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TRAFFIC IMPACT STUDY

PROPOSED WAREHOUSING DEVELOPMENT

PERRY ROAD & REEVES ROAD

PLAINFIELD, INDIANA

PREPARED FOR

ARCO
DESIGN/BUILD
MIDWEST

APRIL 2017

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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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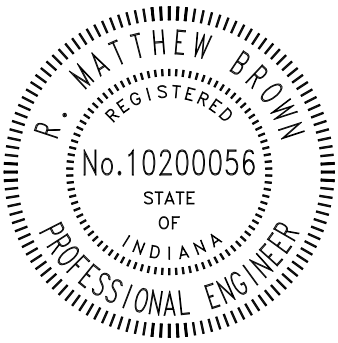

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Traffic Engineer

INTRODUCTION

This **TRAFFIC IMPACT STUDY**, prepared at the request of Town of Plainfield, on behalf of the ARCO Design/Build Midwest, Inc., is for a proposed warehousing development that is to be located at southwest corner of the intersection of Perry Road and Reeves Road in Plainfield, Indiana.

PURPOSE

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

Conclusions will be reached that will determine if the roadway system can accommodate the anticipated traffic volumes or will determine the modifications that will be required to the system if there will be deficiencies in the system resulting from the increased traffic volumes.

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

SCOPE OF WORK

The scope of work for this analysis is as follows:

First, make manual turning movement counts at the intersection of Perry Road & Reeves Road. These counts will be made between the hours of 6:30 A.M. to 8:30 A.M. and 4:00 P.M. to 7:00 P.M.

Second, collect existing peak hour queuing data at the intersection of Perry Road and Reeves Road.

Third, estimate year 2027 background traffic volumes based on a 1.5% per year non-compounded growth rate.

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

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

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

Scenario 1: Existing Traffic Volumes – Based on existing intersection conditions and existing weekday peak hour traffic volumes.

Scenario 2: Existing Traffic Volumes + Proposed Development Traffic Volumes – Sum of the existing traffic volumes and generated traffic volumes from proposed development.

Scenario 3: Year 2027 Background Traffic Volumes – Based on the existing traffic volumes multiplied by 1.15 (1.5% growth over 10 years) to account for traffic growth due to other new development near the study area.

Scenario 4: Year 2027 Background Traffic Volumes + Proposed Development Traffic Volumes – Sum of year 2027 background traffic volumes and generated traffic volumes from proposed development.

Seventh, prepare recommendations for the roadway geometrics that will be needed to accommodate the total traffic volumes for each of the scenarios previously identified.

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 that is to be located at southwest corner of Perry Road and Reeves Road will be a warehousing development. As proposed, the development will be served by a heavy truck access drive (East Access Drive) along Perry Road and a passenger vehicle access drive (North Access Drive) along Reeves Road. **Figure 1** is an area map showing the location and general layout of the site.

STUDY AREA

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

- Perry Road & Reeves Road
- Perry Road & East Access Drive
- Perry Road & North Access Drive

Figure 2 shows the existing intersection geometrics of Perry Road & Reeves Road.

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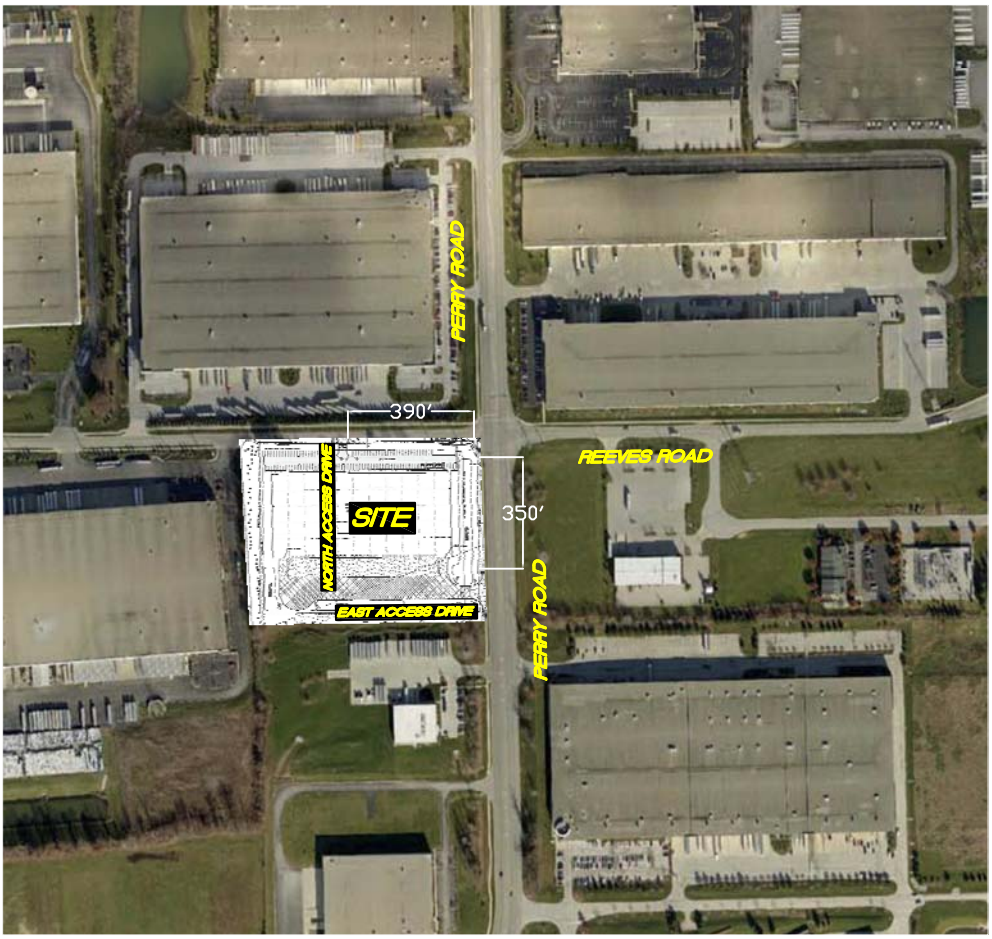

NOTE: ALL DIMENSIONS APPROXIMATE

FIGURE 1

AREA MAP

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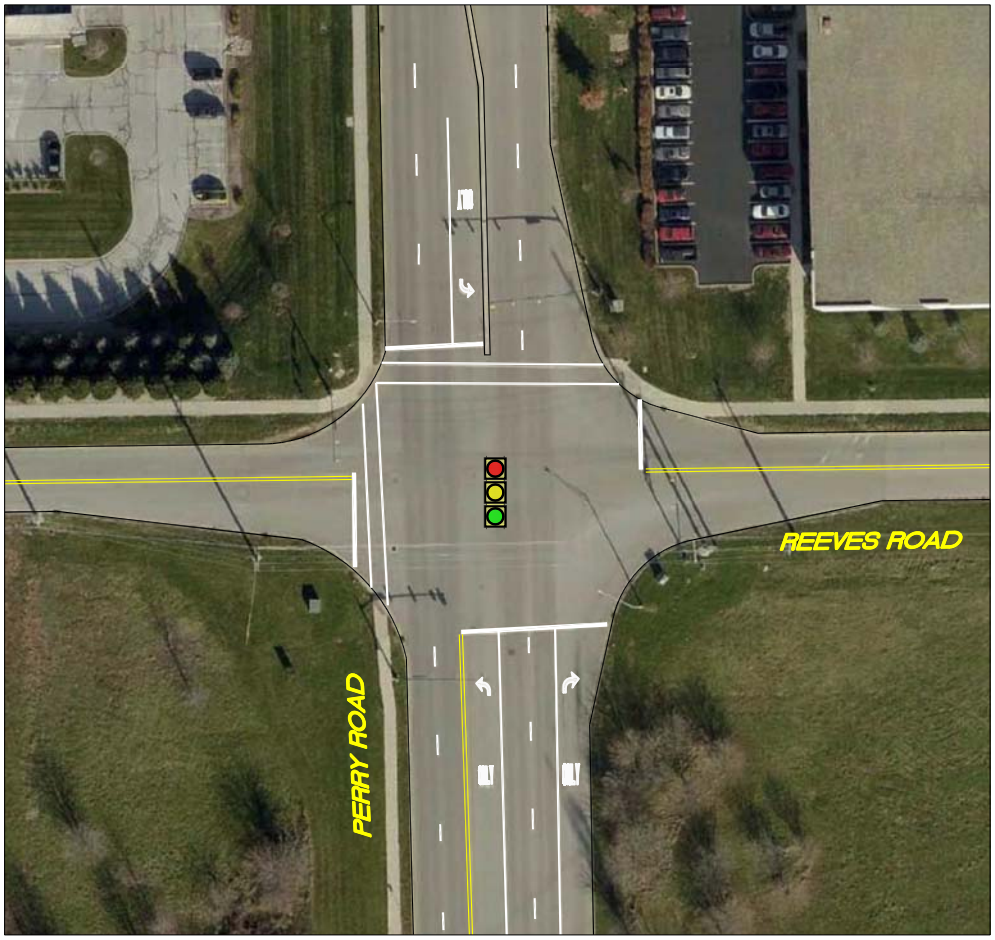

REEVES ROAD & PERRY ROAD

FIGURE 2

EXISTING INTERSECTION GEOMETRICS

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DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed development will be served by the public roadway system that includes Perry Road and Reeves Road.

PERRY ROAD – is a north/south, four lane undivided roadway with a two-way left-turn lane and a posted speed limit of 40 mph. According to the Town of Plainfield Thoroughfare Plan, Perry Road is classified as a Secondary Arterial.

REEVES ROAD – is an east/west, two lane undivided roadway with a posted speed limit of 35 mph. According to the Town of Plainfield Thoroughfare Plan, Reeves Road is classified as a Secondary Arterial.

EXISTING TRAFFIC VOLUMES

Peak hour turning movement traffic volume counts were collected by A&F Engineering between the hours of 6:30 AM and 8:30 AM and 4:00 PM and 7:00 PM during a typical weekday in March 2017 under good weather conditions for the intersection of Perry Road & Reeves Road. The intersection and roadway count output summary sheets are included in the **Appendix** and the peak hour volumes are shown on **Figure 3**.

YEAR 2027 BACKGROUND TRAFFIC VOLUMES

The proposed development is expected to be fully developed by 2027. In order to account for annual growth in traffic that would occur due to future development outside of the study area over the next 10 years, an annual growth rate is applied to the existing traffic volumes. A 1.5% per year non-compounded growth rate was considered for this analysis. Therefore, a growth rate factor of 1.15 was applied to the existing traffic volumes to obtain year 2027 background traffic volume estimates. A summary of these volumes at the study intersections for the weekday AM and PM peak hour is shown in **Figure 4**.

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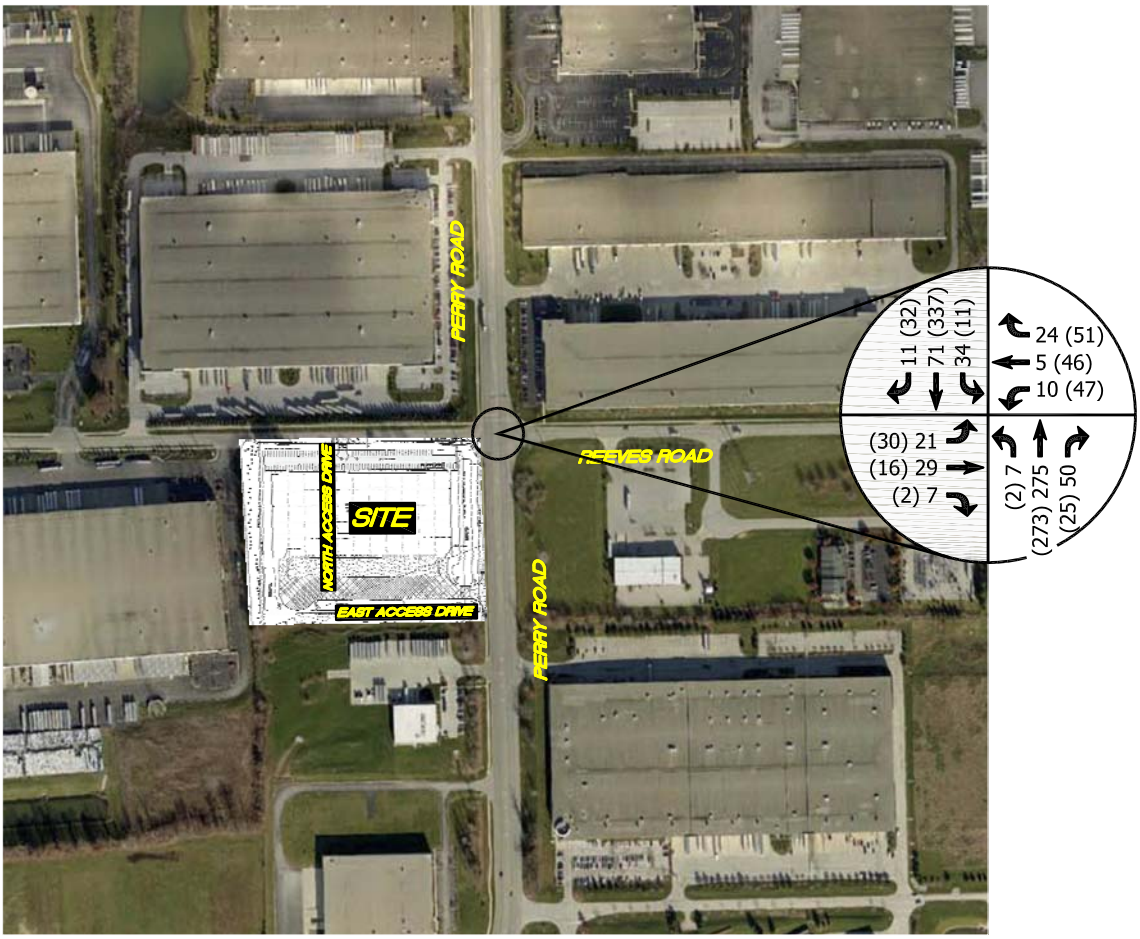

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 3

EXISTING TRAFFIC VOLUMES

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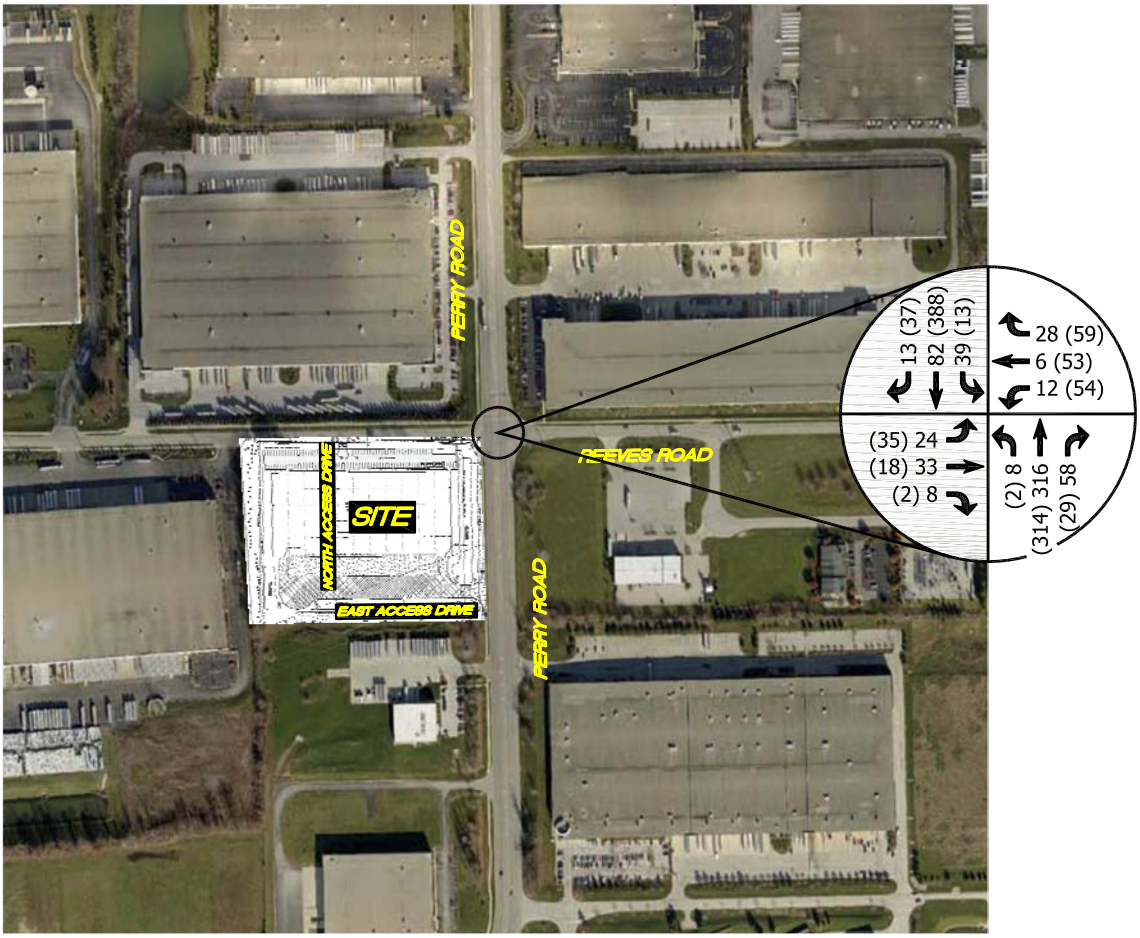

LEGEND
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(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 4

YEAR 2027 BACKGROUND TRAFFIC VOLUMES

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GENERATED TRAFFIC VOLUMES 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 new trips that will be generated by the proposed development. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. **Table 1** is a summary of the total trips that will be generated during AM and PM peak hours from the proposed development.

A portion of traffic generated from the warehousing development is heavy truck traffic. Based on the ITE *Trip Generation Manual* and existing traffic data, it is assumed that 20% of the total generated trips will be heavy trucks. **Table 1** summarizes the breakdown of passenger vehicle trips and heavy truck trips for the proposed development.

TABLE 1 – TOTAL GENERATED TRIPS FOR PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION			GENERATED TRIPS			
LAND USE	ITE CODE	SIZE	AM ENTER	AM EXIT	PM ENTER	PM EXIT
Warehousing	**150**	**143,000 SF**	79	21	19	56
Passenger Vehicle Trips (80%)			63	17	15	45
Heavy Truck Trips (20%)			16	4	4	11

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. The warehousing development will not attract a significant amount of pass-by trips. Hence, pass-by trip reductions were not included in this analysis.

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 us only. Therefore, internal trip reductions were not included in this analysis.

ASSIGNMENT AND DISTRIBUTION OF GENERATED TRIPS

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

[1] *Trip Generation Manual*, Institute of Transportation Engineers, Ninth Edition, 2012.

1. The volume of traffic that will enter and exit the project site 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 proposed 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 location of nearby population centers, the existing traffic patterns, and the assignment of generated traffic.

Separate assignment and distribution percentages were created for passenger vehicles and heavy truck traffic. The figures showing the assignment and distribution of the generated traffic volumes from the proposed development are shown in **Figure 5** and **Figure 6**.

GENERATED TRIPS ADDED TO THE STREET SYSTEM

The total generated traffic volumes that can be expected from the proposed development have been assigned to each of the study intersections. These volumes were determined based on the previously discussed trip generation data, assignment of generated traffic and distribution of generated traffic. The total AM and PM peak hour generated traffic volumes from the proposed development are shown in **Figure 7**. The additional figures showing the separate generated traffic volumes for passenger vehicles and heavy trucks from the proposed development are included in the **Appendix**.

TURN LANE ANALYSIS

Turn lane analyses were conducted along Reeves Road and Perry Road at the proposed access drives based on the sum of existing traffic volumes and generated traffic volumes from the proposed development and the sum of year 2027 background traffic volumes and generated traffic volumes from the proposed development according to Section 46-4.01 of the INDOT *Design Manual*[2]. According to the analysis, left-turn lanes and right-turn lanes are not warranted. The figures depicting the necessary criteria from the INDOT *Design Manual* are included in the **Appendix**.

[2] INDOT *Design Manual*, Indiana Department of Transportation, 2013

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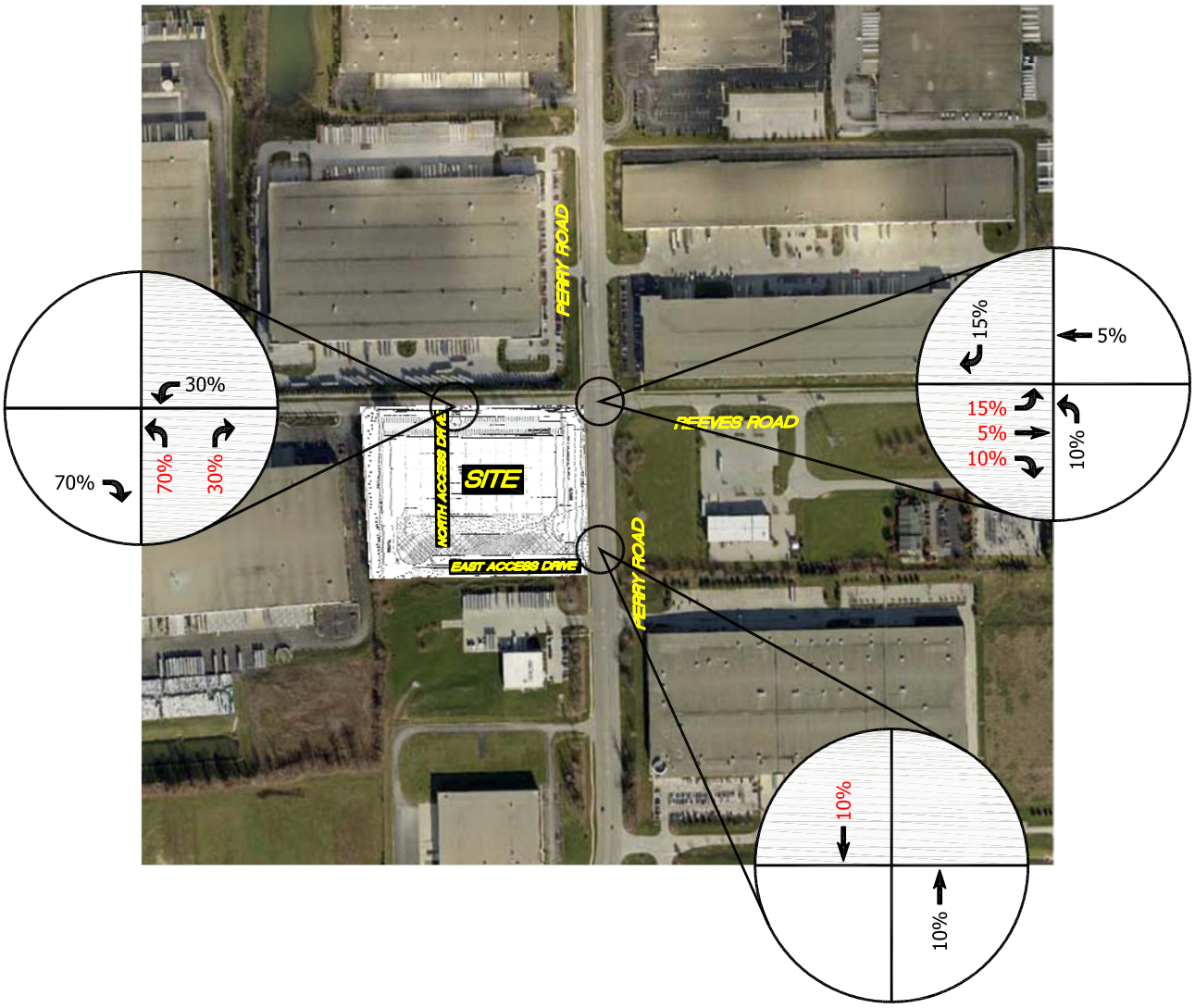

LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

FIGURE 5

ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FOR PROPOSED DEVELOPMENT (PASSENGER VEHICLES)

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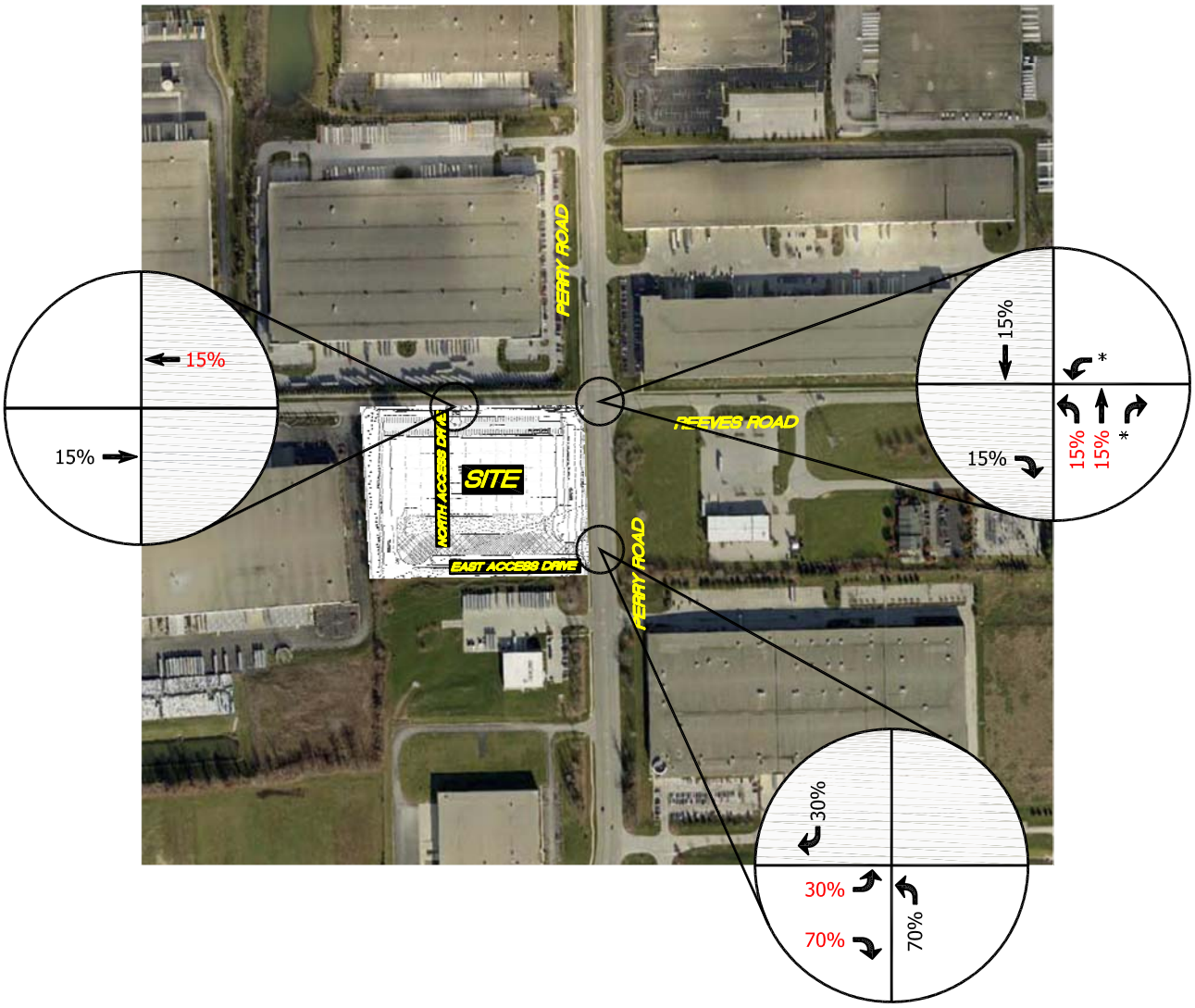

LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

FIGURE 6

ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FOR PROPOSED DEVELOPMENT (HEAVY TRUCKS)

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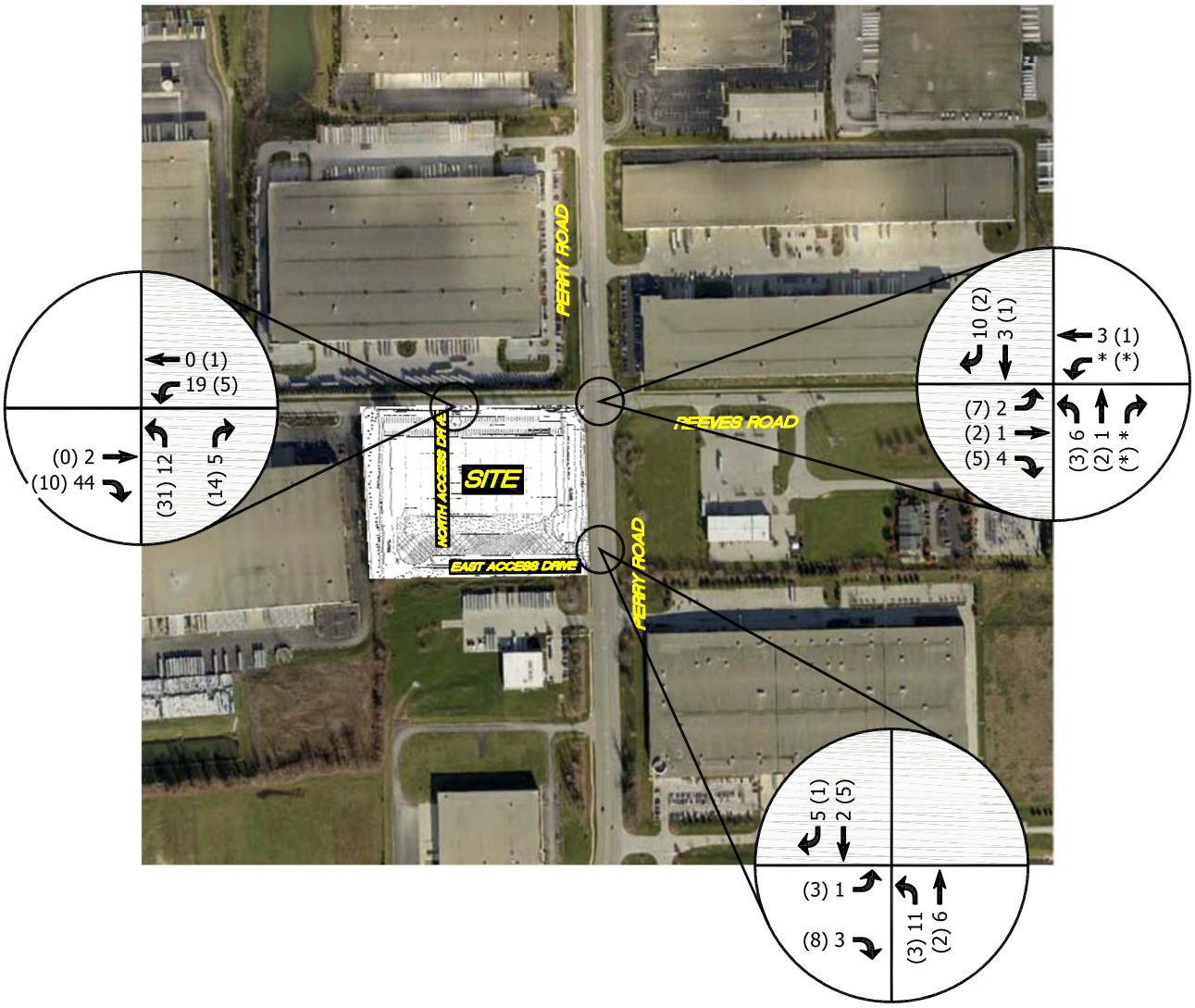

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 7

TOTAL GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes and signal timings where applicable. 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)*[4]. The following list shows the delays related to the levels of service for signalized and unsignalized and signalized intersections:

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

CAPACITY ANALYSIS SCENARIOS

To evaluate the proposed development's effect on the public street system, a series of traffic volume scenarios were analyzed to determine the adequacy of the existing roadway network. In addition, 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 weekday AM peak hour and PM peak hour at the study intersections for the following scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing intersection conditions and existing weekday peak hour traffic volumes.

Scenario 2: Existing Traffic Volumes + Proposed Development Traffic Volumes – Sum of the existing traffic volumes and generated traffic volumes from proposed development. **Figure 8** summarizes these traffic volumes.

Scenario 3: Year 2027 Background Traffic Volumes – Based on the existing traffic volumes multiplied by 1.15 to account for traffic growth due to other new development near the study area.

Scenario 4: Year 2027 Background Traffic Volumes + Proposed Development Traffic Volumes – Sum of year 2027 background traffic volumes and generated traffic volumes from proposed development. **Figure 9** summarizes these traffic volumes.

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[3] *Synchro/SimTraffic 10.0*, Trafficware, 2017.

[4] *Highway Capacity Manual Sixth Edition (HCM 6)* Transportation Research Board, National Research Council, Washington, DC, 2017.

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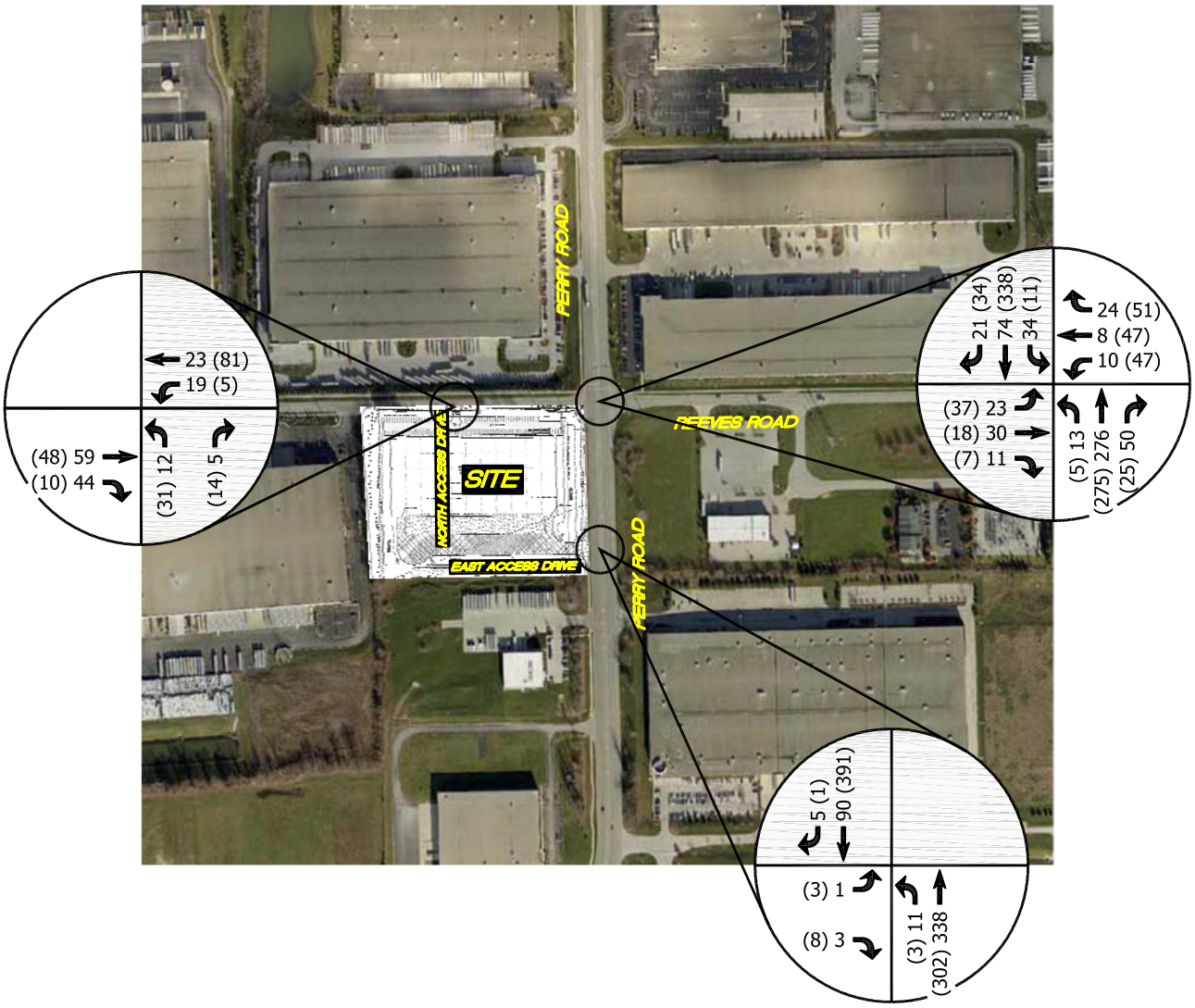

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 8

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

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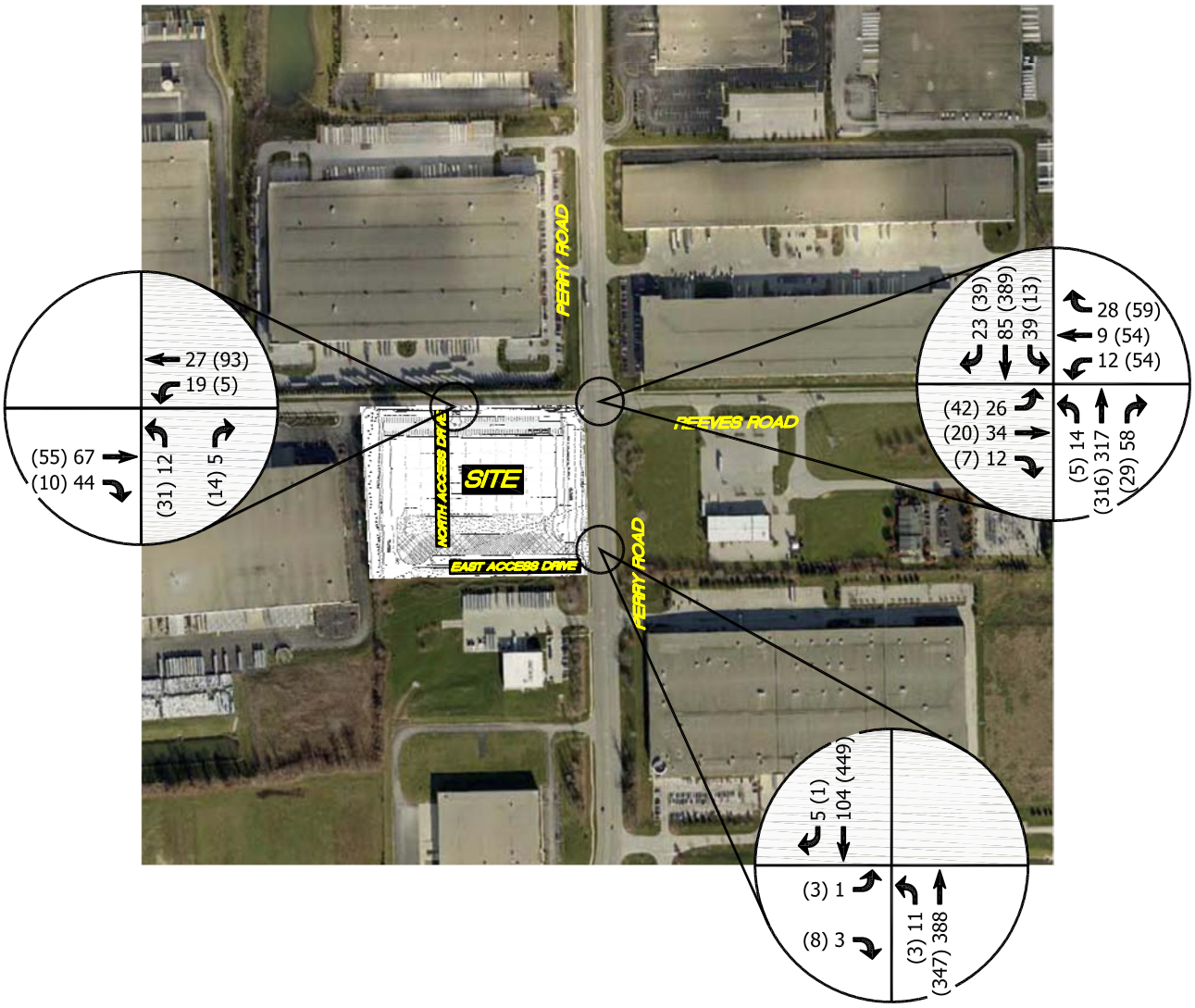

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 9

SUM OF YEAR 2027 TRAFFIC VOLUMES & GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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

TABLE 2 – LEVEL OF SERVICE SUMMARY: PERRY ROAD & REEVES ROAD

APPROACH	AM PEAK				PM PEAK			
	Scenario				Scenario			
	1	2	3	4	1	2	3	4
Northbound Approach	A	A	A	A	A	A	A	A
Southbound Approach	A	A	A	A	A	A	A	A
Eastbound Approach	B	B	B	B	A	A	A	A
Westbound Approach	A	A	B	B	B	B	B	B
Intersection	**A/7.8s**	**A/7.9s**	**A/8.0s**	**A/8.1s**	**A/8.6s**	**A/8.7s**	**A/9.0s**	**A/9.2s**

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Geometrics and Signal Control.

SCENARIO 2: Sum of Existing Traffic Volumes and Generated Traffic Volumes from Proposed Development with Existing Intersection Geometrics and Signal Control.

SCENARIO 3: Year 2027 Traffic Volumes with Existing Intersection Geometrics and Signal Control.

SCENARIO 4: Sum of Year 2027 Traffic Volumes and Generated Traffic Volumes from Proposed Development with Existing Intersection Geometrics and Signal Control.

TABLE 3 – LEVEL OF SERVICE SUMMARY: PERRY ROAD & NORTH ACCESS DRIVE

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

DESCRIPTION OF SCENARIOS:

SCENARIO 2: Sum of Existing Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions.*

SCENARIO 4: Sum of Year 2027 Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions.*

*The proposed intersection conditions include construction of a northbound approach with at least one inbound lane and one outbound lane, which will stop for Reeves Road.

TABLE 4 – LEVEL OF SERVICE SUMMARY: PERRY ROAD & EAST ACCESS DRIVE

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

DESCRIPTION OF SCENARIOS:

SCENARIO 2: Sum of Existing Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions.*

SCENARIO 4: Sum of Year 2027 Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions.*

*The proposed intersection conditions include construction of an eastbound approach with at least one inbound lane and one outbound lane which will stop for Perry Road and the use of the existing two-way left-turn lane along Perry Road to serve the northbound left-turn traffic at this intersection.

QUEUE LENGTH ANALYSIS

A queue length analysis was conducted at the intersection of Reeves Road & Perry Road to determine if the queues at this intersection will spill back to the proposed access drive locations. Existing peak hour queue length observations were conducted by A&F Engineering in April 2017 at the intersection of Reeves Road and Perry Road between the hours of 6:15 AM and 7:45 AM and 4:15 PM and 5:45 PM. The maximum queue length for the eastbound approach and northbound approach during the AM and PM peak hours is shown in **Table 5**.

Queue length estimations based on the existing traffic volumes and the sum of the year 2027 background traffic volumes and generated traffic volumes from the proposed development were conducted using *Simtraffic 10*. The summary of the existing and estimated future maximum queue lengths for the eastbound and northbound approaches is shown in **Table 5**.

TABLE 5 – QUEUE LENGTH ANALYSIS SUMMARY: PERRY ROAD & EAST ACCESS DRIVE

	EB		NB	
	AM	PM	AM	PM
Field Collected Queue Length	100’	120’	120’	140’
Estimated Future Queue Length	130’	140’	150’	160’

As shown in the table above, the estimated maximum future queue length for the eastbound approach is 140 feet, which is significantly less than the distance (approximately 390’) between this intersection and the passenger vehicle access drive. Hence, the eastbound approach queue is not expected to extend to the passenger vehicle access drive.

According to the results, the estimated maximum future queue length for the northbound approach is 160 feet. The distance between this intersection and the heavy truck access drive will

be approximately 350 feet. Therefore, it is concluded that the northbound queue will not spill back to the heavy truck access drive after the proposed development is fully built.

CONCLUSIONS & RECOMMENDATIONS

The conclusions and recommendations that follow are based on existing traffic volume data, year 2027 background traffic volume data, trip generation, assignment and distribution of generated traffic, turn lane analysis, queue length analysis, 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 made to ensure that the roadway system will accommodate the increased traffic volumes from the site.

REEVES ROAD & PERRY ROAD

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 weekday AM and PM peak hour with the existing intersection geometrics and signal control.

REEVES ROAD & NORTH ACCESS DRIVE

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

- Construction of a full access drive with at least one inbound lane and one outbound lane.
- Stop-sign control with the access drive stopping for Reeves Road.

PERRY ROAD & EAST ACCESS DRIVE

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

- Construction of a full access drive with at least one inbound lane and one outbound lane.
- Stop-sign control with the access drive stopping for Perry Road.
- Use of the existing two-way left-turn lane/northbound left-turn lane to facilitate the northbound left-turn movement into the site.

TRAFFIC IMPACT STUDY

APPENDIX

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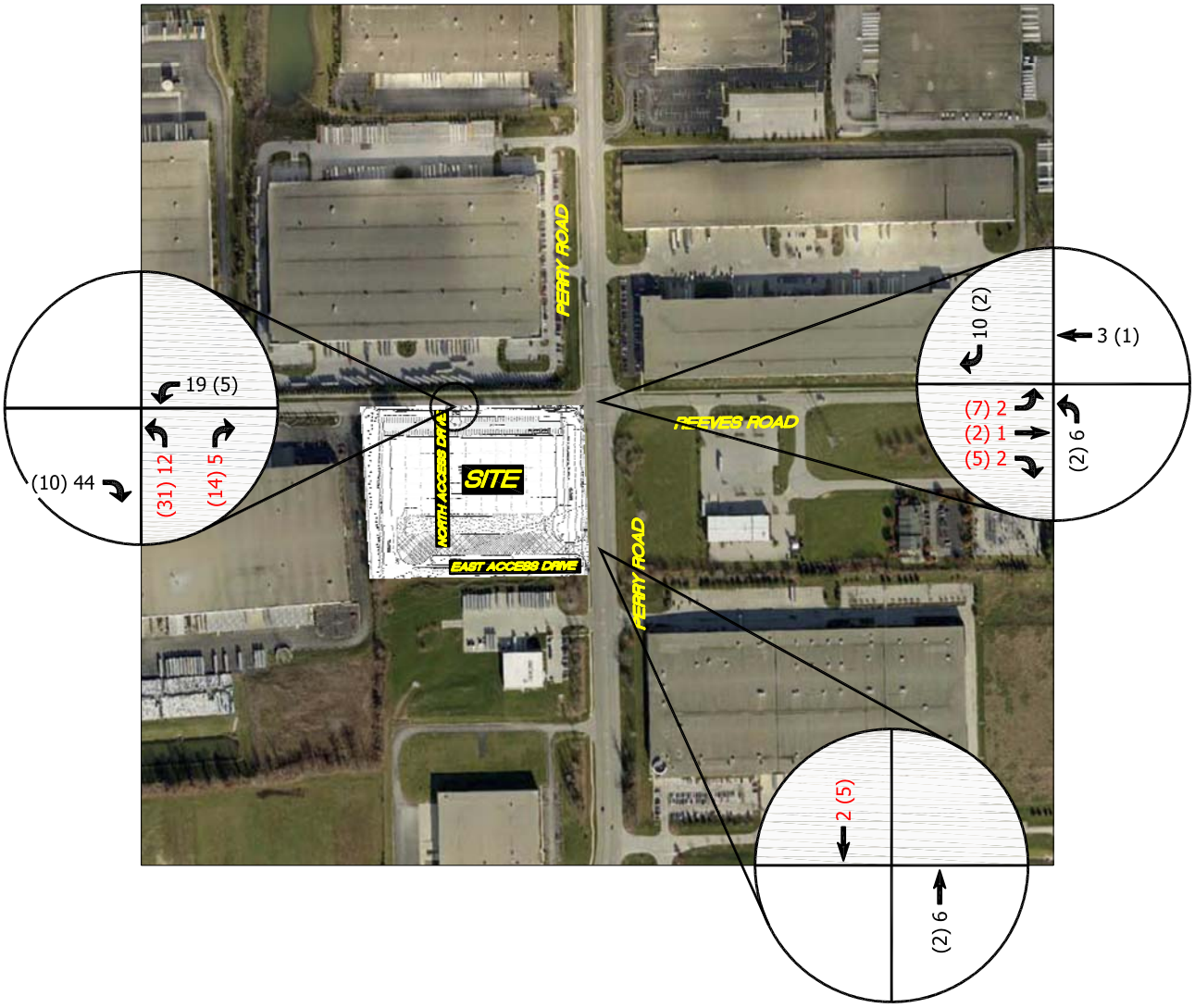

LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

FIGURE A

GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT (PASSENGER VEHICLES)

TRAFFIC IMPACT STUDY
ARCO DESIGN/BUILD MIDWEST
PLAINFIELD, IN

Z:\2017\17028S-ARCO Design Build, Perry Rd & Reeves Rd\17028S-EXH.DWG 1=1 03-22-17 DQ

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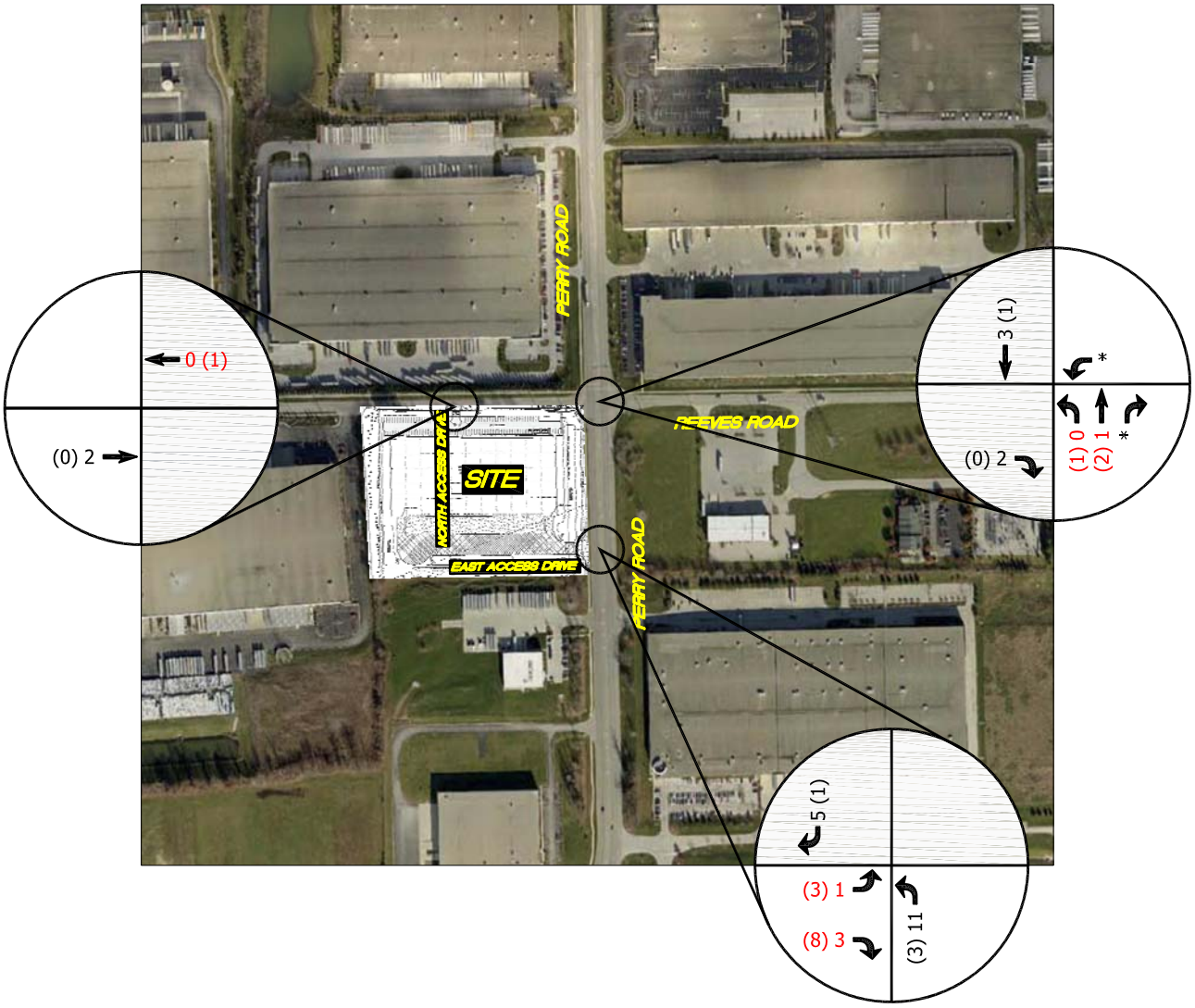


LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

FIGURE B

GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT (HEAVY TRUCKS)

TRAFFIC IMPACT STUDY
ARCO DESIGN/BUILD MIDWEST
PLAINFIELD, IN

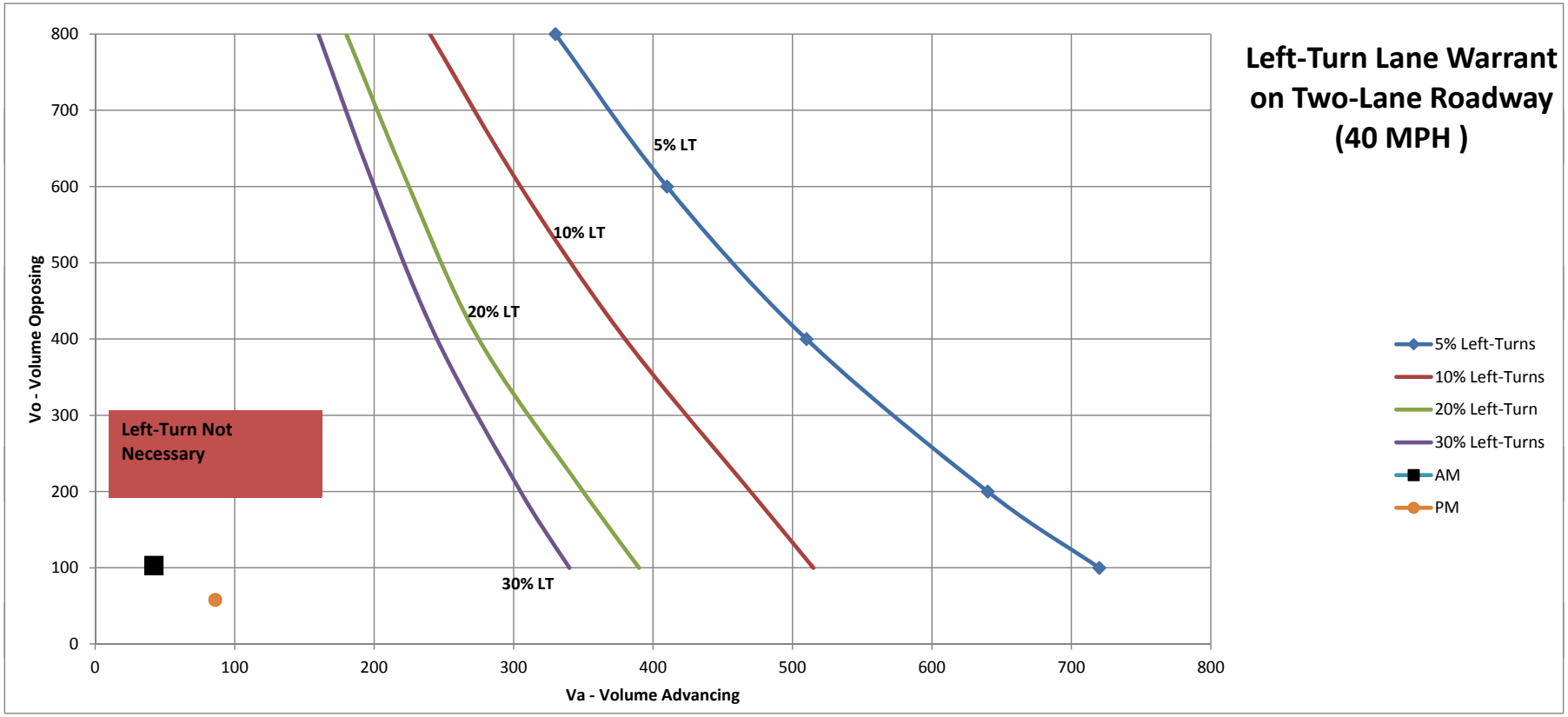
Z:\2017\17028S-ARCO Design Build, Perry Rd & Reeves Rd\17028S-EXH.DWG 1=1 03-22-17 DQ

TURN LANE ANALYSIS

Reeves Road & North Access Drive - Existing + Proposed

Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)			
		5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
40	800	330	240	180	160
	600	410	305	225	200
	400	510	380	275	245
	200	640	470	350	305
	100	720	515	390	340

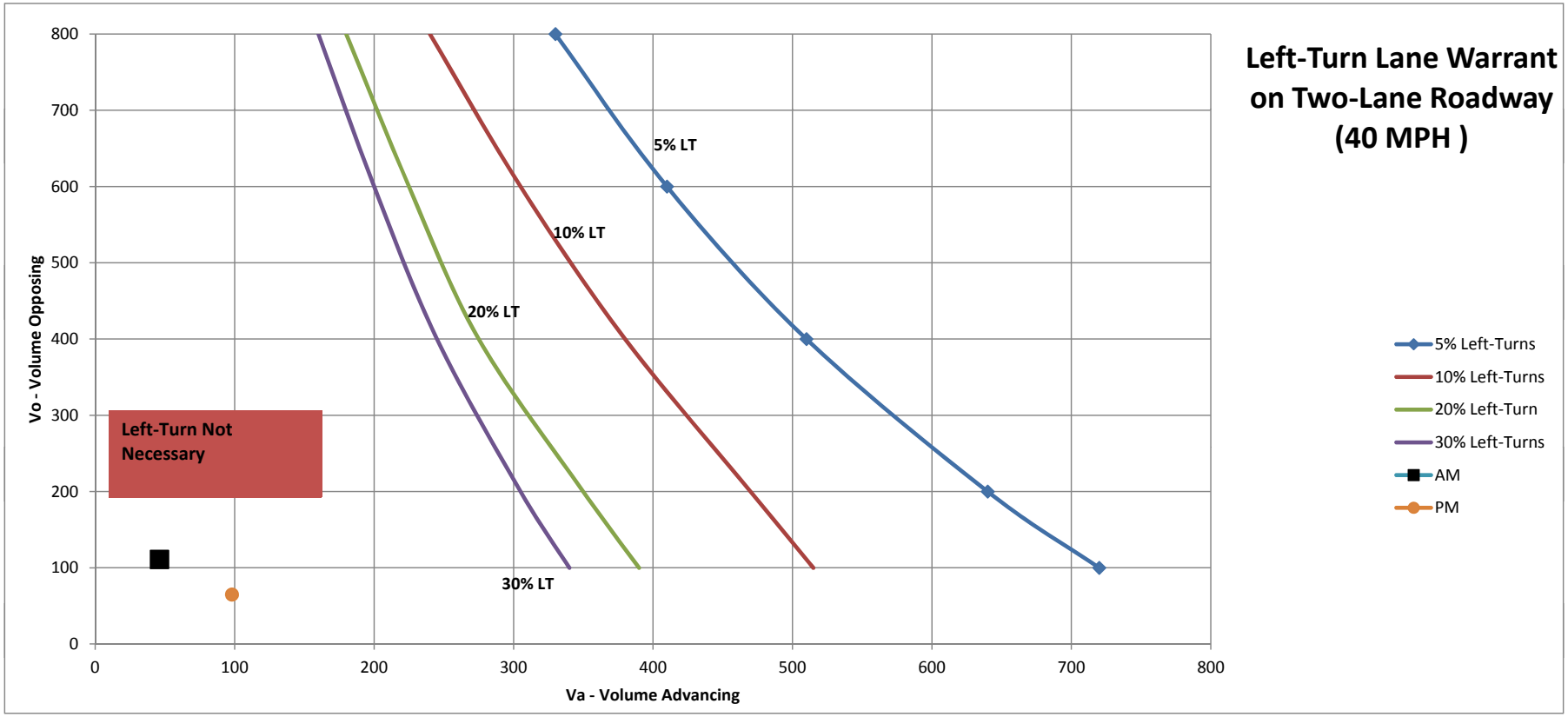
	INPUT		MET?
AM	**Advancing Volume (Va)**	42	NO
	Opposing Volume (Vo)	103	
	Left-Turn Pencentage	45%	
PM	**Advancing Volume (Va)**	86	NO
	Opposing Volume (Vo)	58	
	Left-Turn Pencentage	6%	



Reeves Road & North Access Drive - Year 2027 + Proposed

Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)			
		5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
40	800	330	240	180	160
	600	410	305	225	200
	400	510	380	275	245
	200	640	470	350	305
	100	720	515	390	340

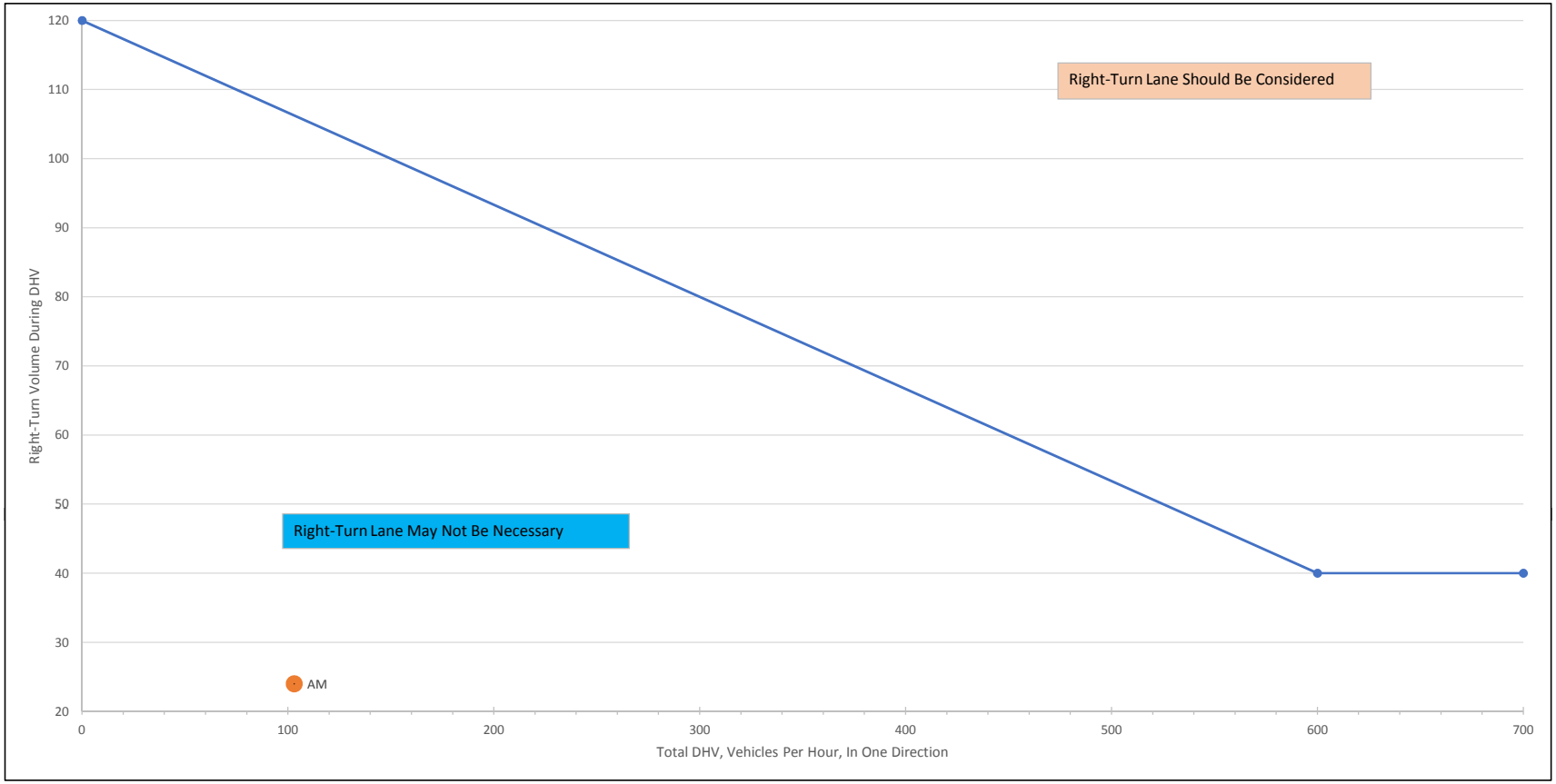
	INPUT		MET?
AM	Advancing Volume (Va)	46	NO
	Opposing Volume (Vo)	111	
	Left-Turn Pencentage	41%	
PM	Advancing Volume (Va)	98	NO
	Opposing Volume (Vo)	65	
	Left-Turn Pencentage	5%	



Reeves Road & North Access Drive - Existing + Proposed

Total Volume	RT Volume
0	120
600	40
700	40

Time	Input		Met?
AM	**RT Volume**	24	NO
	Total Volume	103	
PM	**RT Volume**	10	NO
	Total Volume	58	

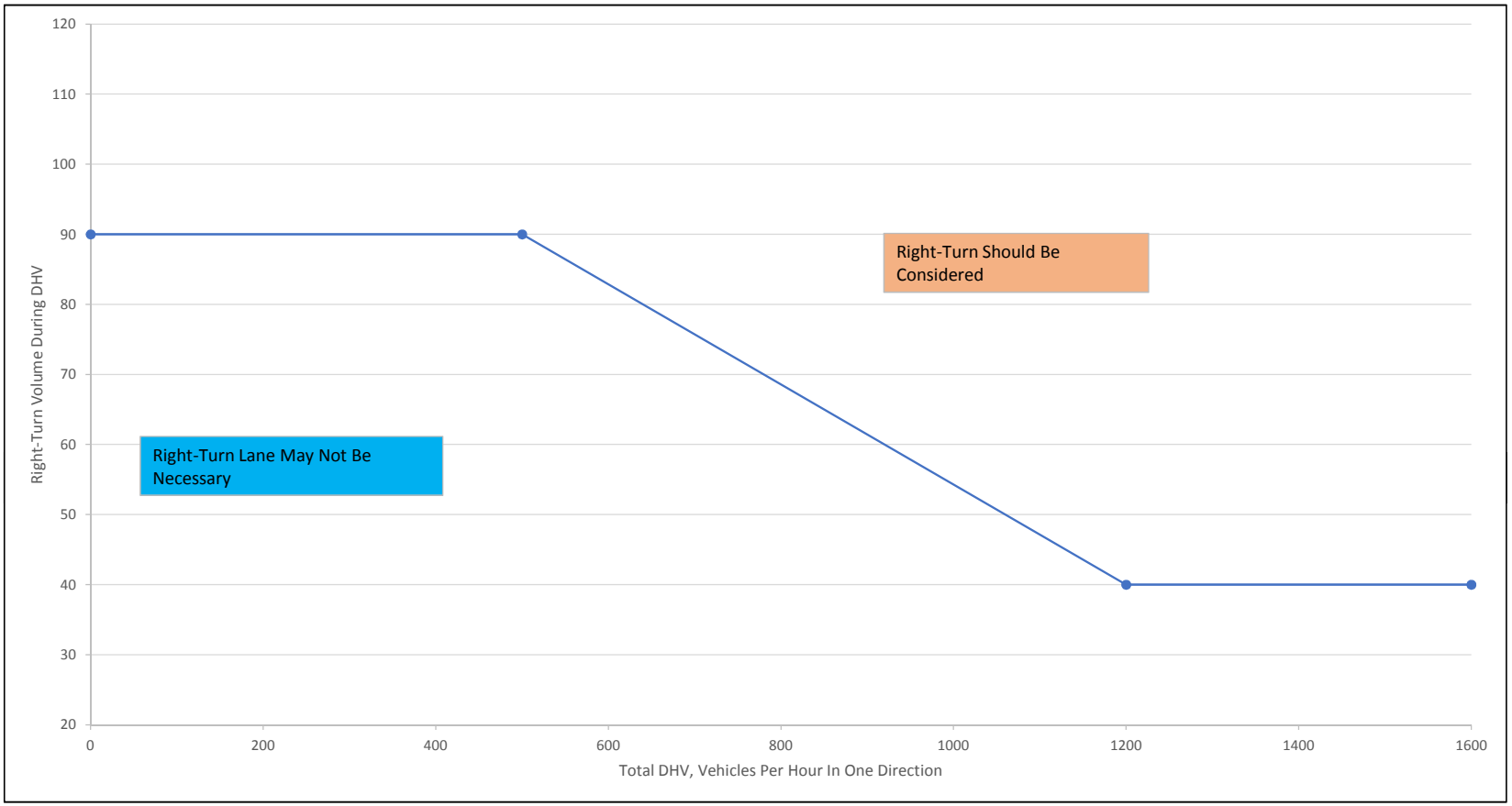


NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Perry Road & East Access Drive - Existing + Proposed

Total Volume	RT Volume
0	90
500	90
1200	40
1600	40

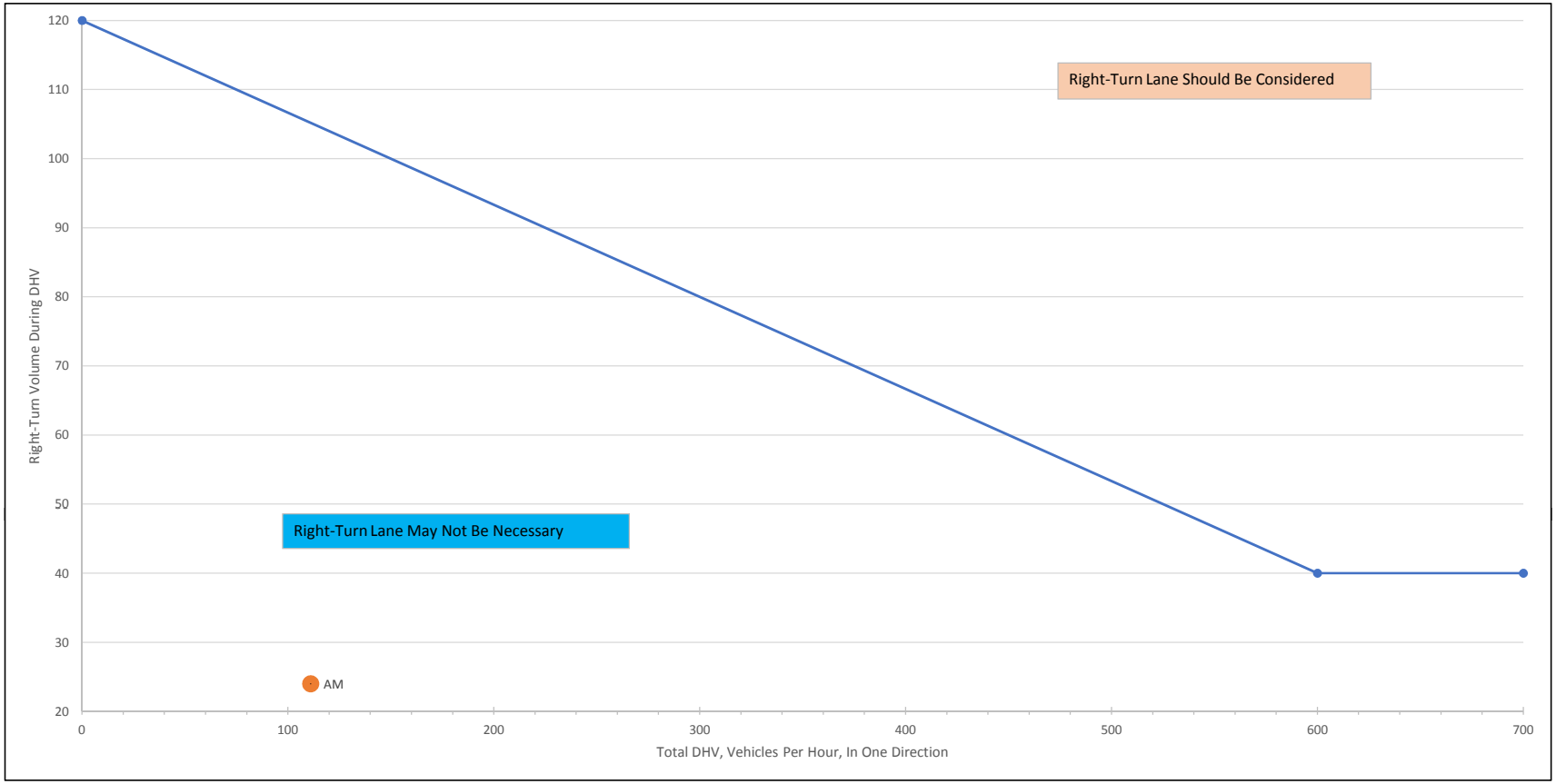
Time	Input		Met?
AM	**RT Volume**	5	NO
	Total Volume	95	
PM	**RT Volume**	1	NO
	Total Volume	392	



Reeves Road & North Access Drive - Year 2027 + Proposed

Total Volume	RT Volume
0	120
600	40
700	40

Time	Input		Met?
AM	**RT Volume**	24	NO
	Total Volume	111	
PM	**RT Volume**	10	NO
	Total Volume	65	

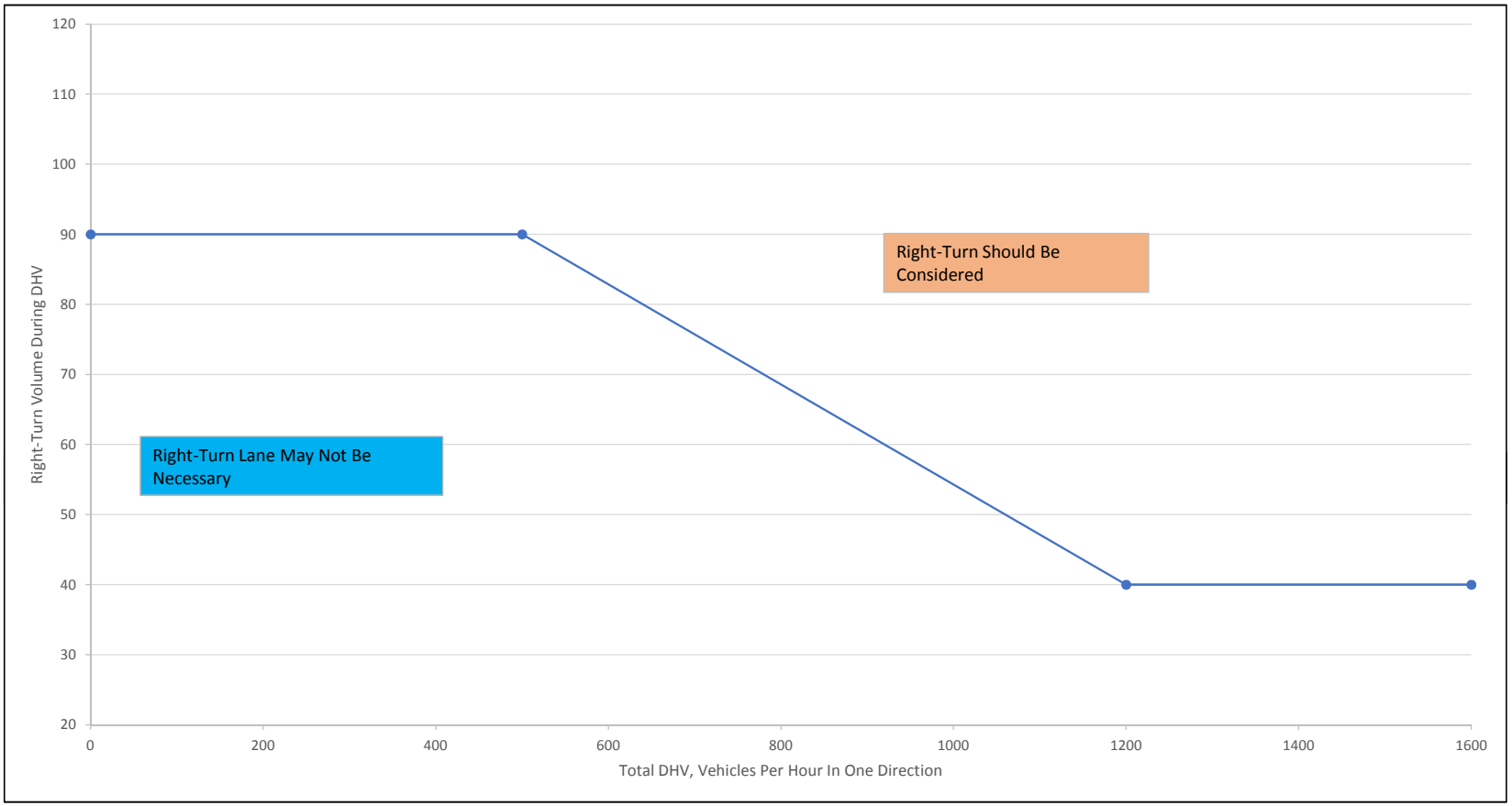


NOTE : For highways with a design speed below 80 km/h (50 mph) with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Perry Road & East Access Drive - Year 2027 + Proposed

Total Volume	RT Volume
0	90
500	90
1200	40
1600	40

Time	Input		Met?
AM	**RT Volume**	5	NO
	Total Volume	109	
PM	**RT Volume**	1	NO
	Total Volume	450	



PERRY ROAD & REEVES ROAD

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	29	7	10	5	24	7	275	50	34	71	11
Future Volume (veh/h)	21	29	7	10	5	24	7	275	50	34	71	11
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	1589	1589	1589	1900	1900	1900	1263	1856	1811	1900	1841	1841
Adj Flow Rate, veh/h	26	36	9	12	6	30	9	340	62	42	88	14
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	21	21	21	0	0	0	43	3	6	0	4	4
Cap, veh/h	265	83	21	232	29	120	532	863	376	560	860	134
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.24	0.24	0.05	0.28	0.28
Sat Flow, veh/h	508	727	179	374	254	1047	1203	3526	1535	1810	3032	472
Grp Volume(v), veh/h	71	0	0	48	0	0	9	340	62	42	50	52
Grp Sat Flow(s),veh/h/ln	1414	0	0	1676	0	0	1203	1763	1535	1810	1749	1756
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.1	1.9	0.8	0.4	0.5	0.5
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.6	0.0	0.0	0.1	1.9	0.8	0.4	0.5	0.5
Prop In Lane	0.37		0.13	0.25		0.62	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	369	0	0	381	0	0	532	863	376	560	496	498
V/C Ratio(X)	0.19	0.00	0.00	0.13	0.00	0.00	0.02	0.39	0.16	0.08	0.10	0.10
Avail Cap(c_a), veh/h	1254	0	0	1395	0	0	1429	3415	1487	1610	1473	1479
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.6	0.0	0.0	6.6	7.5	7.1	6.1	6.3	6.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.2	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.1	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	0.0	9.7	0.0	0.0	6.6	7.8	7.3	6.2	6.4	6.4
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		71			48			411			144	
Approach Delay, s/veh		10.0			9.7			7.7			6.3	
Approach LOS		B			A			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	10.8		7.7	4.3	11.7		7.7
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	15.0	23.0		18.0	18.0	20.0		18.0
Max Q Clear Time (g_c+I1), s	2.4	3.9		3.1	2.1	2.5		2.6
Green Ext Time (p_c), s	0.0	2.1		0.2	0.0	0.4		0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	16	2	47	46	51	2	273	25	11	337	32
Future Volume (veh/h)	30	16	2	47	46	51	2	273	25	11	337	32
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	1618	1618	1618	1648	1648	1648	1159	1781	1781	1633	1781	1781
Adj Flow Rate, veh/h	35	19	2	55	54	60	2	321	29	13	396	38
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	19	19	19	17	17	17	50	8	8	18	8	8
Cap, veh/h	349	126	9	256	92	87	386	859	383	471	837	80
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.00	0.25	0.25	0.02	0.27	0.27
Sat Flow, veh/h	675	736	52	383	538	507	1104	3385	1510	1555	3122	298
Grp Volume(v), veh/h	56	0	0	169	0	0	2	321	29	13	214	220
Grp Sat Flow(s),veh/h/ln	1463	0	0	1428	0	0	1104	1692	1510	1555	1692	1728
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.4	0.2	2.7	2.7
Cycle Q Clear(g_c), s	0.8	0.0	0.0	2.8	0.0	0.0	0.0	2.0	0.4	0.2	2.7	2.7
Prop In Lane	0.62		0.04	0.33		0.36	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	484	0	0	435	0	0	386	859	383	471	454	463
V/C Ratio(X)	0.12	0.00	0.00	0.39	0.00	0.00	0.01	0.37	0.08	0.03	0.47	0.48
Avail Cap(c_a), veh/h	1165	0	0	1199	0	0	1173	3099	1382	1373	1347	1375
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	9.7	0.0	0.0	7.1	7.7	7.1	6.8	7.7	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.0	0.3	0.1	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.0	0.4	0.1	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	0.0	10.3	0.0	0.0	7.1	8.0	7.2	6.8	8.5	8.5
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		56			169			352			447	
Approach Delay, s/veh		9.0			10.3			7.9			8.4	
Approach LOS		A			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	11.4		9.3	4.1	11.7		9.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	23.0		18.0	18.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	4.0		2.8	2.0	4.7		4.8				
Green Ext Time (p_c), s	0.0	1.9		0.2	0.0	2.1		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		8.6
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	30	11	10	8	24	13	276	50	34	74	21
Future Volume (veh/h)	23	30	11	10	8	24	13	276	50	34	74	21
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	1604	1604	1604	1900	1900	1900	1559	1856	1811	1900	1781	1781
Adj Flow Rate, veh/h	28	37	14	12	10	30	16	341	62	42	91	26
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	20	20	20	0	0	0	23	3	6	0	8	8
Cap, veh/h	260	84	31	224	47	118	591	864	376	556	720	198
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.02	0.24	0.24	0.05	0.27	0.27
Sat Flow, veh/h	474	696	252	329	385	973	1485	3526	1535	1810	2622	722
Grp Volume(v), veh/h	79	0	0	52	0	0	16	341	62	42	58	59
Grp Sat Flow(s),veh/h/ln	1421	0	0	1686	0	0	1485	1763	1535	1810	1692	1652
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.2	1.9	0.8	0.4	0.6	0.7
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.6	0.0	0.0	0.2	1.9	0.8	0.4	0.6	0.7
Prop In Lane	0.35		0.18	0.23		0.58	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	375	0	0	389	0	0	591	864	376	556	465	454
V/C Ratio(X)	0.21	0.00	0.00	0.13	0.00	0.00	0.03	0.39	0.16	0.08	0.12	0.13
Avail Cap(c_a), veh/h	1242	0	0	1390	0	0	1673	3376	1470	1593	1409	1375
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.6	0.0	0.0	6.5	7.6	7.1	6.2	6.5	6.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.2	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.1	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	9.7	0.0	0.0	6.6	7.9	7.3	6.2	6.7	6.7
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		79			52			419			159	
Approach Delay, s/veh		10.1			9.7			7.7			6.6	
Approach LOS		B			A			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	10.9		7.9	4.5	11.6		7.9				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	23.0		18.0	18.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	3.9		3.2	2.2	2.7		2.6				
Green Ext Time (p_c), s	0.0	2.1		0.3	0.0	0.5		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		7.9
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	18	7	47	47	51	5	275	25	11	338	34
Future Volume (veh/h)	37	18	7	47	47	51	5	275	25	11	338	34
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	1648	1648	1648	1648	1648	1648	1307	1767	1781	1633	1781	1781
Adj Flow Rate, veh/h	44	21	8	55	55	60	6	324	29	13	398	40
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	17	17	17	17	17	17	40	9	8	18	8	8
Cap, veh/h	345	112	28	253	97	89	398	868	390	470	832	83
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.01	0.26	0.26	0.02	0.27	0.27
Sat Flow, veh/h	679	636	162	376	553	507	1245	3357	1510	1555	3107	311
Grp Volume(v), veh/h	73	0	0	170	0	0	6	324	29	13	216	222
Grp Sat Flow(s),veh/h/ln	1477	0	0	1435	0	0	1245	1678	1510	1555	1692	1726
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	0.1	2.0	0.4	0.2	2.7	2.8
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.8	0.0	0.0	0.1	2.0	0.4	0.2	2.7	2.8
Prop In Lane	0.60		0.11	0.32		0.35	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	486	0	0	439	0	0	398	868	390	470	453	462
V/C Ratio(X)	0.15	0.00	0.00	0.39	0.00	0.00	0.02	0.37	0.07	0.03	0.48	0.48
Avail Cap(c_a), veh/h	1156	0	0	1179	0	0	1265	3022	1359	1356	1325	1351
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	9.8	0.0	0.0	7.0	7.8	7.2	6.8	7.9	7.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.0	0.3	0.1	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.0	0.4	0.1	0.0	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	0.0	10.3	0.0	0.0	7.0	8.0	7.2	6.9	8.6	8.6
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		73			170			359			451	
Approach Delay, s/veh		9.2			10.3			8.0			8.6	
Approach LOS		A			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	11.6		9.5	4.2	11.8		9.5				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	23.0		18.0	18.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	4.0		3.0	2.1	4.8		4.8				
Green Ext Time (p_c), s	0.0	1.9		0.2	0.0	2.1		0.7				

Intersection Summary			
HCM 6th Ctrl Delay			8.7
HCM 6th LOS			A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	33	8	12	6	28	8	316	58	39	82	13
Future Volume (veh/h)	24	33	8	12	6	28	8	316	58	39	82	13
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	1589	1589	1589	1900	1900	1900	1263	1856	1811	1900	1841	1841
Adj Flow Rate, veh/h	30	41	10	15	7	35	10	390	72	48	101	16
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	21	21	21	0	0	0	43	3	6	0	4	4
Cap, veh/h	255	94	21	226	34	126	530	931	405	552	932	145
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.01	0.26	0.26	0.06	0.31	0.31
Sat Flow, veh/h	479	761	175	364	279	1024	1203	3526	1535	1810	3034	471
Grp Volume(v), veh/h	81	0	0	57	0	0	10	390	72	48	57	60
Grp Sat Flow(s),veh/h/ln	1415	0	0	1668	0	0	1203	1763	1535	1810	1749	1756
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.2	2.3	0.9	0.5	0.6	0.6
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.7	0.0	0.0	0.2	2.3	0.9	0.5	0.6	0.6
Prop In Lane	0.37		0.12	0.26		0.61	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	370	0	0	386	0	0	530	931	405	552	537	539
V/C Ratio(X)	0.22	0.00	0.00	0.15	0.00	0.00	0.02	0.42	0.18	0.09	0.11	0.11
Avail Cap(c_a), veh/h	1182	0	0	1315	0	0	1374	3223	1403	1528	1390	1396
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.0	0.0	0.0	6.6	7.7	7.2	6.1	6.2	6.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.2	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.2	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.5	0.0	0.0	10.2	0.0	0.0	6.6	8.0	7.4	6.1	6.3	6.3
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		81			57			472			165	
Approach Delay, s/veh		10.5			10.2			7.8			6.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	11.6		8.1	4.3	12.7		8.1				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	23.0		18.0	18.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	2.5	4.3		3.3	2.2	2.6		2.7				
Green Ext Time (p_c), s	0.1	2.4		0.3	0.0	0.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	18	2	54	53	59	2	314	29	13	388	37
Future Volume (veh/h)	35	18	2	54	53	59	2	314	29	13	388	37
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	1618	1618	1618	1648	1648	1648	1159	1781	1781	1633	1781	1781
Adj Flow Rate, veh/h	41	21	2	64	62	69	2	369	34	15	456	44
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	19	19	19	17	17	17	50	8	8	18	8	8
Cap, veh/h	361	133	9	248	110	99	360	907	405	449	889	85
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.00	0.27	0.27	0.02	0.28	0.28
Sat Flow, veh/h	728	680	45	365	559	506	1104	3385	1510	1555	3120	300
Grp Volume(v), veh/h	64	0	0	195	0	0	2	369	34	15	247	253
Grp Sat Flow(s),veh/h/ln	1453	0	0	1430	0	0	1104	1692	1510	1555	1692	1727
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.4	0.5	0.2	3.3	3.3
Cycle Q Clear(g_c), s	0.9	0.0	0.0	3.4	0.0	0.0	0.0	2.4	0.5	0.2	3.3	3.3
Prop In Lane	0.64		0.03	0.33		0.35	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	503	0	0	457	0	0	360	907	405	449	482	492
V/C Ratio(X)	0.13	0.00	0.00	0.43	0.00	0.00	0.01	0.41	0.08	0.03	0.51	0.51
Avail Cap(c_a), veh/h	1077	0	0	1111	0	0	1088	2870	1280	1278	1248	1273
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	10.1	0.0	0.0	7.4	8.2	7.4	7.1	8.1	8.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.0	0.3	0.1	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.0	0.0	0.0	0.5	0.1	0.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	0.0	10.7	0.0	0.0	7.4	8.4	7.5	7.1	9.0	9.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		64			195			405			515	
Approach Delay, s/veh		9.2			10.7			8.4			8.9	
Approach LOS		A			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	12.3		10.3	4.1	12.7		10.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	23.0		18.0	18.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	4.4		2.9	2.0	5.3		5.4				
Green Ext Time (p_c), s	0.0	2.2		0.2	0.0	2.4		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		9.0
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	34	12	12	9	28	14	317	58	39	85	23
Future Volume (veh/h)	26	34	12	12	9	28	14	317	58	39	85	23
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	1589	1589	1589	1900	1900	1900	1589	1856	1826	1900	1796	1796
Adj Flow Rate, veh/h	32	42	15	15	11	35	17	391	72	48	105	28
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	21	21	21	0	0	0	21	3	5	0	7	7
Cap, veh/h	251	93	31	219	50	124	599	929	408	548	800	206
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.26	0.26	0.06	0.30	0.30
Sat Flow, veh/h	451	721	238	329	387	965	1513	3526	1547	1810	2685	693
Grp Volume(v), veh/h	89	0	0	61	0	0	17	391	72	48	65	68
Grp Sat Flow(s),veh/h/ln	1410	0	0	1682	0	0	1513	1763	1547	1810	1706	1672
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.2	2.3	0.9	0.5	0.7	0.8
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.8	0.0	0.0	0.2	2.3	0.9	0.5	0.7	0.8
Prop In Lane	0.36		0.17	0.25		0.57	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	374	0	0	393	0	0	599	929	408	548	508	498
V/C Ratio(X)	0.24	0.00	0.00	0.16	0.00	0.00	0.03	0.42	0.18	0.09	0.13	0.14
Avail Cap(c_a), veh/h	1165	0	0	1312	0	0	1637	3193	1401	1514	1344	1316
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.0	0.0	0.0	6.5	7.7	7.2	6.1	6.5	6.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.2	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.5	0.2	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	0.0	10.2	0.0	0.0	6.6	8.0	7.4	6.2	6.6	6.6
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		89			61			480			181	
Approach Delay, s/veh		10.6			10.2			7.9			6.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	11.7		8.3	4.6	12.6		8.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	23.0		18.0	18.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	2.5	4.3		3.4	2.2	2.8		2.8				
Green Ext Time (p_c), s	0.1	2.5		0.3	0.0	0.5		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.1
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	20	7	54	54	59	5	316	29	13	389	39
Future Volume (veh/h)	42	20	7	54	54	59	5	316	29	13	389	39
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	1678	1678	1678	1648	1648	1648	1307	1767	1796	1678	1781	1781
Adj Flow Rate, veh/h	49	24	8	64	64	69	6	372	34	15	458	46
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	15	15	15	17	17	17	40	9	7	15	8	8
Cap, veh/h	348	133	30	244	115	101	371	915	415	452	883	88
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.01	0.27	0.27	0.02	0.28	0.28
Sat Flow, veh/h	691	662	148	356	574	501	1245	3357	1522	1598	3107	311
Grp Volume(v), veh/h	81	0	0	197	0	0	6	372	34	15	249	255
Grp Sat Flow(s),veh/h/ln	1502	0	0	1430	0	0	1245	1678	1522	1598	1692	1725
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.1	2.5	0.5	0.2	3.4	3.4
Cycle Q Clear(g_c), s	1.1	0.0	0.0	3.5	0.0	0.0	0.1	2.5	0.5	0.2	3.4	3.4
Prop In Lane	0.60		0.10	0.32		0.35	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	511	0	0	460	0	0	371	915	415	452	481	490
V/C Ratio(X)	0.16	0.00	0.00	0.43	0.00	0.00	0.02	0.41	0.08	0.03	0.52	0.52
Avail Cap(c_a), veh/h	1087	0	0	1090	0	0	1172	2796	1268	1288	1226	1250
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	0.0	10.2	0.0	0.0	7.4	8.2	7.5	7.1	8.3	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.0	0.3	0.1	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	0.0	0.5	0.1	0.0	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	0.0	0.0	10.8	0.0	0.0	7.4	8.5	7.6	7.1	9.2	9.2
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		81			197			412			519	
Approach Delay, s/veh		9.4			10.8			8.4			9.1	
Approach LOS		A			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	12.5		10.5	4.2	12.8		10.5				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	23.0		18.0	18.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	4.5		3.1	2.1	5.4		5.5				
Green Ext Time (p_c), s	0.0	2.2		0.3	0.0	2.4		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		9.2
HCM 6th LOS		A

REEVES ROAD & NORTH ACCESS DRIVE

CAPACITY ANALYSIS

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	44	19	23	12	5
Future Vol, veh/h	59	44	19	23	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	0	0	22	0	0
Mvmt Flow	64	48	21	25	13	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	155	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	67	-
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	-	-	1490	-	841	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	829	976
Mov Cap-2 Maneuver	-	-	-	-	829	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1490	-
HCM Lane V/C Ratio	0.021	-	-	0.014	-
HCM Control Delay (s)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	10	5	81	31	14
Future Vol, veh/h	48	10	5	81	31	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	27	0	0	14	0	0
Mvmt Flow	52	11	5	88	34	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	63	0	156	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	98	-
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	-	-	1553	-	840	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	837	1014
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	885	-	-	1553	-
HCM Lane V/C Ratio	0.055	-	-	0.003	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	44	19	27	12	5
Future Vol, veh/h	67	44	19	27	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	0	0	19	0	0
Mvmt Flow	73	48	21	29	13	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	121	0	168	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	71	-
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	-	-	1479	-	827	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1479	-	815	965
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1479	-
HCM Lane V/C Ratio	0.022	-	-	0.014	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	10	5	93	31	14
Future Vol, veh/h	55	10	5	93	31	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	0	0	13	0	0
Mvmt Flow	60	11	5	101	34	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	177	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	111	-
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	-	-	1542	-	817	1003
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	815	1003
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	919	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	865	-	-	1542	-
HCM Lane V/C Ratio	0.057	-	-	0.004	-
HCM Control Delay (s)	9.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

PERRY ROAD & EAST ACCESS DRIVE

CAPACITY ANALYSIS

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	11	338	90	5
Future Vol, veh/h	1	3	11	338	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, %	100	100	100	4	8	100
Mvmt Flow	1	3	12	367	98	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	272	52	103	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	8.25	8.9	6.1	-	-	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	8	-	-	-	-	-
Follow-up Hdwy	4.65	4.3	3.2	-	-	-
Pot Cap-1 Maneuver	492	759	989	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	486	759	989	-	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	590	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	989	-	666	-	-
HCM Lane V/C Ratio	0.012	-	0.007	-	-
HCM Control Delay (s)	8.7	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	3	302	391	1
Future Vol, veh/h	3	8	3	302	391	1
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, %	100	100	100	8	9	100
Mvmt Flow	3	9	3	328	425	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	563	213	426	0	-	0
Stage 1	426	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	8.25	8.9	6.1	-	-	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	8	-	-	-	-	-
Follow-up Hdwy	4.65	4.3	3.2	-	-	-
Pot Cap-1 Maneuver	300	560	657	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	560	657	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	452	-	-
HCM Lane V/C Ratio	0.005	-	0.026	-	-
HCM Control Delay (s)	10.5	-	13.2	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	11	388	104	5
Future Vol, veh/h	1	3	11	388	104	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, %	100	100	100	4	7	100
Mvmt Flow	1	3	12	422	113	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	309	59	118	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	8.25	8.9	6.1	-	-	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	8	-	-	-	-	-
Follow-up Hdwy	4.65	4.3	3.2	-	-	-
Pot Cap-1 Maneuver	462	749	970	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	456	749	970	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	970	-	645	-	-
HCM Lane V/C Ratio	0.012	-	0.007	-	-
HCM Control Delay (s)	8.8	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	3	347	449	1
Future Vol, veh/h	3	8	3	347	449	1
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, %	100	100	100	8	9	100
Mvmt Flow	3	9	3	377	488	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	646	245	489	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	8.25	8.9	6.1	-	-	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	8	-	-	-	-	-
Follow-up Hdwy	4.65	4.3	3.2	-	-	-
Pot Cap-1 Maneuver	260	527	606	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	259	527	606	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	606	-	411	-	-
HCM Lane V/C Ratio	0.005	-	0.029	-	-
HCM Control Delay (s)	11	-	14	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-