2%	0%	-	89.6%	10.4%	0%	-	41.2%	58.8%	0%	-	-
% Total	19.8%	31.1%	0%	50.9%	25.7%	3.0%	0%	28.7%	8.4%	12.0%	0%	20.4%	-
PHF	0.917	0.867	-	0.924	0.597	0.625	-	0.632	0.583	0.833	-	0.708	0.788
Lights and Motorcycles	32	52	0	84	42	5	0	47	14	20	0	34	165
% Lights and Motorcycles	97.0%	100%	0%	98.8%	97.7%	100%	0%	97.9%	100%	100%	0%	100%	98.8%
Heavy	1	0	0	1	1	0	0	1	0	0	0	0	2
% Heavy	3.0%	0%	0%	1.2%	2.3%	0%	0%	2.1%	0%	0%	0%	0%	1.2%

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

CR 900 N & CR 500 W - TMC

Tue Nov 17, 2020

PM Peak (4:30 PM - 5:30 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799927, Location: 39.914104, -85.89988



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

[N] North

Total: 114

In: 48

Out: 66

5 43

[W] West

Total: 72

In: 34

Out: 38

14

20

33

52

Out: 63

In: 85

Total: 148

[S] South



HCM 6th TWSC
4: CR 500 W & CR 900 N

Existing AM Peak
02/10/2021

Intersection

Int Delay, s/veh 3.5

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 9 57 21 52 71 3

Future Vol, veh/h 9 57 21 52 71 3

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 92 92 92 92 92 92

Heavy Vehicles, % 0 2 0 9 3 0

Mvmt Flow 10 62 23 57 77 3

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 182 79 80 0 - 0

Stage 1 79 - - - - -

Stage 2 103 - - - - -

Critical Hdwy 6.4 6.22 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.318 2.2 - - -

Pot Cap-1 Maneuver 812 981 1531 - - -

Stage 1 949 - - - - -

Stage 2 926 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 799 981 1531 - - -

Mov Cap-2 Maneuver 799 - - - - -

Stage 1 934 - - - - -

Stage 2 926 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.1 2.1 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1531 - 951 - -

HCM Lane V/C Ratio 0.015 - 0.075 - -




HCM Control Delay (s) 7.4 0 9.1 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.2 - -

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	24	40	63	52	6
Future Vol, veh/h	17	24	40	63	52	6
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	2	0
Mvmt Flow	18	26	43	68	56	6

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	213	59	62
Stage 1	59	-	-
Stage 2	154	-	-
Critical Hdwy	6.4	6.2	4.13
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.227
Pot Cap-1 Maneuver	780	1012	1535
Stage 1	969	-	-
Stage 2	879	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	757	1012	1535
Mov Cap-2 Maneuver	757	-	-
Stage 1	941	-	-
Stage 2	879	-	-




Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	888	-	-
HCM Lane V/C Ratio	0.028	-	0.05	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 6th TWSC
4: CR 500 W & CR 900 N

Existing + Proposed PM Peak




02/16/2021




Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	26	43	90	68	12
Future Vol, veh/h	27	26	43	90	68	12
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	2	0
Mvmt Flow	29	28	46	97	73	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	269	80	86	0	-	0
Stage 1	80	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	725	986	1504	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	986	1504	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	2.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1504	-	818	-	-	
HCM Lane V/C Ratio	0.031	-	0.07	-	-	
HCM Control Delay (s)	7.5	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

HCM 6th TWSC
4: CR 500 W & CR 900 N

Existing + Proposed AM Peak

02/16/2021




Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	60	22	60	95	12
Future Vol, veh/h	12	60	22	60	95	12
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	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	9	3	0
Mvmt Flow	13	65	24	65	103	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	223	110	116	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	770	943	1485	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	757	943	1485	-	-	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1485	-	906	-	-	
HCM Lane V/C Ratio	0.016	-	0.086	-	-	
HCM Control Delay (s)	7.5	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	24	40	63	52	6
Future Vol, veh/h	17	24	40	63	52	6
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	2	0
Mvmt Flow	18	26	43	68	56	6

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	213	59	62	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	780	1012	1535	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	757	1012	1535	-	-	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.9	0
HCM LOS	A		




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	888	-	-
HCM Lane V/C Ratio	0.028	-	0.05	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	62	24	55	75	4
Future Vol, veh/h	10	62	24	55	75	4
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	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	9	3	0
Mvmt Flow	11	67	26	60	82	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	196	84	86
Stage 1	84	-	-
Stage 2	112	-	-
Critical Hdwy	6.4	6.22	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.318	2.2
Pot Cap-1 Maneuver	797	975	1523
Stage 1	944	-	-
Stage 2	918	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	783	975	1523
Mov Cap-2 Maneuver	783	-	-
Stage 1	927	-	-
Stage 2	918	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1523	-	943	-	-
HCM Lane V/C Ratio	0.017	-	0.083	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	29	47	94	71	13
Future Vol, veh/h	28	29	47	94	71	13
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	2	0
Mvmt Flow	30	31	51	101	76	14

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	286	83	90	0	-	0
Stage 1	83	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	709	982	1499	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	982	1499	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1499	-	808	-	-
HCM Lane V/C Ratio	0.034	-	0.076	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-




HCM 6th TWSC
4: CR 500 W & CR 900 N

Year 2025 + Proposed AM Peak

02/16/2021

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	65	25	63	99	13
Future Vol, veh/h	13	65	25	63	99	13
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	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	9	3	0
Mvmt Flow	14	71	27	68	108	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	237	115	122
Stage 1	115	-	-
Stage 2	122	-	-
Critical Hdwy	6.4	6.22	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.318	2.2
Pot Cap-1 Maneuver	756	937	1478
Stage 1	915	-	-
Stage 2	908	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	742	937	1478
Mov Cap-2 Maneuver	742	-	-
Stage 1	898	-	-
Stage 2	908	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	898	-	-
HCM Lane V/C Ratio	0.018	-	0.094	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

CR 500 W & SR 67

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

SR 67 & CR 500 W - TMC

Tue Nov 17, 2020

Full Length (6:30 AM-8:30 AM, 4 PM-7 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799931, Location: 39.908888, -85.895781



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
2020-11-17																					
6:30AM	0	3	3	0	6	1	7	2	0	10	0	63	0	0	63	12	97	1	0	110	189
6:45AM	0	7	2	0	9	3	13	0	0	16	2	56	0	0	58	10	108	2	0	120	203
Hourly Total	0	10	5	0	15	4	20	2	0	26	2	119	0	0	121	22	205	3	0	230	392
7:00AM	0	1	4	0	5	3	14	1	0	18	0	50	0	0	50	11	124	3	0	138	211
7:15AM	0	4	2	0	6	3	14	3	0	20	3	53	0	0	56	20	101	0	0	121	203
7:30AM	0	11	4	0	15	4	25	1	0	30	1	71	0	0	72	12	134	3	0	149	266
7:45AM	1	8	6	0	15	2	15	1	0	18	4	67	0	0	71	15	129	3	0	147	251
Hourly Total	1	24	16	0	41	12	68	6	0	86	8	241	0	0	249	58	488	9	0	555	931
8:00AM	0	8	5	0	13	7	18	1	0	26	4	87	2	0	93	8	73	2	0	83	215
8:15AM	0	12	2	0	14	5	20	7	0	32	2	63	1	0	66	3	104	2	0	109	221
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	0	20	7	0	27	12	38	8	0	58	6	150	3	0	159	11	177	4	0	192	436
4:00PM	1	12	15	0	28	1	6	2	0	9	3	137	0	0	140	8	80	2	0	90	267
4:15PM	0	3	13	0	16	6	10	4	0	20	1	112	1	1	115	5	77	1	0	83	234
4:30PM	0	14	16	0	30	2	10	2	0	14	4	123	1	0	128	3	87	6	0	96	268
4:45PM	0	12	13	0	25	5	16	5	0	26	3	126	1	1	131	6	106	5	0	117	299
Hourly Total	1	41	57	0	99	14	42	13	0	69	11	498	3	2	514	22	350	14	0	386	1068
5:00PM	1	14	15	0	30	1	11	1	0	13	9	134	0	0	143	5	79	2	0	86	272
5:15PM	0	12	16	0	28	2	6	4	0	12	3	174	0	0	177	5	97	4	0	106	323
5:30PM	0	12	16	0	28	1	5	3	0	9	2	103	0	0	105	4	93	4	0	101	243
5:45PM	0	9	6	0	15	2	11	2	0	15	0	99	2	0	101	1	87	2	0	90	221
Hourly Total	1	47	53	0	101	6	33	10	0	49	14	510	2	0	526	15	356	12	0	383	1059
6:00PM	0	4	8	0	12	0	3	2	0	5	3	74	0	0	77	8	90	1	0	99	193
6:15PM	0	1	2	0	3	1	5	4	0	10	0	100	0	0	100	4	76	2	0	82	195
6:30PM	0	4	11	0	15	3	5	0	0	8	1	88	0	0	89	0	56	5	0	61	173
6:45PM	0	2	2	0	4	3	2	3	0	8	0	58	0	0	58	0	50	1	0	51	121
Hourly Total	0	11	23	0	34	7	15	9	0	31	4	320	0	0	324	12	272	9	0	293	682
Total	3	153	161	0	317	55	216	48	0	319	45	1838	8	2	1893	140	1848	51	0	2039	4568
% Approach	0.9%	48.3%	50.8%	0%	-	17.2%	67.7%	15.0%	0%	-	2.4%	97.1%	0.4%	0.1%	-	6.9%	90.6%	2.5%	0%	-	-
% Total	0.1%	3.3%	3.5%	0%	6.9%	1.2%	4.7%	1.1%	0%	7.0%	1.0%	40.2%	0.2%	0%	41.4%	3.1%	40.5%	1.1%	0%	44.6%	-
Lights and Motorcycles	2	151	153	0	306	55	215	46	0	316	43	1724	6	2	1775	136	1726	51	0	1913	4310
% Lights and Motorcycles	66.7%	98.7%	95.0%	0%	96.5%	100%	99.5%	95.8%	0%	99.1%	95.6%	93.8%	75.0%	100%	93.8%	97.1%	93.4%	100%	0%	93.8%	94.4%
Heavy	1	2	8	0	11	0	1	2	0	3	2	114	2	0	118	4	122	0	0	126	258
% Heavy	33.3%	1.3%	5.0%	0%	3.5%	0%	0.5%	4.2%	0%	0.9%	4.4%	6.2%	25.0%	0%	6.2%	2.9%	6.6%	0%	0%	6.2%	5.6%

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

SR 67 & CR 500 W - TMC

Tue Nov 17, 2020

Full Length (6:30 AM-8:30 AM, 4 PM-7 PM)

All Classes (Lights and Motorcycles, Heavy)

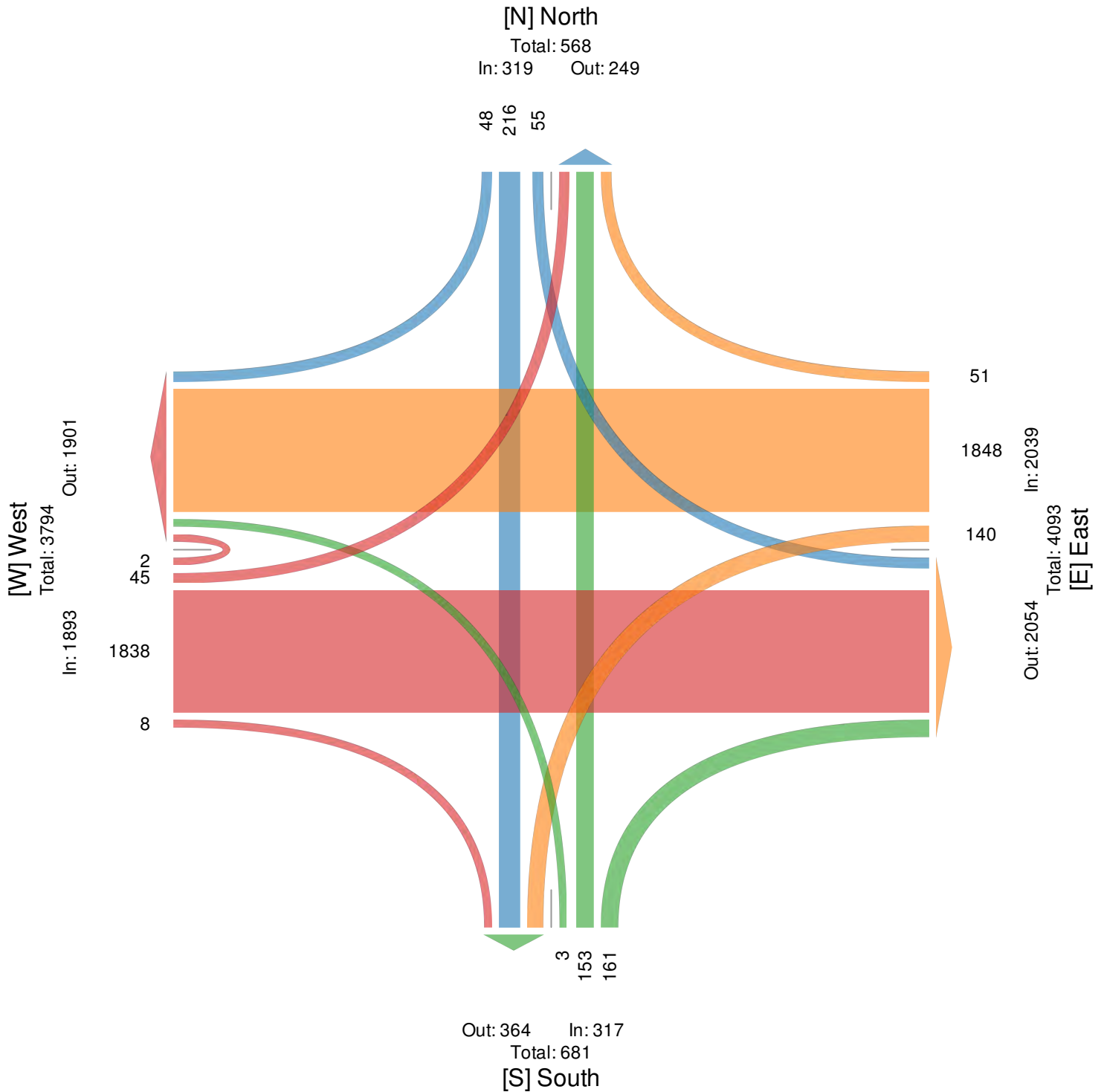
All Movements

ID: 799931, Location: 39.908888, -85.895781



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



SR 67 & CR 500 W - TMC

Tue Nov 17, 2020

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799931, Location: 39.908888, -85.895781



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
2020-11-17 7:30AM	0	11	4	0	15	4	25	1	0	30	1	71	0	0	72	12	134	3	0	149	266
7:45AM	1	8	6	0	15	2	15	1	0	18	4	67	0	0	71	15	129	3	0	147	251
8:00AM	0	8	5	0	13	7	18	1	0	26	4	87	2	0	93	8	73	2	0	83	215
8:15AM	0	12	2	0	14	5	20	7	0	32	2	63	1	0	66	3	104	2	0	109	221
Total	1	39	17	0	57	18	78	10	0	106	11	288	3	0	302	38	440	10	0	488	953
% Approach	1.8%	68.4%	29.8%	0%	-	17.0%	73.6%	9.4%	0%	-	3.6%	95.4%	1.0%	0%	-	7.8%	90.2%	2.0%	0%	-	-
% Total	0.1%	4.1%	1.8%	0%	6.0%	1.9%	8.2%	1.0%	0%	11.1%	1.2%	30.2%	0.3%	0%	31.7%	4.0%	46.2%	1.0%	0%	51.2%	-
PHF	0.250	0.813	0.708	-	0.950	0.643	0.780	0.357	-	0.828	0.688	0.828	0.375	-	0.812	0.633	0.821	0.833	-	0.819	0.896
Lights and Motorcycles	1	37	13	0	51	18	78	8	0	104	10	250	1	0	261	35	397	10	0	442	858
% Lights and Motorcycles	100%	94.9%	76.5%	0%	89.5%	100%	100%	80.0%	0%	98.1%	90.9%	86.8%	33.3%	0%	86.4%	92.1%	90.2%	100%	0%	90.6%	90.0%
Heavy	0	2	4	0	6	0	0	2	0	2	1	38	2	0	41	3	43	0	0	46	95
% Heavy	0%	5.1%	23.5%	0%	10.5%	0%	0%	20.0%	0%	1.9%	9.1%	13.2%	66.7%	0%	13.6%	7.9%	9.8%	0%	0%	9.4%	10.0%

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

SR 67 & CR 500 W - TMC

Tue Nov 17, 2020

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

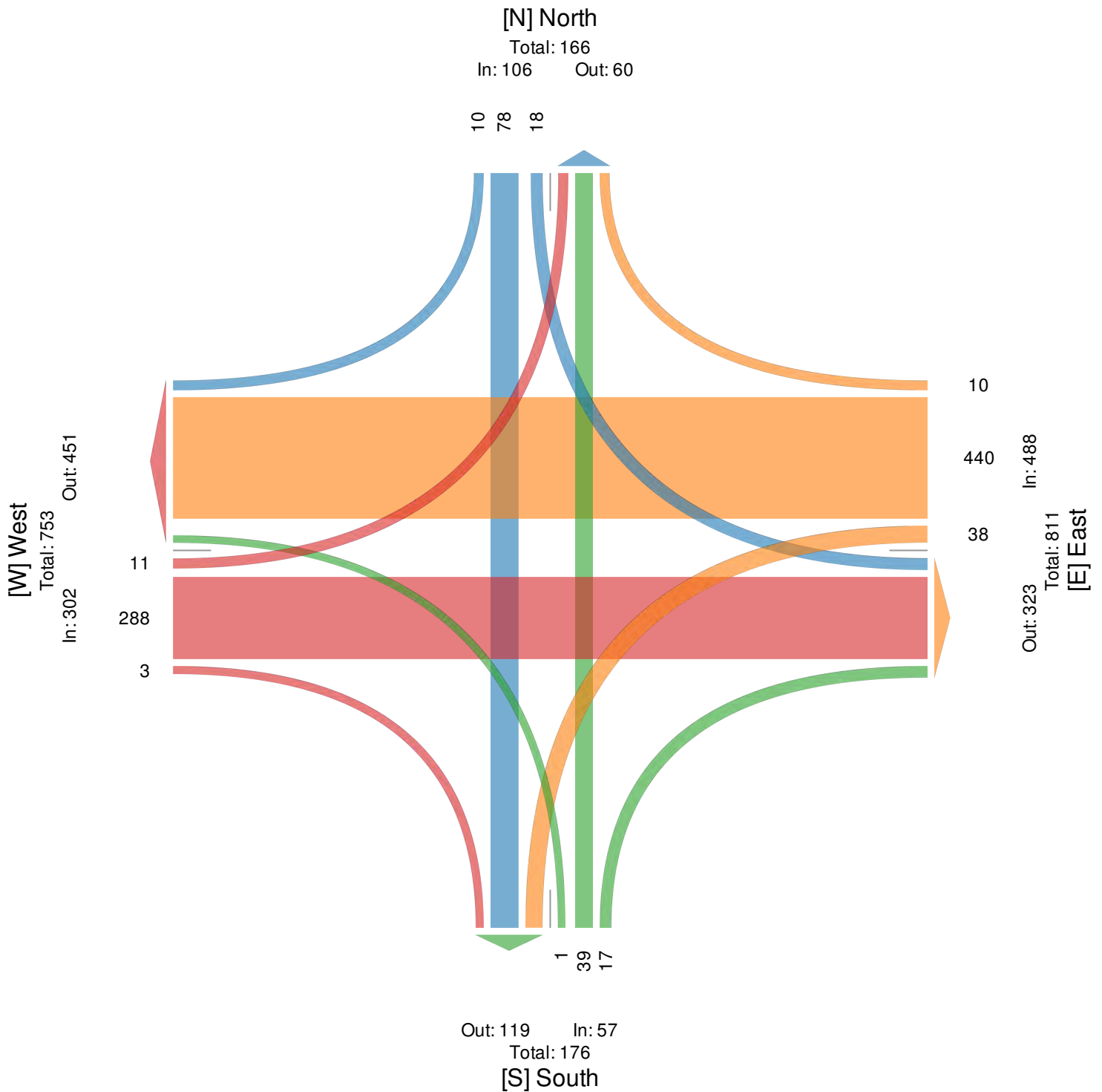
All Movements

ID: 799931, Location: 39.908888, -85.895781



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SR 67 & CR 500 W - TMC

Tue Nov 17, 2020

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 799931, Location: 39.908888, -85.895781



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
2020-11-17 4:30PM	0	14	16	0	30	2	10	2	0	14	4	123	1	0	128	3	87	6	0	96	268
4:45PM	0	12	13	0	25	5	16	5	0	26	3	126	1	1	131	6	106	5	0	117	299
5:00PM	1	14	15	0	30	1	11	1	0	13	9	134	0	0	143	5	79	2	0	86	272
5:15PM	0	12	16	0	28	2	6	4	0	12	3	174	0	0	177	5	97	4	0	106	323
Total	1	52	60	0	113	10	43	12	0	65	19	557	2	1	579	19	369	17	0	405	1162
% Approach	0.9%	46.0%	53.1%	0%	-	15.4%	66.2%	18.5%	0%	-	3.3%	96.2%	0.3%	0.2%	-	4.7%	91.1%	4.2%	0%	-	-
% Total	0.1%	4.5%	5.2%	0%	9.7%	0.9%	3.7%	1.0%	0%	5.6%	1.6%	47.9%	0.2%	0.1%	49.8%	1.6%	31.8%	1.5%	0%	34.9%	-
PHF	0.250	0.929	0.938	-	0.942	0.500	0.672	0.600	-	0.625	0.528	0.800	0.500	0.250	0.818	0.792	0.870	0.708	-	0.865	0.899
Lights and Motorcycles	1	52	58	0	111	10	42	12	0	64	19	526	2	1	548	19	339	17	0	375	1098
% Lights and Motorcycles	100%	100%	96.7%	0%	98.2%	100%	97.7%	100%	0%	98.5%	100%	94.4%	100%	100%	94.6%	100%	91.9%	100%	0%	92.6%	94.5%
Heavy	0	0	2	0	2	0	1	0	0	1	0	31	0	0	31	0	30	0	0	30	64
% Heavy	0%	0%	3.3%	0%	1.8%	0%	2.3%	0%	0%	1.5%	0%	5.6%	0%	0%	5.4%	0%	8.1%	0%	0%	7.4%	5.5%

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

SR 67 & CR 500 W - TMC

Tue Nov 17, 2020

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

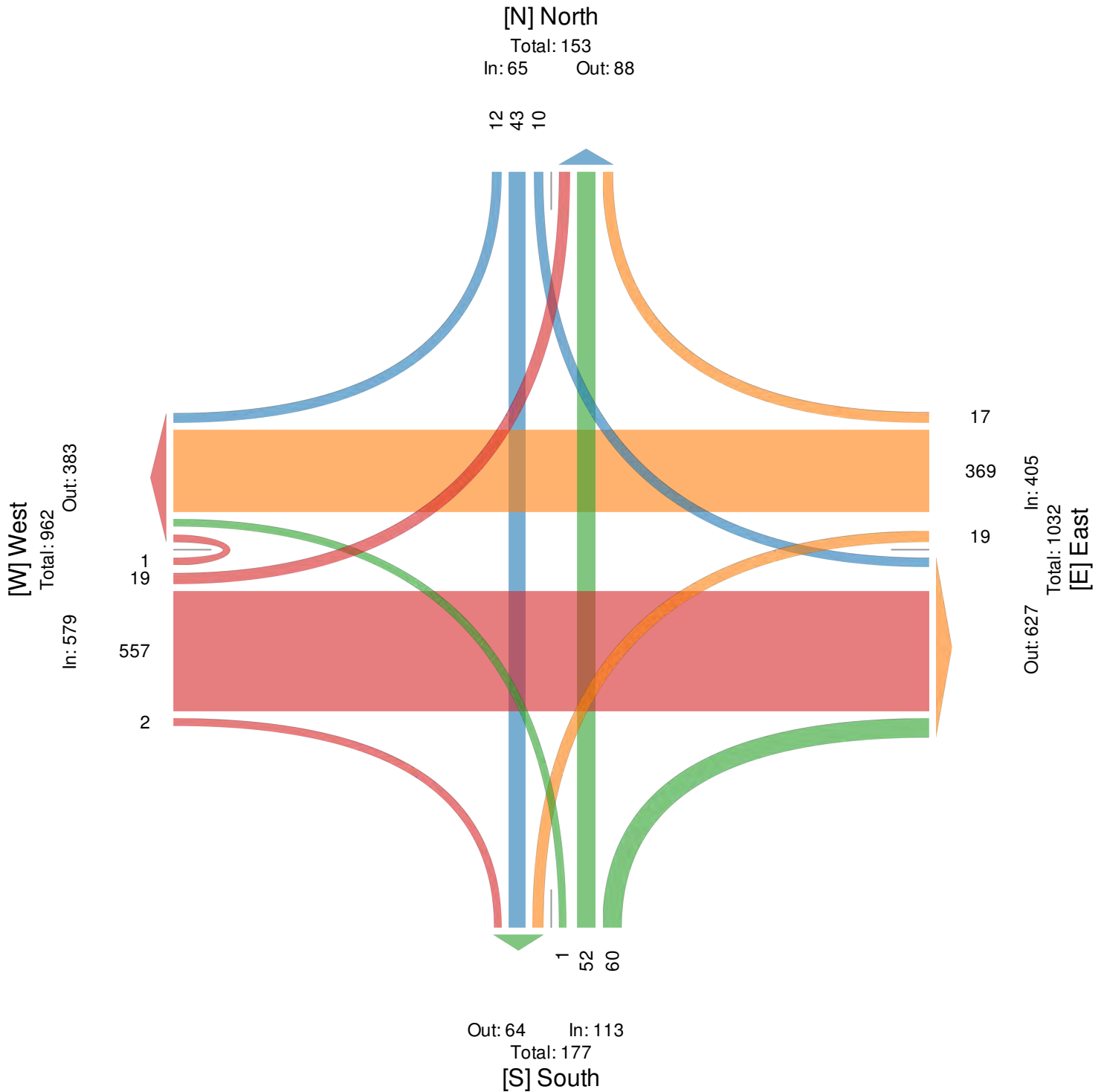
All Movements

ID: 799931, Location: 39.908888, -85.895781



Provided by: A&F Engineering

8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	346	4	46	528	12	2	47	21	22	94	12
Future Vol, veh/h	14	346	4	46	528	12	2	47	21	22	94	12
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	13	67	8	10	0	0	5	24	0	0	20
Mvmt Flow	16	384	4	51	587	13	2	52	23	24	104	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	388	0	0	1172	1120	386	1152	1116	594
Stage 1	-	-	-	-	-	-	418	418	-	696	696	-
Stage 2	-	-	-	-	-	-	754	702	-	456	420	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.1	6.55	6.44	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.5	4.045	3.516	3.5	4	3.48
Pot Cap-1 Maneuver	944	-	-	1138	-	-	171	204	616	176	209	473
Stage 1	-	-	-	-	-	-	616	585	-	435	446	-
Stage 2	-	-	-	-	-	-	404	436	-	588	593	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	944	-	-	1138	-	-	89	186	616	124	191	473
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	186	-	124	191	-
Stage 1	-	-	-	-	-	-	602	572	-	425	416	-
Stage 2	-	-	-	-	-	-	274	407	-	503	580	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			29.1			70.5		
HCM LOS							D			F		





Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	944	-	-	1138	-	-	184
HCM Lane V/C Ratio	0.344	0.016	-	-	0.045	-	-	0.773
HCM Control Delay (s)	29.1	8.9	0	-	8.3	0	-	70.5
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	5.1

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕	↕	↕	
Traffic Vol, veh/h	14	346	4	46	528	12	2	47	21	22	94	12
Future Vol, veh/h	14	346	4	46	528	12	2	47	21	22	94	12
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	-	-	-	-	-	-	-	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	13	67	8	10	0	0	5	24	0	0	20
Mvmt Flow	16	384	4	51	587	13	2	52	23	24	104	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	388	0	0	1172	1120	386	1152	1116	594
Stage 1	-	-	-	-	-	-	418	418	-	696	696	-
Stage 2	-	-	-	-	-	-	754	702	-	456	420	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.1	6.55	6.44	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.5	4.045	3.516	3.5	4	3.48
Pot Cap-1 Maneuver	944	-	-	1138	-	-	171	204	616	176	209	473
Stage 1	-	-	-	-	-	-	616	585	-	435	446	-
Stage 2	-	-	-	-	-	-	404	436	-	588	593	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	944	-	-	1138	-	-	89	186	616	124	191	473
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	186	-	124	191	-
Stage 1	-	-	-	-	-	-	602	572	-	425	416	-
Stage 2	-	-	-	-	-	-	274	407	-	503	580	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	27.1	43.4
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	178	616	944	-	-	1138	-	-	124	205
HCM Lane V/C Ratio	0.306	0.038	0.016	-	-	0.045	-	-	0.197	0.575
HCM Control Delay (s)	33.9	11.1	8.9	0	-	8.3	0	-	41	43.9
HCM Lane LOS	D	B	A	A	-	A	A	-	E	E
HCM 95th %tile Q(veh)	1.2	0.1	0.1	-	-	0.1	-	-	0.7	3.1

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	669	3	23	443	21	2	63	72	12	52	15
Future Vol, veh/h	23	669	3	23	443	21	2	63	72	12	52	15
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	8	0	0	0	3	0	2	0
Mvmt Flow	26	743	3	26	492	23	2	70	80	13	58	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	515	0	0	746	0	0	1390	1364	745	1428	1354	504
Stage 1	-	-	-	-	-	-	797	797	-	556	556	-
Stage 2	-	-	-	-	-	-	593	567	-	872	798	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4.018	3.3
Pot Cap-1 Maneuver	1061	-	-	871	-	-	121	149	412	114	150	572
Stage 1	-	-	-	-	-	-	383	401	-	519	513	-
Stage 2	-	-	-	-	-	-	496	510	-	348	398	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1061	-	-	871	-	-	75	137	412	52	138	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	137	-	52	138	-
Stage 1	-	-	-	-	-	-	367	384	-	497	491	-
Stage 2	-	-	-	-	-	-	407	489	-	220	381	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.4			59.3			83.4		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	207	1061	-	-	871	-	-	125				
HCM Lane V/C Ratio	0.735	0.024	-	-	0.029	-	-	0.702				
HCM Control Delay (s)	59.3	8.5	0	-	9.3	0	-	83.4				
HCM Lane LOS	F	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	4.9	0.1	-	-	0.1	-	-	3.9				

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕	↕	↕	
Traffic Vol, veh/h	23	669	3	23	443	21	2	63	72	12	52	15
Future Vol, veh/h	23	669	3	23	443	21	2	63	72	12	52	15
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	-	-	-	-	-	-	-	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	8	0	0	0	3	0	2	0
Mvmt Flow	26	743	3	26	492	23	2	70	80	13	58	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	515	0	0	746	0	0	1390	1364	745	1428	1354	504
Stage 1	-	-	-	-	-	-	797	797	-	556	556	-
Stage 2	-	-	-	-	-	-	593	567	-	872	798	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4.018	3.3
Pot Cap-1 Maneuver	1061	-	-	871	-	-	121	149	412	114	150	572
Stage 1	-	-	-	-	-	-	383	401	-	519	513	-
Stage 2	-	-	-	-	-	-	496	510	-	348	398	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1061	-	-	871	-	-	75	137	412	52	138	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	137	-	52	138	-
Stage 1	-	-	-	-	-	-	367	384	-	497	491	-
Stage 2	-	-	-	-	-	-	407	489	-	220	381	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.4			36.6			51.3		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	134	412	1061	-	-	871	-	-	52	166		
HCM Lane V/C Ratio	0.539	0.194	0.024	-	-	0.029	-	-	0.256	0.448		
HCM Control Delay (s)	59.6	15.8	8.5	0	-	9.3	0	-	96.6	43.2		
HCM Lane LOS	F	C	A	A	-	A	A	-	F	E		
HCM 95th %tile Q(veh)	2.6	0.7	0.1	-	-	0.1	-	-	0.9	2.1		

Intersection												
Int Delay, s/veh	20											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	669	3	23	443	39	2	66	72	22	55	20
Future Vol, veh/h	32	669	3	23	443	39	2	66	72	22	55	20
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	8	0	0	0	3	0	2	0
Mvmt Flow	36	743	3	26	492	43	2	73	80	24	61	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	535	0	0	746	0	0	1424	1404	745	1459	1384	514
Stage 1	-	-	-	-	-	-	817	817	-	566	566	-
Stage 2	-	-	-	-	-	-	607	587	-	893	818	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4.018	3.3
Pot Cap-1 Maneuver	1043	-	-	871	-	-	115	141	412	108	143	564
Stage 1	-	-	-	-	-	-	373	393	-	513	507	-
Stage 2	-	-	-	-	-	-	487	500	-	339	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	871	-	-	65	127	412	44	129	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	127	-	44	129	-
Stage 1	-	-	-	-	-	-	351	370	-	483	485	-
Stage 2	-	-	-	-	-	-	391	479	-	206	367	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			73.1			187.4		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	193	1043	-	-	871	-	-	101				
HCM Lane V/C Ratio	0.806	0.034	-	-	0.029	-	-	1.067				
HCM Control Delay (s)	73.1	8.6	0	-	9.3	0	-	187.4				
HCM Lane LOS	F	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	5.6	0.1	-	-	0.1	-	-	6.8				





Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔	↔	↔	
Traffic Vol, veh/h	17	346	4	46	528	17	2	48	21	38	97	20
Future Vol, veh/h	17	346	4	46	528	17	2	48	21	38	97	20
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	-	-	-	-	-	-	-	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	13	67	8	10	0	0	5	24	0	0	20
Mvmt Flow	19	384	4	51	587	19	2	53	23	42	108	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	606	0	0	388	0	0	1188	1132	386	1161	1125	597
Stage 1	-	-	-	-	-	-	424	424	-	699	699	-
Stage 2	-	-	-	-	-	-	764	708	-	462	426	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.1	6.55	6.44	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.5	4.045	3.516	3.5	4	3.48
Pot Cap-1 Maneuver	939	-	-	1138	-	-	167	201	616	174	207	471
Stage 1	-	-	-	-	-	-	612	582	-	434	445	-
Stage 2	-	-	-	-	-	-	399	433	-	584	589	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	939	-	-	1138	-	-	81	183	616	121	188	471
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	183	-	121	188	-
Stage 1	-	-	-	-	-	-	596	567	-	423	415	-
Stage 2	-	-	-	-	-	-	262	404	-	496	574	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.6			28			47.3		
HCM LOS							D			E		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	174	616	939	-	-	1138	-	-	121	210		
HCM Lane V/C Ratio	0.319	0.038	0.02	-	-	0.045	-	-	0.349	0.619		
HCM Control Delay (s)	35.1	11.1	8.9	0	-	8.3	0	-	49.9	46.5		
HCM Lane LOS	E	B	A	A	-	A	A	-	E	E		
HCM 95th %tile Q(veh)	1.3	0.1	0.1	-	-	0.1	-	-	1.4	3.6		

Intersection												
Int Delay, s/veh	16.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	346	4	46	528	17	2	48	21	38	97	20
Future Vol, veh/h	17	346	4	46	528	17	2	48	21	38	97	20
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	13	67	8	10	0	0	5	24	0	0	20
Mvmt Flow	19	384	4	51	587	19	2	53	23	42	108	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	606	0	0	388	0	0	1188	1132	386	1161	1125	597
Stage 1	-	-	-	-	-	-	424	424	-	699	699	-
Stage 2	-	-	-	-	-	-	764	708	-	462	426	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.1	6.55	6.44	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.5	4.045	3.516	3.5	4	3.48
Pot Cap-1 Maneuver	939	-	-	1138	-	-	167	201	616	174	207	471
Stage 1	-	-	-	-	-	-	612	582	-	434	445	-
Stage 2	-	-	-	-	-	-	399	433	-	584	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	1138	-	-	81	183	616	121	188	471
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	183	-	121	188	-
Stage 1	-	-	-	-	-	-	596	567	-	423	415	-
Stage 2	-	-	-	-	-	-	262	404	-	496	574	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.6			30.1			112		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	221	939	-	-	1138	-	-	178				
HCM Lane V/C Ratio	0.357	0.02	-	-	0.045	-	-	0.968				
HCM Control Delay (s)	30.1	8.9	0	-	8.3	0	-	112				
HCM Lane LOS	D	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	7.7				





Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕	↕	↕	
Traffic Vol, veh/h	32	669	3	23	443	39	2	66	72	22	55	20
Future Vol, veh/h	32	669	3	23	443	39	2	66	72	22	55	20
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	-	-	-	-	-	-	-	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	8	0	0	0	3	0	2	0
Mvmt Flow	36	743	3	26	492	43	2	73	80	24	61	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	535	0	0	746	0	0	1424	1404	745	1459	1384	514
Stage 1	-	-	-	-	-	-	817	817	-	566	566	-
Stage 2	-	-	-	-	-	-	607	587	-	893	818	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4.018	3.3
Pot Cap-1 Maneuver	1043	-	-	871	-	-	115	141	412	108	143	564
Stage 1	-	-	-	-	-	-	373	393	-	513	507	-
Stage 2	-	-	-	-	-	-	487	500	-	339	390	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1043	-	-	871	-	-	65	127	412	44	129	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	127	-	44	129	-
Stage 1	-	-	-	-	-	-	351	370	-	483	485	-
Stage 2	-	-	-	-	-	-	391	479	-	206	367	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			42.8			74.2		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	124	412	1043	-	-	871	-	-	44	162		
HCM Lane V/C Ratio	0.609	0.194	0.034	-	-	0.029	-	-	0.556	0.514		
HCM Control Delay (s)	71.4	15.8	8.6	0	-	9.3	0	-	161.3	48.7		
HCM Lane LOS	F	C	A	A	-	A	A	-	F	E		
HCM 95th %tile Q(veh)	3.1	0.7	0.1	-	-	0.1	-	-	2	2.5		

Intersection												
Int Delay, s/veh	18.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	703	4	25	466	25	3	67	76	14	55	16
Future Vol, veh/h	25	703	4	25	466	25	3	67	76	14	55	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	8	0	0	0	3	0	2	0
Mvmt Flow	28	781	4	28	518	28	3	74	84	16	61	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	546	0	0	785	0	0	1467	1441	783	1506	1429	532
Stage 1	-	-	-	-	-	-	839	839	-	588	588	-
Stage 2	-	-	-	-	-	-	628	602	-	918	841	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4.018	3.3
Pot Cap-1 Maneuver	1033	-	-	843	-	-	107	134	392	100	135	551
Stage 1	-	-	-	-	-	-	363	384	-	499	496	-
Stage 2	-	-	-	-	-	-	474	492	-	328	380	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	843	-	-	59	121	392	37	122	551
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	121	-	37	122	-
Stage 1	-	-	-	-	-	-	346	366	-	475	472	-
Stage 2	-	-	-	-	-	-	380	468	-	195	362	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			91.3			156.4		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	183	1033	-	-	843	-	-	99				
HCM Lane V/C Ratio	0.886	0.027	-	-	0.033	-	-	0.954				
HCM Control Delay (s)	91.3	8.6	0	-	9.4	0	-	156.4				
HCM Lane LOS	F	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	6.6	0.1	-	-	0.1	-	-	5.7				

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕	↕	↕	
Traffic Vol, veh/h	15	364	5	49	555	14	3	50	23	26	99	13
Future Vol, veh/h	15	364	5	49	555	14	3	50	23	26	99	13
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	-	-	-	-	-	-	-	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	13	67	8	10	0	0	5	24	0	0	20
Mvmt Flow	17	404	6	54	617	16	3	56	26	29	110	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	633	0	0	410	0	0	1236	1182	407	1215	1177	625
Stage 1	-	-	-	-	-	-	441	441	-	733	733	-
Stage 2	-	-	-	-	-	-	795	741	-	482	444	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.1	6.55	6.44	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.5	4.045	3.516	3.5	4	3.48
Pot Cap-1 Maneuver	917	-	-	1117	-	-	154	187	599	160	193	454
Stage 1	-	-	-	-	-	-	599	572	-	415	429	-
Stage 2	-	-	-	-	-	-	384	418	-	569	579	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	917	-	-	1117	-	-	69	169	599	106	174	454
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	169	-	106	174	-
Stage 1	-	-	-	-	-	-	585	558	-	405	397	-
Stage 2	-	-	-	-	-	-	249	387	-	479	565	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.7			32.3			55		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	156	599	917	-	-	1117	-	-	106	187		
HCM Lane V/C Ratio	0.377	0.043	0.018	-	-	0.049	-	-	0.273	0.665		
HCM Control Delay (s)	41.4	11.3	9	0	-	8.4	0	-	51.2	55.9		
HCM Lane LOS	E	B	A	A	-	A	A	-	F	F		
HCM 95th %tile Q(veh)	1.6	0.1	0.1	-	-	0.2	-	-	1	4		







Intersection												
Int Delay, s/veh	15.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	364	5	49	555	14	3	50	23	26	99	13
Future Vol, veh/h	15	364	5	49	555	14	3	50	23	26	99	13
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	13	67	8	10	0	0	5	24	0	0	20
Mvmt Flow	17	404	6	54	617	16	3	56	26	29	110	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	633	0	0	410	0	0	1236	1182	407	1215	1177	625
Stage 1	-	-	-	-	-	-	441	441	-	733	733	-
Stage 2	-	-	-	-	-	-	795	741	-	482	444	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.1	6.55	6.44	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.5	4.045	3.516	3.5	4	3.48
Pot Cap-1 Maneuver	917	-	-	1117	-	-	154	187	599	160	193	454
Stage 1	-	-	-	-	-	-	599	572	-	415	429	-
Stage 2	-	-	-	-	-	-	384	418	-	569	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	917	-	-	1117	-	-	69	169	599	106	174	454
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	169	-	106	174	-
Stage 1	-	-	-	-	-	-	585	558	-	405	397	-
Stage 2	-	-	-	-	-	-	249	387	-	479	565	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.7			35.3			109.5		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	201	917	-	-	1117	-	-	164				
HCM Lane V/C Ratio	0.42	0.018	-	-	0.049	-	-	0.935				
HCM Control Delay (s)	35.3	9	0	-	8.4	0	-	109.5				
HCM Lane LOS	E	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0.2	-	-	6.9				

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔	↔	↔	
Traffic Vol, veh/h	25	703	4	25	466	25	3	67	76	14	55	16
Future Vol, veh/h	25	703	4	25	466	25	3	67	76	14	55	16
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	-	-	-	-	-	-	-	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	8	0	0	0	3	0	2	0
Mvmt Flow	28	781	4	28	518	28	3	74	84	16	61	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	546	0	0	785	0	0	1467	1441	783	1506	1429	532
Stage 1	-	-	-	-	-	-	839	839	-	588	588	-
Stage 2	-	-	-	-	-	-	628	602	-	918	841	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4.018	3.3
Pot Cap-1 Maneuver	1033	-	-	843	-	-	107	134	392	100	135	551
Stage 1	-	-	-	-	-	-	363	384	-	499	496	-
Stage 2	-	-	-	-	-	-	474	492	-	328	380	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1033	-	-	843	-	-	59	121	392	37	122	551
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	121	-	37	122	-
Stage 1	-	-	-	-	-	-	346	366	-	475	472	-
Stage 2	-	-	-	-	-	-	380	468	-	195	362	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			48.9			71.6		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	116	392	1033	-	-	843	-	-	37	148		
HCM Lane V/C Ratio	0.67	0.215	0.027	-	-	0.033	-	-	0.42	0.533		
HCM Control Delay (s)	83.8	16.7	8.6	0	-	9.4	0	-	160.1	54.2		
HCM Lane LOS	F	C	A	A	-	A	A	-	F	F		
HCM 95th %tile Q(veh)	3.5	0.8	0.1	-	-	0.1	-	-	1.4	2.6		

Intersection												
Int Delay, s/veh	35.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	703	4	25	466	43	3	70	76	24	58	21
Future Vol, veh/h	34	703	4	25	466	43	3	70	76	24	58	21
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	8	0	0	0	3	0	2	0
Mvmt Flow	38	781	4	28	518	48	3	78	84	27	64	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	566	0	0	785	0	0	1501	1481	783	1538	1459	542
Stage 1	-	-	-	-	-	-	859	859	-	598	598	-
Stage 2	-	-	-	-	-	-	642	622	-	940	861	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4.018	3.3
Pot Cap-1 Maneuver	1016	-	-	843	-	-	101	127	392	95	129	544
Stage 1	-	-	-	-	-	-	354	376	-	492	491	-
Stage 2	-	-	-	-	-	-	466	482	-	319	372	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1016	-	-	843	-	-	50	113	392	31	115	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	113	-	31	115	-
Stage 1	-	-	-	-	-	-	331	351	-	460	467	-
Stage 2	-	-	-	-	-	-	366	458	-	182	347	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			114.9			\$ 360.1		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	171	1016	-	-	843	-	-	78				
HCM Lane V/C Ratio	0.968	0.037	-	-	0.033	-	-	1.467				
HCM Control Delay (s)	114.9	8.7	0	-	9.4	0	-	\$ 360.1				
HCM Lane LOS	F	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	7.5	0.1	-	-	0.1	-	-	9.2				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕	↕	↕	
Traffic Vol, veh/h	18	364	5	49	555	19	3	51	23	42	102	21
Future Vol, veh/h	18	364	5	49	555	19	3	51	23	42	102	21
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	-	-	-	-	-	-	-	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	13	67	8	10	0	0	5	24	0	0	20
Mvmt Flow	20	404	6	54	617	21	3	57	26	47	113	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	638	0	0	410	0	0	1251	1193	407	1225	1186	628
Stage 1	-	-	-	-	-	-	447	447	-	736	736	-
Stage 2	-	-	-	-	-	-	804	746	-	489	450	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.1	6.55	6.44	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.5	4.045	3.516	3.5	4	3.48
Pot Cap-1 Maneuver	913	-	-	1117	-	-	151	184	599	157	190	452
Stage 1	-	-	-	-	-	-	595	568	-	414	428	-
Stage 2	-	-	-	-	-	-	380	416	-	564	575	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	913	-	-	1117	-	-	62	165	599	102	171	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	165	-	102	171	-
Stage 1	-	-	-	-	-	-	578	552	-	402	396	-
Stage 2	-	-	-	-	-	-	238	385	-	471	559	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.7			34			62.3		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	151		599	913	-	-	1117	-	-	102	191	
HCM Lane V/C Ratio	0.397		0.043	0.022	-	-	0.049	-	-	0.458	0.716	
HCM Control Delay (s)	43.7		11.3	9	0	-	8.4	0	-	67.1	60.7	
HCM Lane LOS	E		B	A	A	-	A	A	-	F	F	
HCM 95th %tile Q(veh)	1.7		0.1	0.1	-	-	0.2	-	-	2	4.5	

Intersection												
Int Delay, s/veh	27.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	364	5	49	555	19	3	51	23	42	102	21
Future Vol, veh/h	18	364	5	49	555	19	3	51	23	42	102	21
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	13	67	8	10	0	0	5	24	0	0	20
Mvmt Flow	20	404	6	54	617	21	3	57	26	47	113	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	638	0	0	410	0	0	1251	1193	407	1225	1186	628
Stage 1	-	-	-	-	-	-	447	447	-	736	736	-
Stage 2	-	-	-	-	-	-	804	746	-	489	450	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.1	6.55	6.44	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.5	4.045	3.516	3.5	4	3.48
Pot Cap-1 Maneuver	913	-	-	1117	-	-	151	184	599	157	190	452
Stage 1	-	-	-	-	-	-	595	568	-	414	428	-
Stage 2	-	-	-	-	-	-	380	416	-	564	575	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	913	-	-	1117	-	-	62	165	599	102	171	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	165	-	102	171	-
Stage 1	-	-	-	-	-	-	578	552	-	402	396	-
Stage 2	-	-	-	-	-	-	238	385	-	471	559	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.7			37.2			184.8		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	195	913	-	-	1117	-	-	156				
HCM Lane V/C Ratio	0.439	0.022	-	-	0.049	-	-	1.175				
HCM Control Delay (s)	37.2	9	0	-	8.4	0	-	184.8				
HCM Lane LOS	E	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	10.2				

Intersection												
Int Delay, s/veh	14.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	703	4	25	466	43	3	70	76	24	58	21
Future Vol, veh/h	34	703	4	25	466	43	3	70	76	24	58	21
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	-	-	-	-	-	-	-	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	8	0	0	0	3	0	2	0
Mvmt Flow	38	781	4	28	518	48	3	78	84	27	64	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	566	0	0	785	0	0	1501	1481	783	1538	1459	542
Stage 1	-	-	-	-	-	-	859	859	-	598	598	-
Stage 2	-	-	-	-	-	-	642	622	-	940	861	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.23	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.327	3.5	4.018	3.3
Pot Cap-1 Maneuver	1016	-	-	843	-	-	101	127	392	95	129	544
Stage 1	-	-	-	-	-	-	354	376	-	492	491	-
Stage 2	-	-	-	-	-	-	466	482	-	319	372	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1016	-	-	843	-	-	50	113	392	31	115	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	113	-	31	115	-
Stage 1	-	-	-	-	-	-	331	351	-	460	467	-
Stage 2	-	-	-	-	-	-	366	458	-	182	347	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			59.7			117.9		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	107	392	1016	-	-	843	-	-	31	146		
HCM Lane V/C Ratio	0.758	0.215	0.037	-	-	0.033	-	-	0.86	0.601		
HCM Control Delay (s)	104.4	16.7	8.7	0	-	9.4	0	-	\$ 304	61.3		
HCM Lane LOS	F	C	A	A	-	A	A	-	F	F		
HCM 95th %tile Q(veh)	4.1	0.8	0.1	-	-	0.1	-	-	2.9	3.2		





CR 500 W & PROPOSED NORTH ACCESS DRIVE

CAPACITY ANALYSIS

HCM 6th TWSC
6: CR 500 W & Proposed North Access Drive

Existing + Proposed PM Peak





02/16/2021

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	9	16	92	90	51
Future Vol, veh/h	30	9	16	92	90	51
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	33	10	17	100	98	55
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	260	126	153	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	733	930	1440	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	724	930	1440	-	-	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.9	1.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1440	-	724	930	-	-
HCM Lane V/C Ratio	0.012	-	0.045	0.011	-	-
HCM Control Delay (s)	7.5	0	10.2	8.9	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
6: CR 500 W & Proposed North Access Drive

Existing + Proposed AM Peak





02/16/2021

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	14	5	86	81	15
Future Vol, veh/h	46	14	5	86	81	15
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	50	15	5	93	88	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	199	96	104	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	794	966	1500	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	791	966	1500	-	-	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1500	-	791	966	-	-
HCM Lane V/C Ratio	0.004	-	0.063	0.016	-	-
HCM Control Delay (s)	7.4	0	9.9	8.8	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

HCM 6th TWSC
6: CR 500 W & Proposed North Access Drive

Year 2025 + Proposed PM Peak





02/16/2021

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	9	16	97	95	51
Future Vol, veh/h	30	9	16	97	95	51
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	33	10	17	105	103	55
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	270	131	158	0	-	0
Stage 1	131	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	724	924	1434	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	715	924	1434	-	-	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1434	-	715	924	-	-
HCM Lane V/C Ratio	0.012	-	0.046	0.011	-	-
HCM Control Delay (s)	7.5	0	10.3	8.9	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
6: CR 500 W & Proposed North Access Drive

Year 2025 + Proposed AM Peak

02/16/2021

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	14	5	90	86	15
Future Vol, veh/h	46	14	5	90	86	15
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	50	15	5	98	93	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	209	101	109	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	784	960	1494	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	781	960	1494	-	-	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1494	-	781	960	-	-
HCM Lane V/C Ratio	0.004	-	0.064	0.016	-	-
HCM Control Delay (s)	7.4	0	9.9	8.8	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-





CR 500 W & PROPOSED SOUTH ACCESS DRIVE

CAPACITY ANALYSIS

HCM 6th TWSC
7: CR 500 W & Proposed South Access Drive

Existing + Proposed PM Peak





02/16/2021

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	13	21	99	83	16
Future Vol, veh/h	9	13	21	99	83	16
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	10	14	23	108	90	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	253	99	107	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	740	962	1497	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	728	962	1497	-	-	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	1.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1497	-	728	962	-	-
HCM Lane V/C Ratio	0.015	-	0.013	0.015	-	-
HCM Control Delay (s)	7.4	0	10	8.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
7: CR 500 W & Proposed South Access Drive

Existing + Proposed AM Peak





02/16/2021

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	19	6	77	90	5
Future Vol, veh/h	14	19	6	77	90	5
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2
Mvmt Flow	15	21	7	84	98	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	199	101	103	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	794	960	1502	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	790	960	1502	-	-	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	0.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1502	-	790	960	-	-
HCM Lane V/C Ratio	0.004	-	0.019	0.022	-	-
HCM Control Delay (s)	7.4	0	9.6	8.8	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

HCM 6th TWSC
7: CR 500 W & Proposed South Access Drive

Year 2025 + Proposed PM Peak





02/16/2021

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	13	21	104	88	16
Future Vol, veh/h	9	13	21	104	88	16
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	10	14	23	113	96	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	264	105	113	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	729	955	1489	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	717	955	1489	-	-	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	1.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1489	-	717	955	-	-
HCM Lane V/C Ratio	0.015	-	0.014	0.015	-	-
HCM Control Delay (s)	7.5	0	10.1	8.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
7: CR 500 W & Proposed South Access Drive

Year 2025 + Proposed AM Peak

02/16/2021





Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	19	6	81	95	5
Future Vol, veh/h	14	19	6	81	95	5
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2
Mvmt Flow	15	21	7	88	103	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	208	106	108	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	785	954	1495	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	781	954	1495	-	-	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	0.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1495	-	781	954	-	-
HCM Lane V/C Ratio	0.004	-	0.019	0.022	-	-
HCM Control Delay (s)	7.4	0	9.7	8.9	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

CR 900 N & PROPOSED ACCESS DRIVE

CAPACITY ANALYSIS

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	162	93	3	2	41
Future Vol, veh/h	69	162	93	3	2	41
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, %	0	2	2	0	0	0
Mvmt Flow	75	176	101	3	2	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	104	0	0 429 103
Stage 1	-	-	- 103 -
Stage 2	-	-	- 326 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1500	-	- 587 957
Stage 1	-	-	- 926 -
Stage 2	-	-	- 736 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1500	-	- 555 957
Mov Cap-2 Maneuver	-	-	- 555 -
Stage 1	-	-	- 875 -
Stage 2	-	-	- 736 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1500	-	-	-	555	957
HCM Lane V/C Ratio	0.05	-	-	-	0.004	0.047
HCM Control Delay (s)	7.5	0	-	-	11.5	8.9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0.1





HCM 6th TWSC
8: CR 900 N & Proposed Access Drive

Existing + Proposed AM Peak

02/16/2021

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	93	113	1	3	61
Future Vol, veh/h	20	93	113	1	3	61
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, %	0	2	2	0	0	0
Mvmt Flow	22	101	123	1	3	66





Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	124	0	0 269 124
Stage 1	-	-	- 124 -
Stage 2	-	-	- 145 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1475	-	- 725 932
Stage 1	-	-	- 907 -
Stage 2	-	-	- 887 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1475	-	- 713 932
Mov Cap-2 Maneuver	-	-	- 713 -
Stage 1	-	-	- 892 -
Stage 2	-	-	- 887 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1475	-	-	-	713	932
HCM Lane V/C Ratio	0.015	-	-	-	0.005	0.071
HCM Control Delay (s)	7.5	0	-	-	10.1	9.2
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	172	101	3	2	41
Future Vol, veh/h	69	172	101	3	2	41
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, %	0	2	2	0	0	0
Mvmt Flow	75	187	110	3	2	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	113	0	0 449 112
Stage 1	-	-	- - 112 -
Stage 2	-	-	- - 337 -
Critical Hdwy	4.1	-	- - 6.4 6.2
Critical Hdwy Stg 1	-	-	- - 5.4 -
Critical Hdwy Stg 2	-	-	- - 5.4 -
Follow-up Hdwy	2.2	-	- - 3.5 3.3
Pot Cap-1 Maneuver	1489	-	- - 571 947
Stage 1	-	-	- - 918 -
Stage 2	-	-	- - 728 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1489	-	- - 539 947
Mov Cap-2 Maneuver	-	-	- - 539 -
Stage 1	-	-	- - 867 -
Stage 2	-	-	- - 728 -





Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1489	-	-	-	539	947
HCM Lane V/C Ratio	0.05	-	-	-	0.004	0.047
HCM Control Delay (s)	7.5	0	-	-	11.7	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0.1

HCM 6th TWSC
8: CR 900 N & Proposed Access Drive

Year 2025 + Proposed AM Peak

02/16/2021

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	101	121	1	3	61
Future Vol, veh/h	20	101	121	1	3	61
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, %	0	2	2	0	0	0
Mvmt Flow	22	110	132	1	3	66
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	133	0	-	0	287	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1464	-	-	-	708	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1464	-	-	-	697	922
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	879	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1464	-	-	-	697	922
HCM Lane V/C Ratio	0.015	-	-	-	0.005	0.072
HCM Control Delay (s)	7.5	0	-	-	10.2	9.2
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2