



TRAFFIC IMPACT STUDY

PROPOSED RESIDENTIAL DEVELOPMENT "HAWK'S LANDING"

BROWNSBURG, INDIANA

PREPARED FOR

David Weekley Homes

A graphic element consisting of a horizontal brushstroke in shades of orange and red, positioned below the company name.

NOVEMBER 2025

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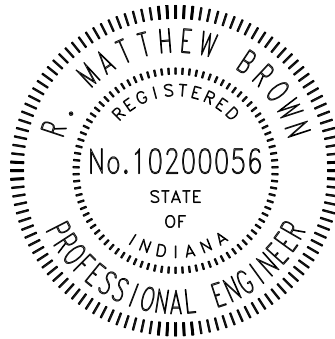
CERTIFICATION

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


A&F ENGINEERING Co., LLC



November 18, 2025
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Traffic Engineer

INTRODUCTION

This **TRAFFIC IMPACT STUDY**, prepared on behalf of David Weekley Homes, is for a proposed residential development known as “Hawk’s Landing” that will be located south of CR 800 N & west of SR 267 (Green Street) in Brownsburg, Indiana.

PURPOSE

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

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

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

SCOPE OF WORK

The scope of work for this analysis is as follows:

First, obtain peak hour turning movement traffic volume counts between the hours of 6:30 AM to 9:30 AM and 3:00 PM to 8:00 PM on a typical Thursday and between the hours of 7:00 AM to 2:00 PM on a typical Sunday at the following intersections:

- CR 800 N & CR 650 E
- CR 800 N & SR 267 (Green Street)
- CR 700 N & CR 650 E
- CR 700 N & SR 267 (Green Street)
- SR 267 (Green Street) & Acre Lane

Second, estimate the year 2030 background traffic volumes by applying growth rate factors to the existing traffic volumes.

Third, estimate the number of peak hour weekday trips and Sunday midday peak hour trips that will be generated by the proposed development.

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

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

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

Scenario 2: Year 2030 Background Traffic Volumes – Based on applying growth rate factors to the existing traffic volumes.

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

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

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

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development will be located south of CR 800 North & west of SR 267 (Green Street) in Brownsburg, Indiana. The proposed residential development will consist of two parcels. The west parcel will have 81 single-family homes that will be served by one full-access drive along CR 800 N and a secondary access connection to Windridge Lane. The east parcel will have 24 single-family homes that will be served via a connection to the existing Connection Pointe Christian Church access drive along SR 267 (Green Street). **Figure 1** is an area map showing the location and general layout of the proposed site. The detailed site plan for the proposed development is included in the **Appendix**.

STUDY AREA

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

- CR 800 N & CR 650 E
- CR 800 N & SR 267 (Green Street)
- CR 700 N & CR 650 E
- CR 700 N & SR 267 (Green Street)
- SR 267 (Green Street) & Acre Lane / Proposed Development Access Drive
- CR 800 N & Proposed Access Drive

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

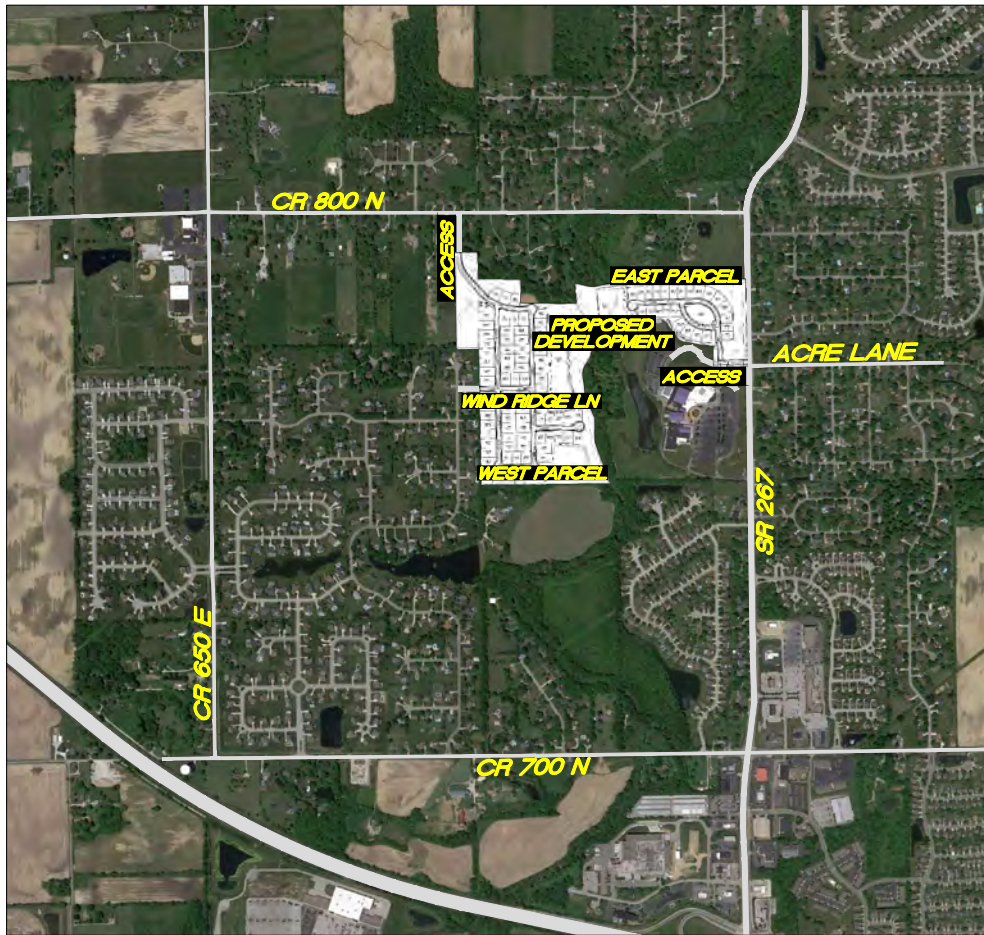


FIGURE 1
AREA MAP

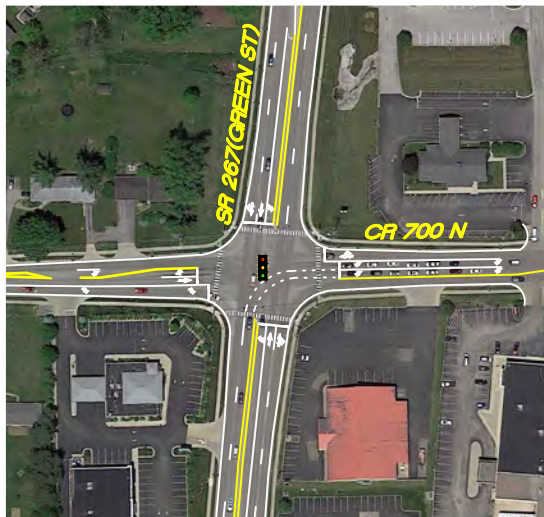
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CR 800 N & CR 650 E



CR 700 N & CR 650 E



CR 700 N & SR 267 (GREEN ST)

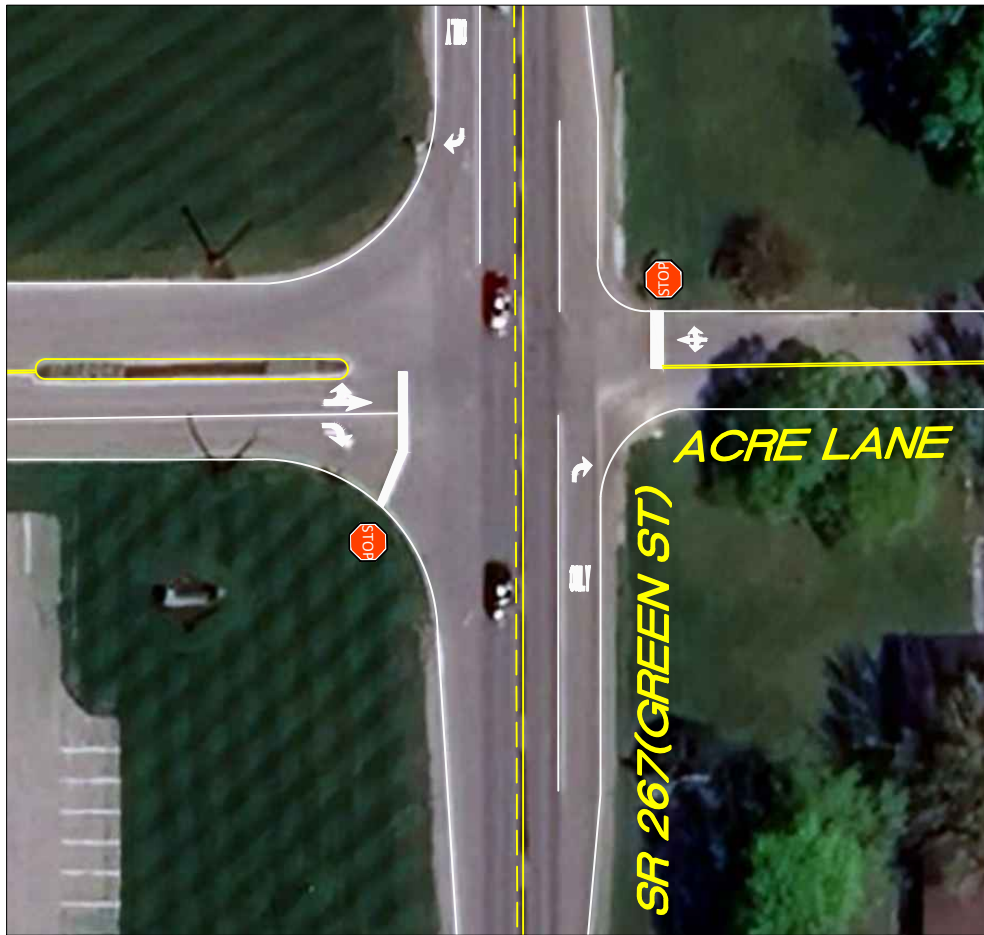


CR 800 N & SR 267 (GREEN ST)

FIGURE 2A

**EXISTING INTERSECTION
GEOMETRICS**

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SR 267 (GREEN ST) & ACRE LANE

FIGURE 2B
EXISTING INTERSECTION
GEOMETRICS

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DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed residential development will be primarily served by the public roadway system that includes CR 800 N, CR 650 E, CR 700 N, and SR 267 (Green Street).

TABLE 1 – DESCRIPTION OF THE ABUTTING STREET SYSTEM

STREET NAME	NUMBER OF LANES	SPEED LIMIT (MPH)	ROADWAY CLASSIFICATION *
CR 800 N	2	35	Collector
CR 650 E	2	45	Secondary Arterial
CR 700 N	2	30	Secondary Arterial
SR 267 (Green Street)	2	45	Primary Arterial

* Roadway classification based on INDOT Roadway Inventory & Functional Class Viewer

EXISTING TRAFFIC VOLUMES & PEAK HOURS

Turning movement traffic volume counts were collected by the A&F Engineering at the existing study intersections between the hours of 6:30 AM and 9:30 AM and 3:00 PM and 8:00 PM on a typical Thursday and between the hours of 7:00 AM to 2:00 PM on a typical Sunday in October and November 2025 under good weather conditions. According to the turning movement traffic volume counts, the AM and PM weekday and Sunday 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 are included in the **Appendix**, and the AM and PM peak hour traffic volumes at the study intersection are shown in **Figure 3**.

REDISTRIBUTION OF EXISTING TRAFFIC VOLUMES

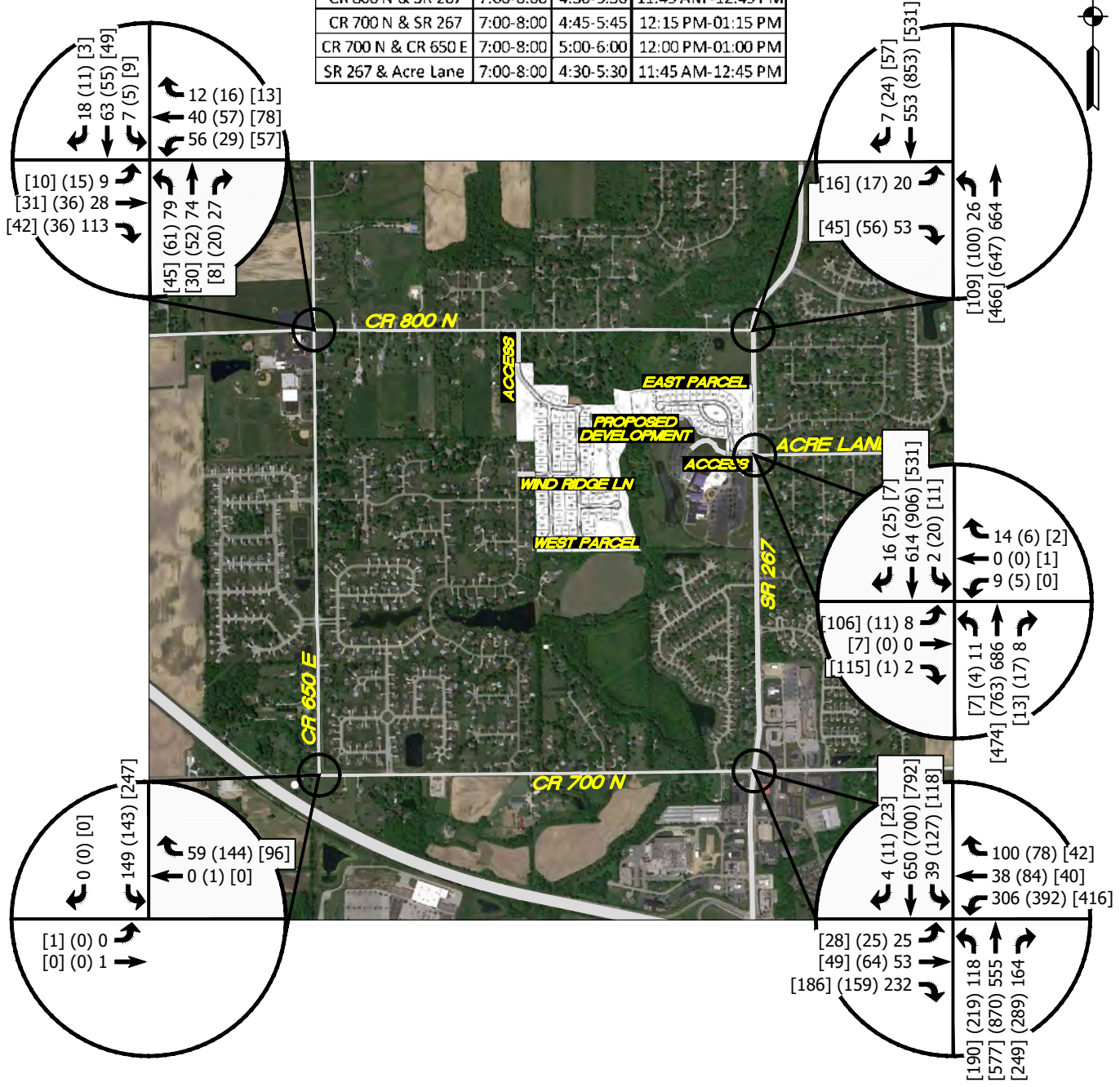
The west parcel of the proposed development will have a secondary access via a connection to Windridge Lane. Therefore, it is possible that existing traffic from the Windridge subdivision could utilize this connection to access CR 800 N. However, it is not anticipated that these volumes will be significant during the peak hours. Therefore, these volumes have been considered negligible for the purposes of this analysis.

YEAR 2030 BACKGROUND TRAFFIC VOLUMES

To account for annual growth in traffic that would occur due to future development outside of the study area, growth rate factors were applied to the existing traffic volumes. Growth rate factors provided by Shrewsbury were applied to the existing traffic volumes to obtain year 2030 background traffic volumes shown in **Figure 4**.

FIGURE 3: EXISTING TRAFFIC VOLUMES

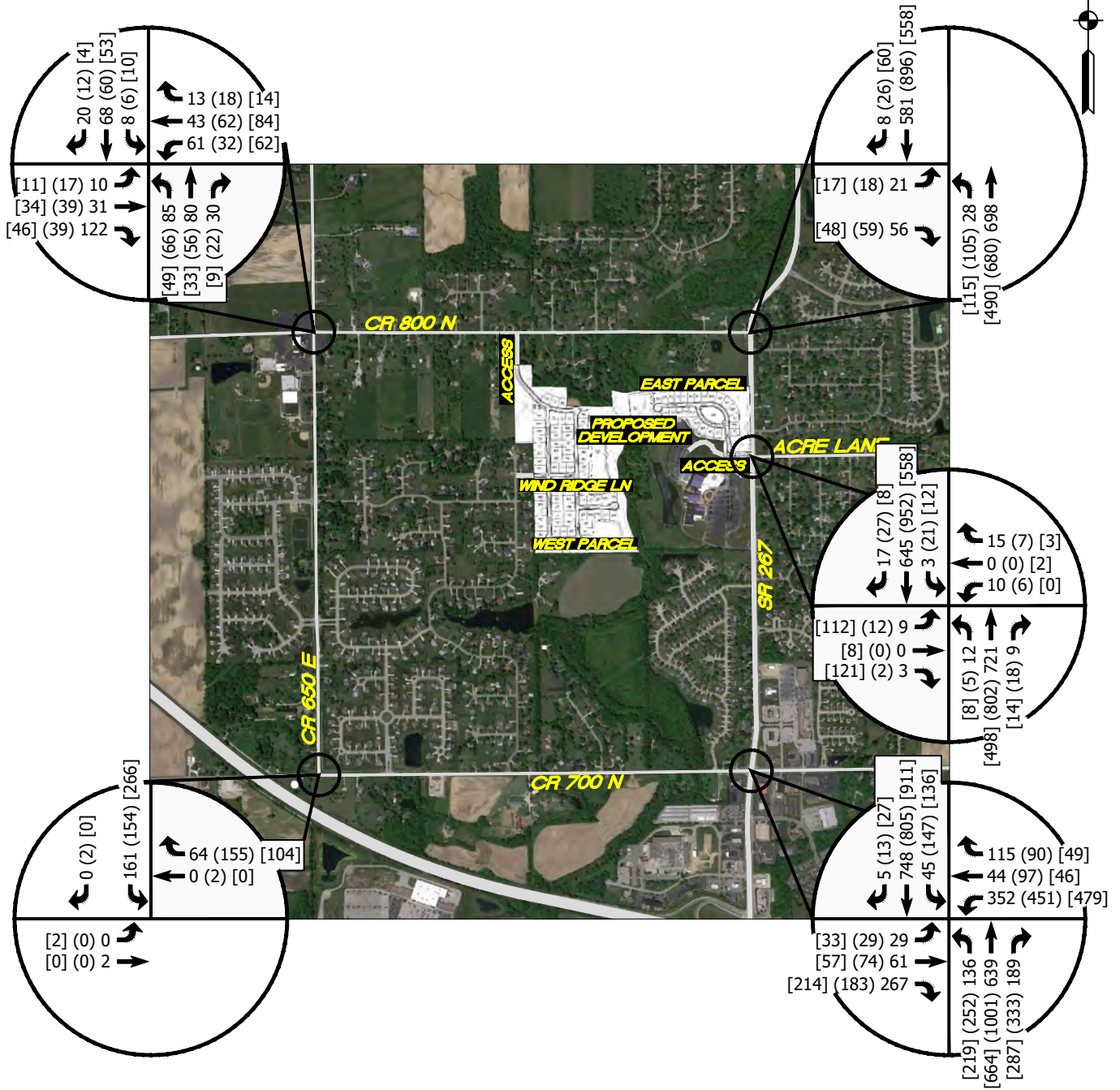
Intersection	AM Peak	PM Peak	Sunday Peak
CR 800 N & CR 650 E	7:30-8:30	5:00 -6:00	12:00 PM-01:00 PM
CR 800 N & SR 267	7:00-8:00	4:30-5:30	11:45 AM -12:45 PM
CR 700 N & SR 267	7:00-8:00	4:45-5:45	12:15 PM-01:15 PM
CR 700 N & CR 650 E	7:00-8:00	5:00-6:00	12:00 PM-01:00 PM
SR 267 & Acre Lane	7:00-8:00	4:30-5:30	11:45 AM-12:45 PM



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

FIGURE 3
EXISTING TRAFFIC VOLUMES

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

FIGURE 4
YEAR 2030 BACKGROUND
TRAFFIC VOLUMES

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BROWNSBURG, IN

GENERATED TRIPS FOR PROPOSED DEVELOPMENT

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

TABLE 2 – GENERATED TRIPS FOR PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION			GENERATED TRIPS					
LAND USE	ITE CODE	SIZE	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR		SUNDAY MIDDAY PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
Single-Family Housing (East Parcel)	210	24 DU	6	16	16	10	8	6
Single-Family Housing (West Parcel)	210	81 DU	16	44	49	30	34	25

Note: Sunday Trip Generation is based on 24-Hour Sunday trip generation data & applying time-of-day distribution data from the *ITE Trip Generation Manual* Appendices for the 12:00 PM - 1:00 PM time period.

PASS-BY & INTERNAL TRIPS

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

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

¹ *Trip Generation Manual*, Institute of Transportation Engineers, Twelfth Edition, 2025.

ASSIGNMENT AND DISTRIBUTION OF GENERATED TRIPS

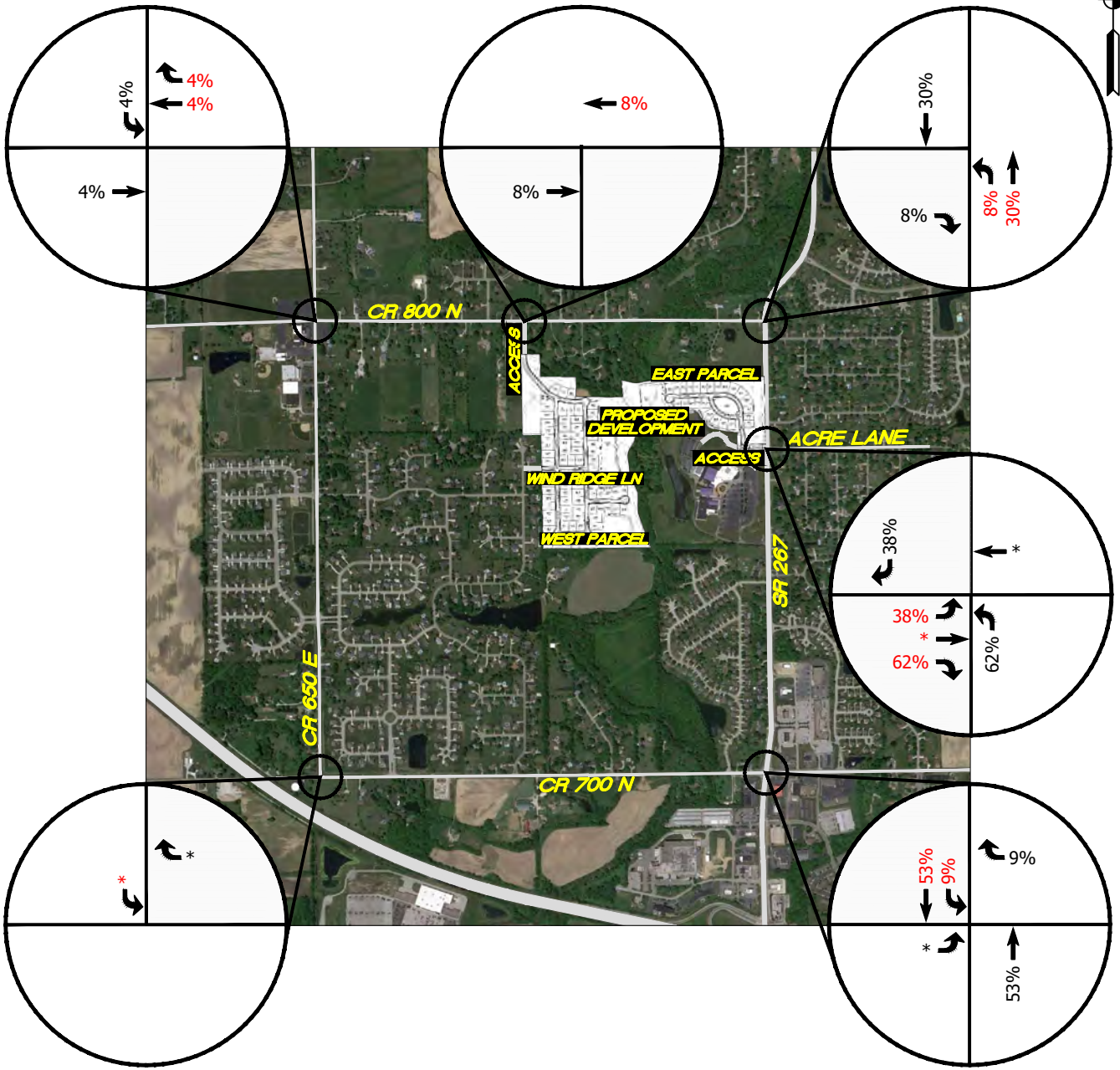
The study methodology used to determine the traffic volumes from the site that will be added to the street system is defined as follows:

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 volume 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.

Figures 5A, 5B, 5C and 5D illustrate the assignment and distribution of generated traffic volumes for the proposed development.

GENERATED TRIPS ADDED TO THE STREET SYSTEM

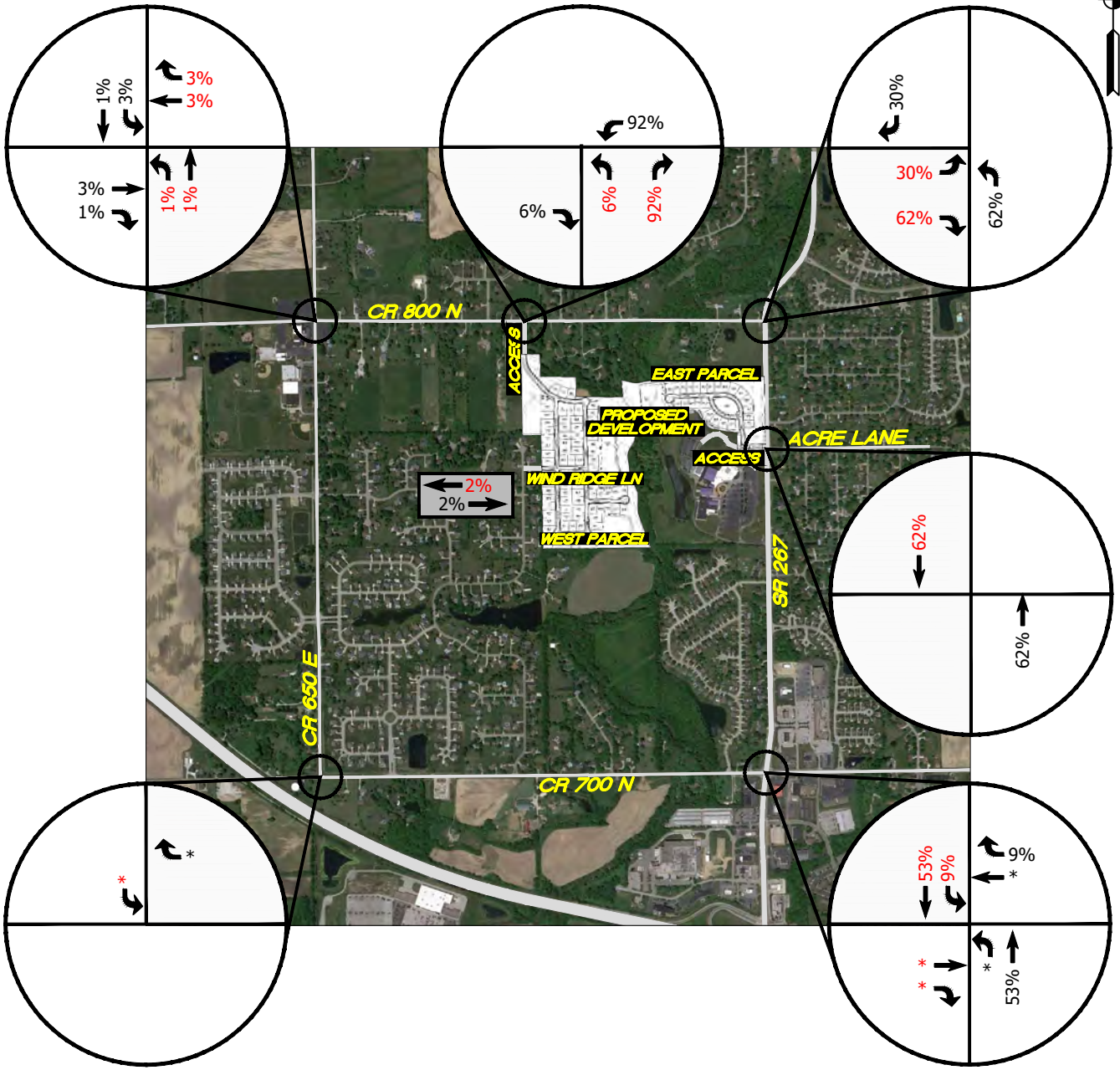
The generated traffic volumes that can be expected from the proposed development have been assigned to each of the study intersections. These volumes were determined based on the previously discussed trip generation data, assignment and distribution of generated traffic. The peak hour total generated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



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

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FIGURE 5A
**ASSIGNMENT & DISTRIBUTION OF
 GENERATED TRAFFIC VOLUMES
 FROM PROPOSED DEVELOPMENT
 (WEEKDAY - EAST PARCEL)**

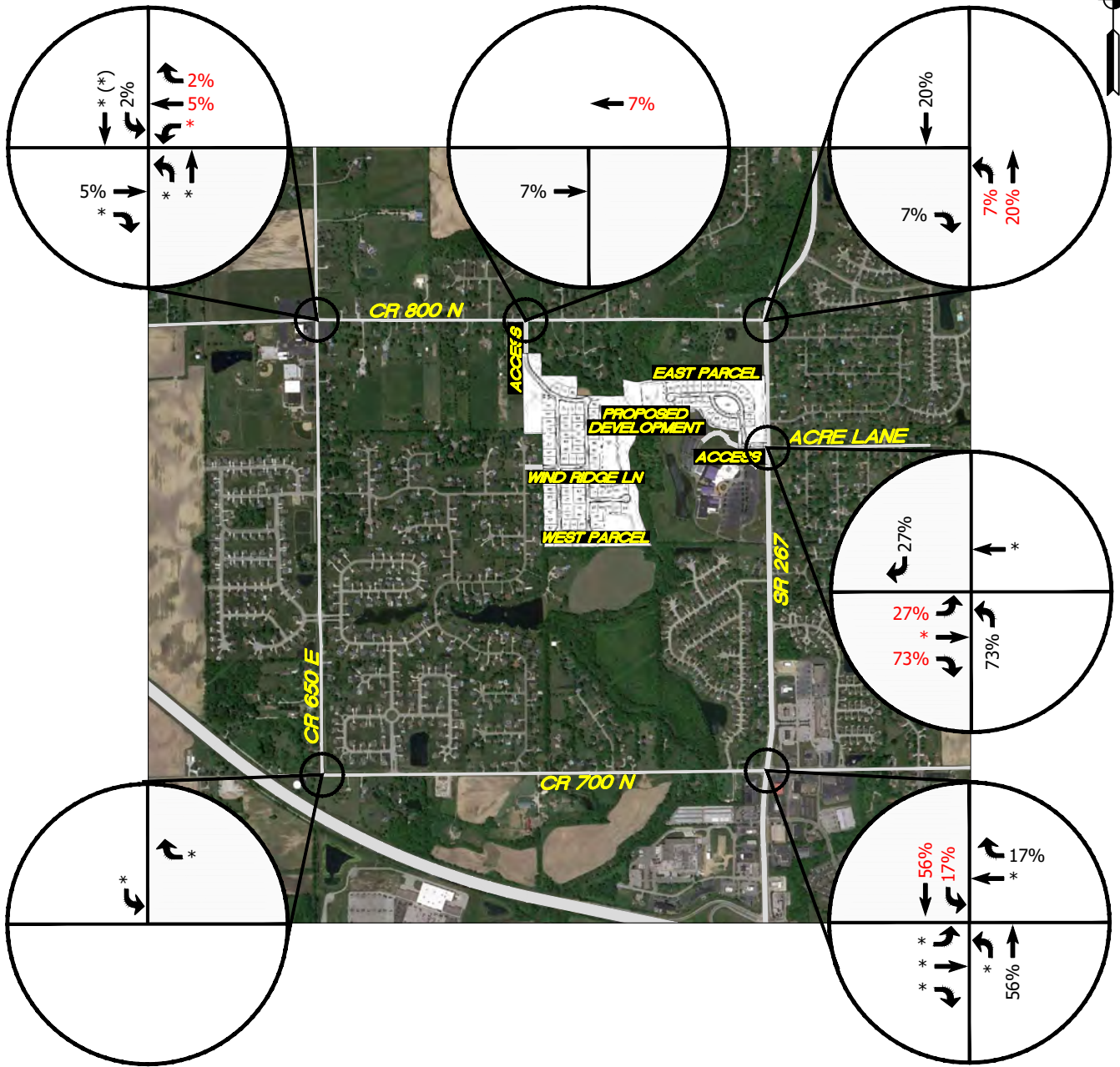


LEGEND
 XX = INBOUND TRAFFIC
 XX = OUTBOUND TRAFFIC
 * = NEGLIGIBLE

FIGURE 5B

ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT (WEEKDAY - WEST PARCEL)

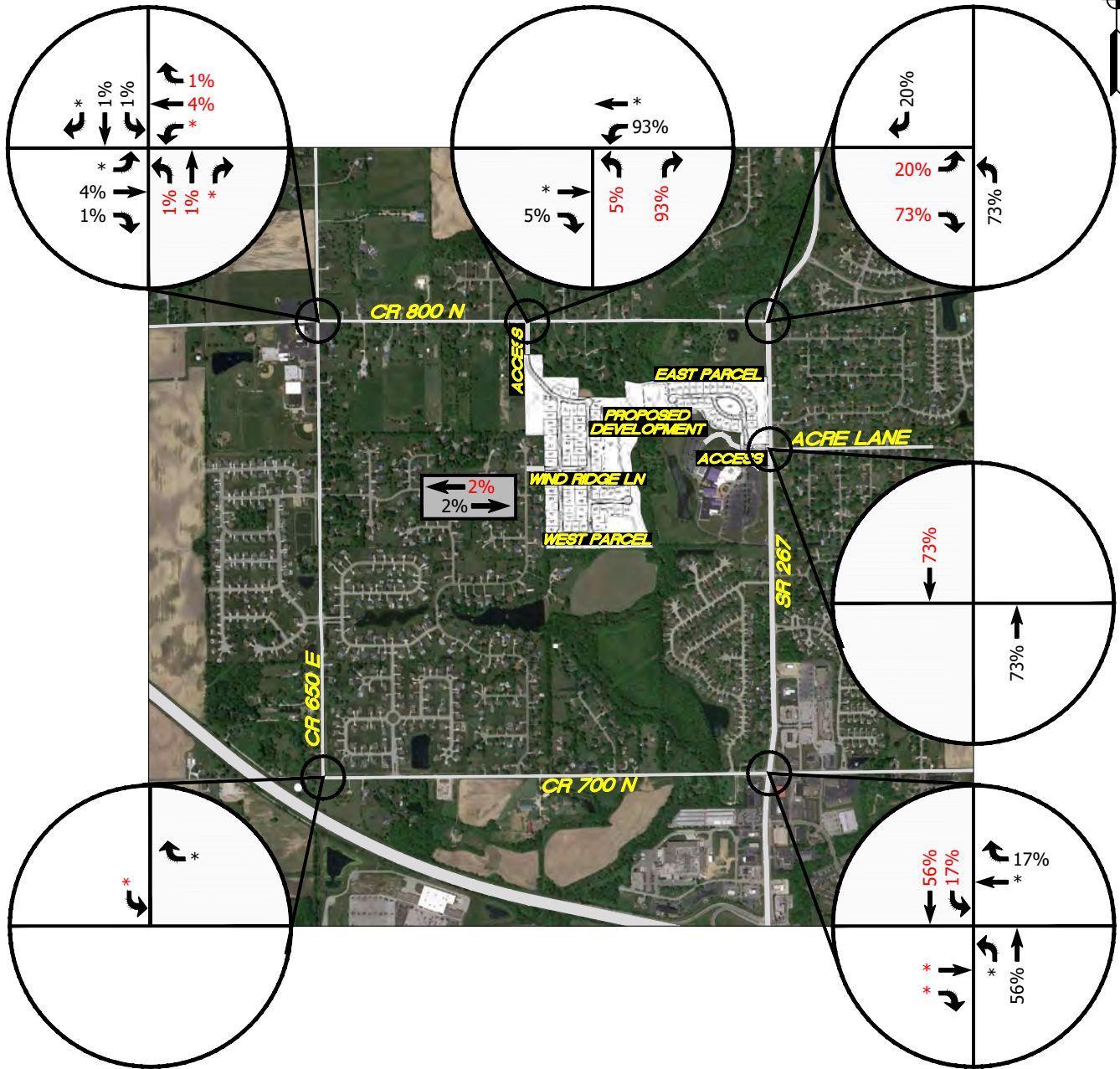
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LEGEND
 XX = INBOUND TRAFFIC
 XX = OUTBOUND TRAFFIC
 * = NEGLIGIBLE

FIGURE 5C
ASSIGNMENT & DISTRIBUTION OF
GENERATED TRAFFIC VOLUMES
FROM PROPOSED DEVELOPMENT
(SUNDAY - EAST PARCEL)

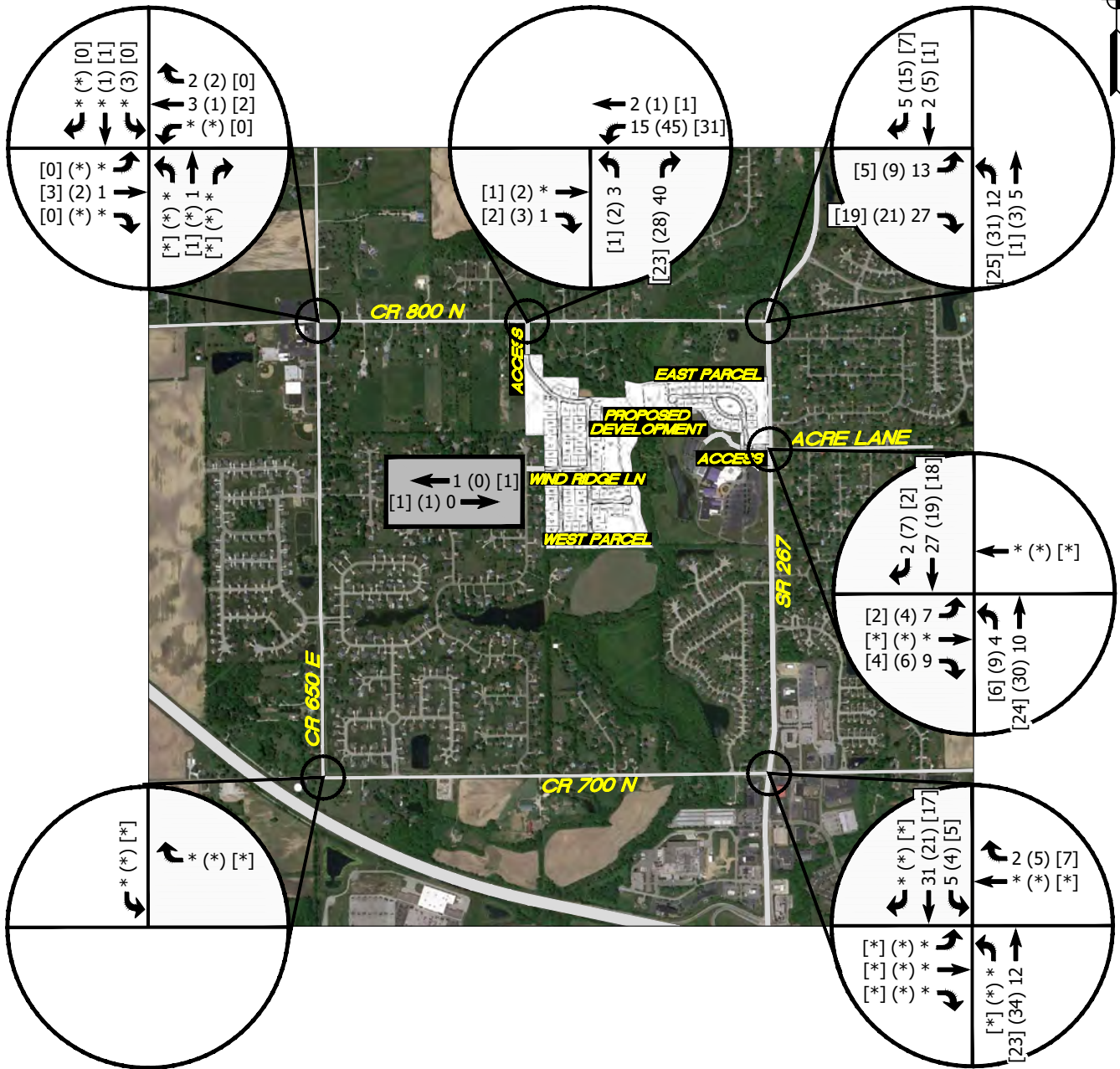
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LEGEND
 XX = INBOUND TRAFFIC
 XX = OUTBOUND TRAFFIC
 * = NEGLIGIBLE

FIGURE 5D
ASSIGNMENT & DISTRIBUTION OF
GENERATED TRAFFIC VOLUMES
FROM PROPOSED DEVELOPMENT
(SUNDAY - WEST PARCEL)

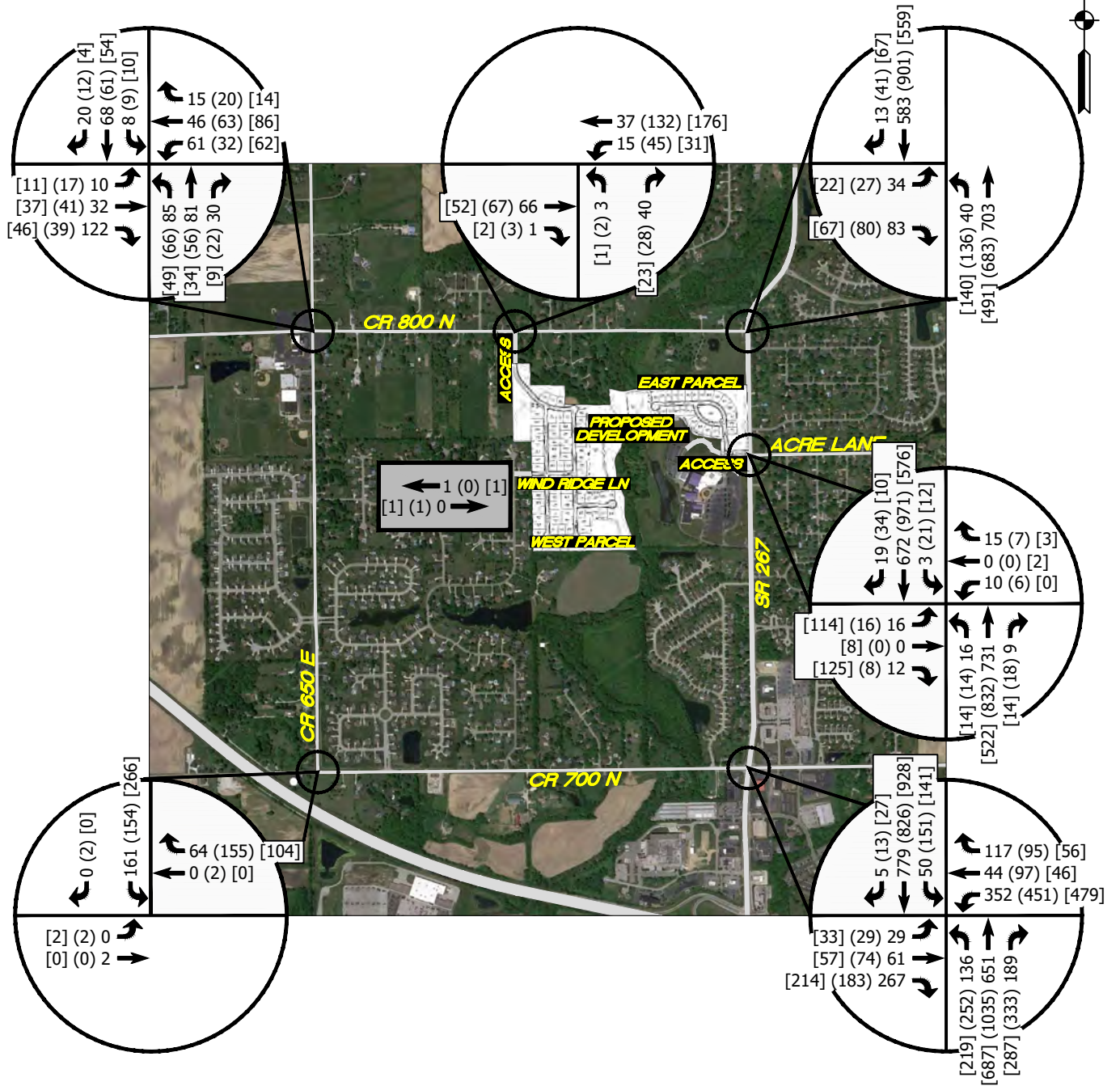
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LEGEND
 XX = A.M. PEAK HOUR
 (XX) = P.M. PEAK HOUR
 [XX] = SUNDAY PEAK HOUR
 * = NEGLIGIBLE

FIGURE 6
TOTAL GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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

FIGURE 7

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

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TURN LANE WARRANT ANALYSIS

The year 2030 background traffic volumes were combined with the generated traffic volumes from the proposed development to determine if turn lanes would be required along CR 800 N at the proposed access drive location. This analysis was done in accordance with the INDOT *Driveway Permit Guide*² and the results are summarized in the following table.

TABLE 3 – TURN LANE WARRANT RESULTS

LOCATION	RIGHT- TURN LANE	LEFT-TURN LANE
CR 800 N & Proposed Access Drive	X	X

✓=Turn Lane warranted; X=Turn Lane not warranted

The graphs that show the turn lane warrant criteria are shown in the **Appendix**. Furthermore, it should be noted that where turn lanes are not shown to be warranted, turn treatments could be required by Hendricks County based on local preferences.

CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis includes traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/SimTraffic*³. This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 7th Edition)*⁴. The following list shows the delays related to the levels of service for unsignalized and signalized intersections:

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

³ *Synchro/SimTraffic 12*, Cubic Transportation Systems, 2023.

⁴ *Highway Capacity Manual (HCM), 7th Edition* Transportation Research Board, National Research Council, Washington, DC, 2022.

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

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

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

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

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

TABLE 4 – LEVEL OF SERVICE SUMMARY: CR 800 N & CR 650 E

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

TABLE 5 – LEVEL OF SERVICE SUMMARY: CR 800 N & SR 267 (GREEN STREET)

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

Scenario A considers existing intersection geometrics.

Scenario B considers construction of an exclusive eastbound right-turn lane and an exclusive eastbound left-turn lane.

TABLE 6 – LEVEL OF SERVICE SUMMARY: CR 700 N & SR 267 (GREEN STREET)

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

TABLE 7 – LEVEL OF SERVICE SUMMARY: CR 700 N & CR 650 E

APPROACH	AM PEAK			PM PEAK			SUNDAY PEAK		
	Scenarios			Scenarios			Scenarios		
	1	2	3	1	2	3	1	2	3
Southbound Approach	A	A	A	A	A	A	B	B	B
Eastbound Left-Turn	A	A	A	A	A	A	A	A	A

TABLE 8 – LEVEL OF SERVICE SUMMARY: SR 267 (GREEN STREET) & ACRE LANE/CONNECTION
 POINTE CHRISTIAN CHURCH/PROPOSED DEVELOPMENT ACCESS DRIVE

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

TABLE 9 – LEVEL OF SERVICE SUMMARY: CR 800 N & PROPOSED DEVELOPMENT ACCESS DRIVE

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

Analysis considers construction of the access drive with one inbound and one outbound lane that will stop for CR 800 N.

CONCLUSIONS & RECOMMENDATIONS

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

CR 800 N & CR 650 E

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

CR 800 N & SR 267 (GREEN STREET)

Capacity analyses have shown that all approaches to this intersection currently operate at acceptable levels of service during the AM and Sunday peak hours with the existing intersection conditions. It is expected that the eastbound approach will experience increased delays during the peak hours as future traffic is added to the intersection. However, additional analyses have shown that these future delays can be substantially reduced if an exclusive left-turn lane and an exclusive right-turn lane are constructed along the eastbound approach.

CR 700 N & SR 267 (GREEN STREET)

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

CR 700 N & CR 650 E

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

SR 267 (GREEN STREET) & ACRE LANE/CONNECTION POINTE CHRISTIAN CHURCH/PROPOSED DEVELOPMENT ACCESS DRIVE

Capacity analyses have shown that the eastbound approach currently operates below acceptable levels of service during the weekday and Sunday peak hours. Additionally, the westbound approach currently operates below acceptable levels of service during the PM peak hour. The eastbound and westbound approach delays will increase when future traffic volumes (background and proposed development) are added to the intersection. However, it should be noted that minor street approach peak hour delays are not uncommon when the major street has high peak hour volumes.

CR 800 N & PROPOSED DEVELOPMENT ACCESS DRIVE

Capacity analyses have shown that all approaches at this intersection will operate at acceptable levels of service during the AM, PM and Sunday peak hours when the generated traffic volumes from the proposed development are added to the roadway network and the following recommended intersection conditions are considered.

- Construction of the full access drive with one inbound lane and one outbound lane.
- The intersection should be stop-controlled with the access drive stopping for CR 800 N.

TRAFFIC IMPACT STUDY

APPENDIX



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

ADDITIONAL FIGURES



Project No:	23369
Sheet No:	

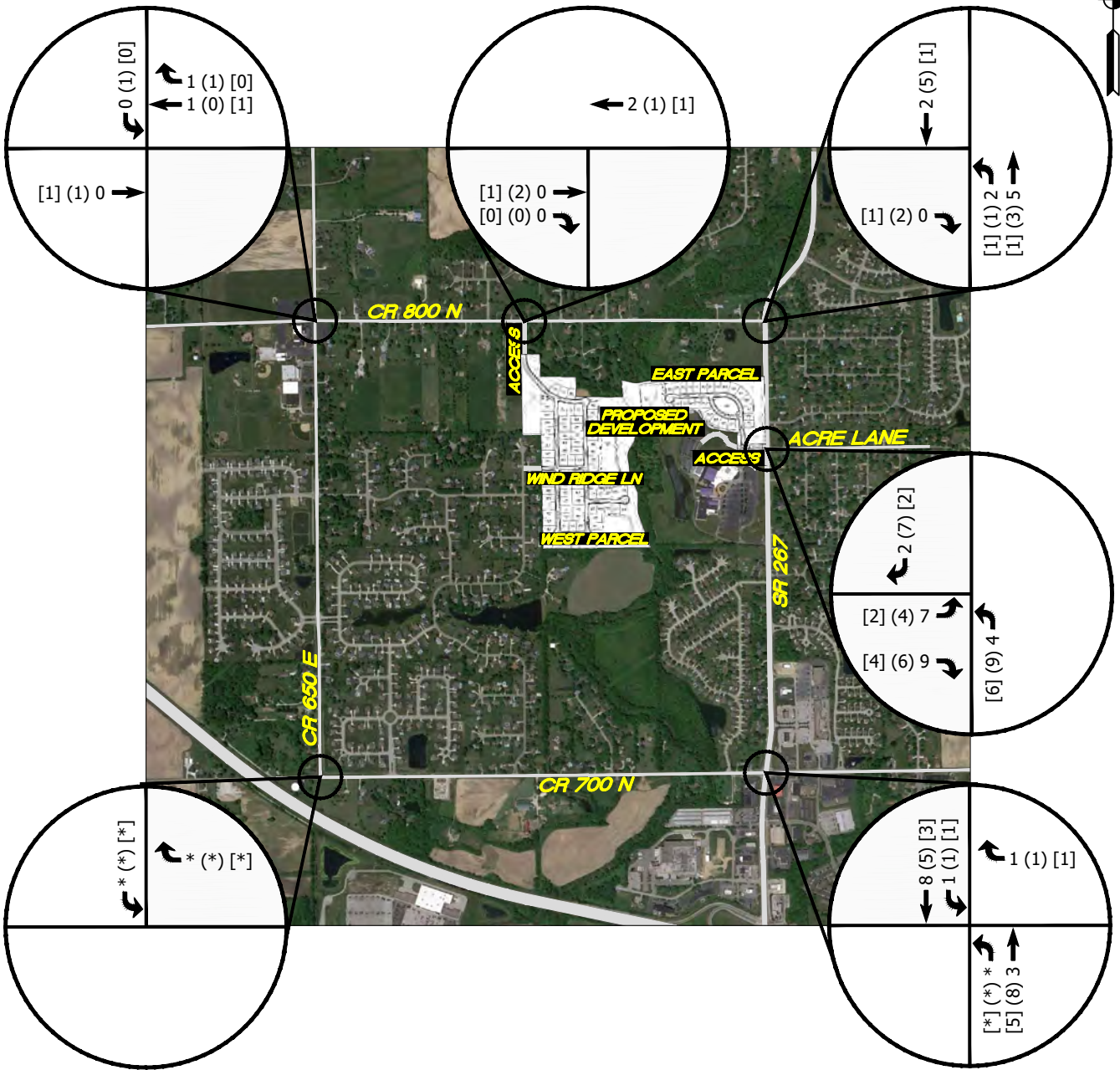
BANNING ENGINEERING
 653 COLUMBIA ROAD, SUITE #101
 PLAINFIELD, IN 46166
 BUS: (317) 707-3700 FAX: (317) 707-3800
 E-MAIL: Banning@BanningEngineering.com
 WEB: www.BanningEngineering.com

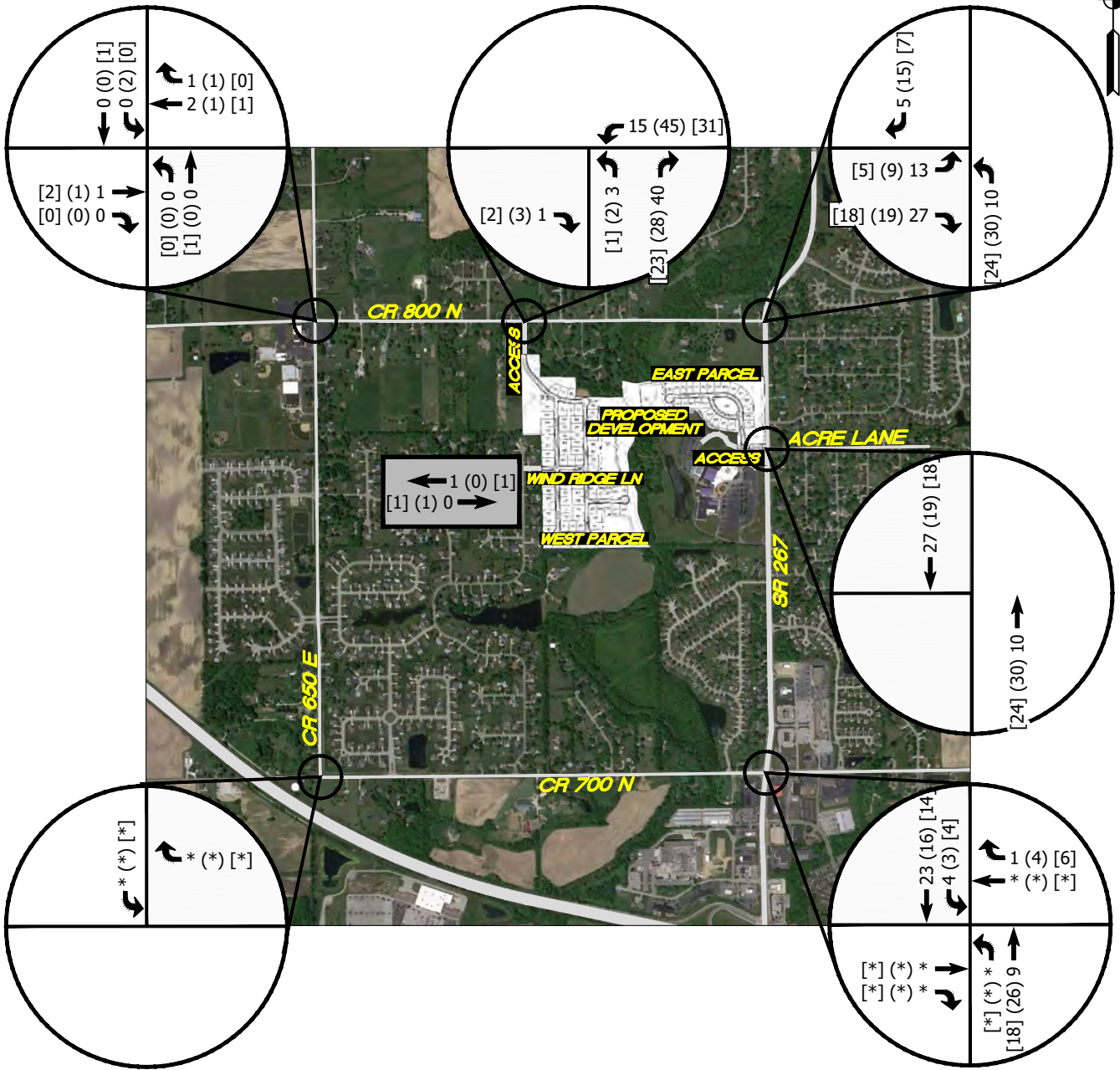
CHANDLER A. HAZDEN
 REGISTERED LAND SURVEYOR
 INDIANA
 No. 22300022
Chandler Hazden

**R1 - PRIMARY PLAT
 HAWKS LANDING
 HENDRICKS COUNTY
 BROWNSBURG, INDIANA**

Design:	GAF
Drawn:	GAF
Checked:	AGLSB
Scale:	1" = 60'
Date:	08-06-2025

Sym.	1	REVISIONS PER TECH REVIEW COMMITTEE COMMENTS
Date	10-02-2025	





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

FIGURE B
GENERATED TRAFFIC VOLUMES
FROM THE PROPOSED
DEVELOPMENT
(WEST PARCEL)

CR 800 N & CR 650 E

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

CR 650 E & CR 800 N THURSDAY AM - TMC

Thu Nov 6, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1355979, Location: 39.880045, -86.411371



Provided by: A&F Engineering

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

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2025-11-06 7:30AM	11	13	2	0	26	1	4	4	0	9	1	7	15	0	23	4	10	0	0	14	72
7:45AM	8	9	3	0	20	2	14	0	0	16	3	12	25	0	40	10	7	7	0	24	100
8:00AM	25	17	13	0	55	1	22	5	0	28	3	7	32	0	42	24	4	3	0	31	156
8:15AM	35	35	9	0	79	3	23	9	0	35	2	2	41	0	45	18	19	2	0	39	198
Total	79	74	27	0	180	7	63	18	0	88	9	28	113	0	150	56	40	12	0	108	526
% Approach	43.9%	41.1%	15.0%	0%	-	8.0%	71.6%	20.5%	0%	-	6.0%	18.7%	75.3%	0%	-	51.9%	37.0%	11.1%	0%	-	-
% Total	15.0%	14.1%	5.1%	0%	34.2%	1.3%	12.0%	3.4%	0%	16.7%	1.7%	5.3%	21.5%	0%	28.5%	10.6%	7.6%	2.3%	0%	20.5%	-
PHF	0.564	0.529	0.519	-	0.570	0.583	0.685	0.500	-	0.629	0.750	0.583	0.689	-	0.833	0.583	0.526	0.429	-	0.692	0.664
Lights and Motorcycles	78	73	27	0	178	6	63	17	0	86	8	28	111	0	147	54	40	12	0	106	517
% Lights and Motorcycles	98.7%	98.6%	100%	0%	98.9%	85.7%	100%	94.4%	0%	97.7%	88.9%	100%	98.2%	0%	98.0%	96.4%	100%	100%	0%	98.1%	98.3%
Heavy	1	1	0	0	2	1	0	1	0	2	1	0	2	0	3	2	0	0	0	2	9
% Heavy	1.3%	1.4%	0%	0%	1.1%	14.3%	0%	5.6%	0%	2.3%	11.1%	0%	1.8%	0%	2.0%	3.6%	0%	0%	0%	1.9%	1.7%

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

CR 650 E & CR 800 N THURSDAY AM - TMC

Thu Nov 6, 2025

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

All Classes (Lights and Motorcycles, Heavy)

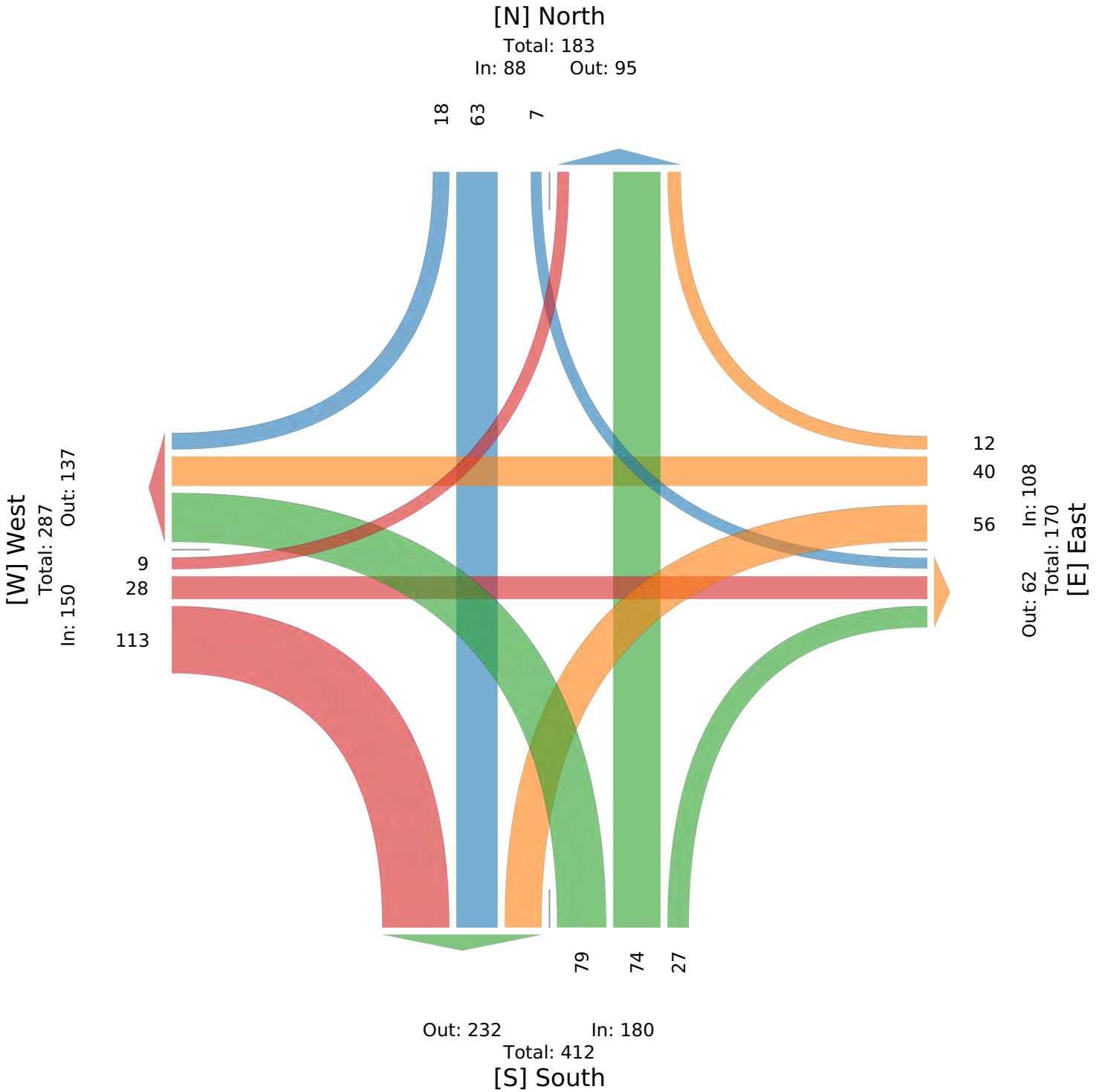
All Movements

ID: 1355979, Location: 39.880045, -86.411371



Provided by: A&F Engineering

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



CR 650 E & CR 800 N - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 5PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354702, Location: 39.880045, -86.411371



Provided by: A&F Engineering

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

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2025-10-30 5:00PM	20	13	1	0	34	1	19	2	0	22	2	7	9	0	18	8	12	4	0	24	98
5:15PM	12	15	7	0	34	2	17	5	0	24	6	11	11	0	28	8	16	6	0	30	116
5:30PM	16	10	7	0	33	2	8	2	0	12	2	12	12	0	26	8	15	4	0	27	98
5:45PM	13	14	5	0	32	0	11	2	0	13	5	6	4	0	15	5	14	2	0	21	81
Total	61	52	20	0	133	5	55	11	0	71	15	36	36	0	87	29	57	16	0	102	393
% Approach	45.9%	39.1%	15.0%	0%	-	7.0%	77.5%	15.5%	0%	-	17.2%	41.4%	41.4%	0%	-	28.4%	55.9%	15.7%	0%	-	-
% Total	15.5%	13.2%	5.1%	0%	33.8%	1.3%	14.0%	2.8%	0%	18.1%	3.8%	9.2%	9.2%	0%	22.1%	7.4%	14.5%	4.1%	0%	26.0%	-
PHF	0.763	0.867	0.714	-	0.978	0.625	0.724	0.550	-	0.740	0.625	0.750	0.750	-	0.777	0.906	0.891	0.667	-	0.850	0.847
Lights and Motorcycles	61	52	20	0	133	4	55	11	0	70	15	36	36	0	87	29	57	16	0	102	392
% Lights and Motorcycles	100%	100%	100%	0%	100%	80.0%	100%	100%	0%	98.6%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	99.7%
Heavy	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Heavy	0%	0%	0%	0%	0%	20.0%	0%	0%	0%	1.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.3%

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

CR 650 E & CR 800 N - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 5PM - 6 PM) - Overall Peak Hour

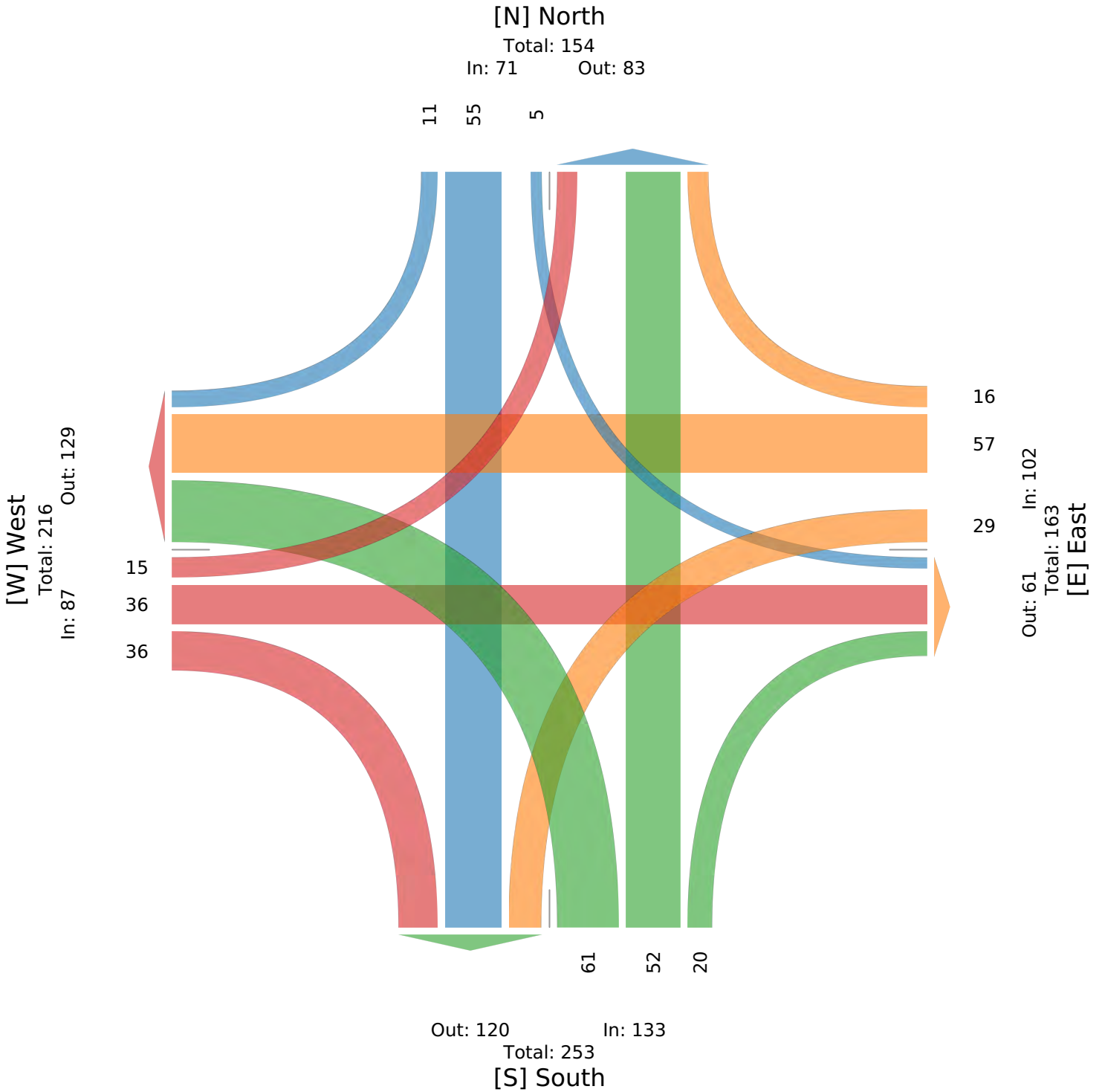
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354702, Location: 39.880045, -86.411371



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



CR 650 E & CR 800 N - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 12PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354702, Location: 39.880045, -86.411371



Provided by: A&F Engineering

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

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2025-11-02 12:00PM	6	4	2	0	12	5	13	2	0	20	2	7	17	0	26	3	11	2	0	16	74
12:15PM	8	10	2	0	20	1	14	0	0	15	3	8	11	0	22	8	19	3	0	30	87
12:30PM	20	8	2	0	30	1	13	1	0	15	3	5	6	0	14	17	31	5	0	53	112
12:45PM	11	8	2	0	21	2	9	0	0	11	2	11	8	0	21	29	17	3	0	49	102
Total	45	30	8	0	83	9	49	3	0	61	10	31	42	0	83	57	78	13	0	148	375
% Approach	54.2%	36.1%	9.6%	0%	-	14.8%	80.3%	4.9%	0%	-	12.0%	37.3%	50.6%	0%	-	38.5%	52.7%	8.8%	0%	-	-
% Total	12.0%	8.0%	2.1%	0%	22.1%	2.4%	13.1%	0.8%	0%	16.3%	2.7%	8.3%	11.2%	0%	22.1%	15.2%	20.8%	3.5%	0%	39.5%	-
PHF	0.563	0.750	1.000	-	0.692	0.450	0.875	0.375	-	0.763	0.833	0.705	0.618	-	0.798	0.491	0.629	0.650	-	0.698	0.837
Lights and Motorcycles	45	29	8	0	82	9	49	3	0	61	10	31	42	0	83	57	77	12	0	146	372
% Lights and Motorcycles	100%	96.7%	100%	0%	98.8%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	98.7%	92.3%	0%	98.6%	99.2%
Heavy	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
% Heavy	0%	3.3%	0%	0%	1.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.3%	7.7%	0%	1.4%	0.8%

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

CR 650 E & CR 800 N - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 12PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy)

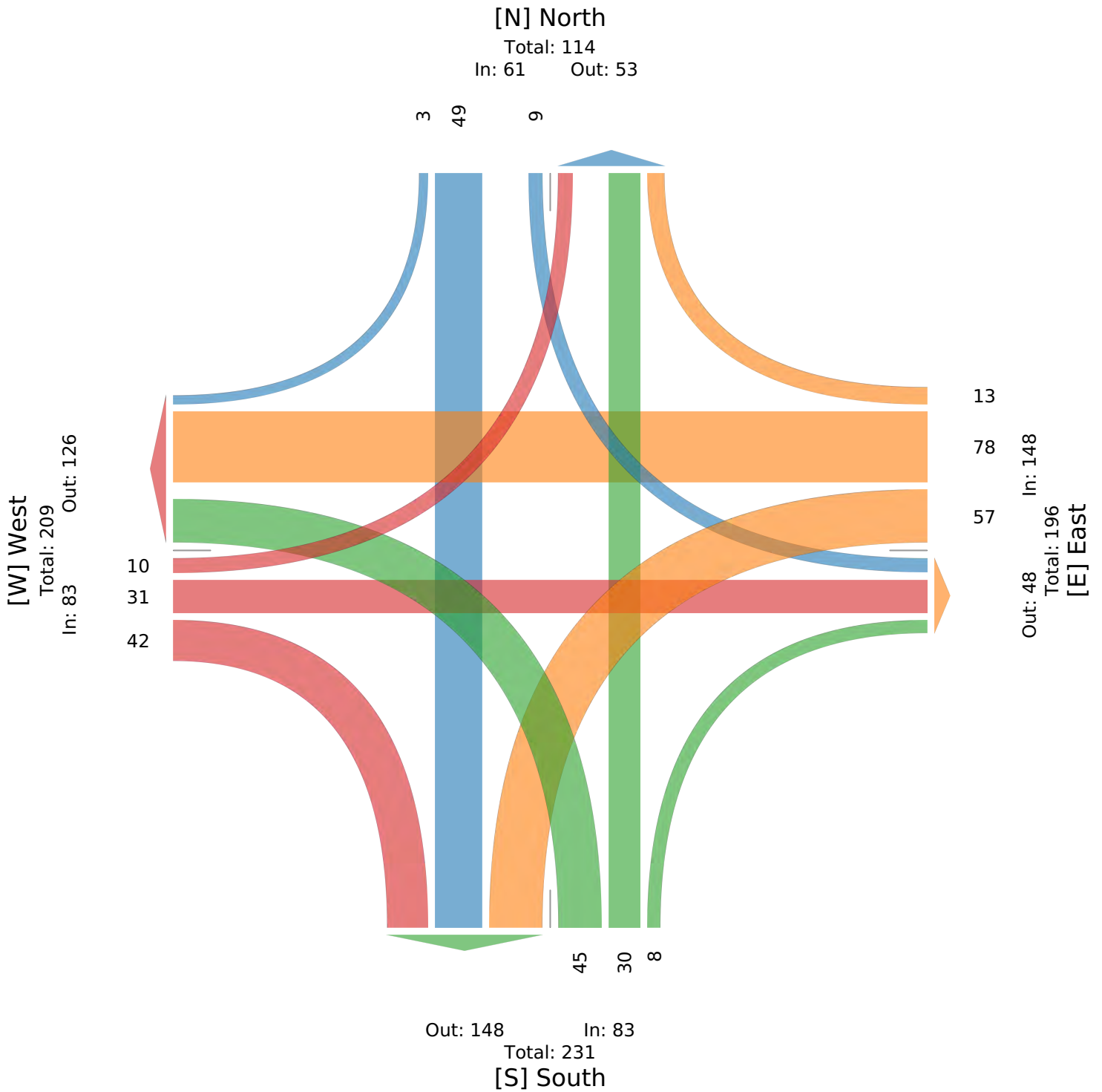
All Movements

ID: 1354702, Location: 39.880045, -86.411371



Provided by: A&F Engineering

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



Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	28	113	56	40	12	79	74	27	7	63	18
Future Vol, veh/h	9	28	113	56	40	12	79	74	27	7	63	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	30	123	61	43	13	86	80	29	8	68	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.8	9.3	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	6%	52%	8%
Vol Thru, %	41%	19%	37%	72%
Vol Right, %	15%	75%	11%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	150	108	88
LT Vol	79	9	56	7
Through Vol	74	28	40	63
RT Vol	27	113	12	18
Lane Flow Rate	196	163	117	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.255	0.196	0.158	0.125
Departure Headway (Hd)	4.689	4.335	4.852	4.709
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	825	737	759
Service Time	2.732	2.376	2.896	2.758
HCM Lane V/C Ratio	0.257	0.198	0.159	0.126
HCM Control Delay, s/veh	9.3	8.4	8.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.7	0.6	0.4

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	36	36	29	57	16	61	52	20	5	55	11
Future Vol, veh/h	15	36	36	29	57	16	61	52	20	5	55	11
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	20	0	0
Mvmt Flow	18	42	42	34	67	19	72	61	24	6	65	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	8.4	8.6	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	17%	28%	7%
Vol Thru, %	39%	41%	56%	77%
Vol Right, %	15%	41%	16%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	87	102	71
LT Vol	61	15	29	5
Through Vol	52	36	57	55
RT Vol	20	36	16	11
Lane Flow Rate	156	102	120	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.125	0.152	0.113
Departure Headway (Hd)	4.511	4.395	4.547	4.851
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	815	788	738
Service Time	2.541	2.425	2.576	2.883
HCM Lane V/C Ratio	0.196	0.125	0.152	0.114
HCM Control Delay, s/veh	8.6	8.1	8.4	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.4	0.5	0.4

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	31	42	57	78	13	45	30	8	9	49	3
Future Vol, veh/h	10	31	42	57	78	13	45	30	8	9	49	3
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	1	8	0	3	0	0	0	0
Mvmt Flow	12	37	50	68	93	15	54	36	10	11	58	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	8.7	8.4	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	54%	12%	39%	15%
Vol Thru, %	36%	37%	53%	80%
Vol Right, %	10%	51%	9%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	83	148	61
LT Vol	45	10	57	9
Through Vol	30	31	78	49
RT Vol	8	42	13	3
Lane Flow Rate	99	99	176	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.116	0.217	0.093
Departure Headway (Hd)	4.654	4.225	4.438	4.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	849	810	773
Service Time	2.679	2.248	2.458	2.664
HCM Lane V/C Ratio	0.128	0.117	0.217	0.094
HCM Control Delay, s/veh	8.4	7.8	8.7	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.8	0.3

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	31	122	61	43	13	85	80	30	8	68	20
Future Vol, veh/h	10	31	122	61	43	13	85	80	30	8	68	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	34	133	66	47	14	92	87	33	9	74	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	9.1	9.7	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	6%	52%	8%
Vol Thru, %	41%	19%	37%	71%
Vol Right, %	15%	75%	11%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	163	117	96
LT Vol	85	10	61	8
Through Vol	80	31	43	68
RT Vol	30	122	13	20
Lane Flow Rate	212	177	127	104
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.218	0.175	0.139
Departure Headway (Hd)	4.763	4.421	4.94	4.799
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	808	722	742
Service Time	2.818	2.472	2.996	2.86
HCM Lane V/C Ratio	0.283	0.219	0.176	0.14
HCM Control Delay, s/veh	9.7	8.7	9.1	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.8	0.6	0.5

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	39	39	32	62	18	66	56	22	6	60	12
Future Vol, veh/h	17	39	39	32	62	18	66	56	22	6	60	12
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	20	0	0
Mvmt Flow	20	46	46	38	73	21	78	66	26	7	71	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	8.6	8.9	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	18%	29%	8%
Vol Thru, %	39%	41%	55%	77%
Vol Right, %	15%	41%	16%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	95	112	78
LT Vol	66	17	32	6
Through Vol	56	39	62	60
RT Vol	22	39	18	12
Lane Flow Rate	169	112	132	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.215	0.139	0.169	0.126
Departure Headway (Hd)	4.577	4.473	4.616	4.928
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	800	776	727
Service Time	2.612	2.508	2.65	2.965
HCM Lane V/C Ratio	0.216	0.14	0.17	0.127
HCM Control Delay, s/veh	8.9	8.2	8.6	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.5	0.6	0.4

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	34	46	62	84	14	49	33	9	10	53	4
Future Vol, veh/h	11	34	46	62	84	14	49	33	9	10	53	4
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	1	8	0	3	0	0	0	0
Mvmt Flow	13	40	55	74	100	17	58	39	11	12	63	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	8.9	8.5	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	54%	12%	39%	15%
Vol Thru, %	36%	37%	53%	79%
Vol Right, %	10%	51%	9%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	91	160	67
LT Vol	49	11	62	10
Through Vol	33	34	84	53
RT Vol	9	46	14	4
Lane Flow Rate	108	108	190	80
Geometry Grp	1	1	1	1
Degree of Util (X)	0.142	0.129	0.238	0.104
Departure Headway (Hd)	4.72	4.289	4.495	4.702
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	759	835	800	761
Service Time	2.753	2.318	2.52	2.737
HCM Lane V/C Ratio	0.142	0.129	0.238	0.105
HCM Control Delay, s/veh	8.5	8	8.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0.9	0.3

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	32	122	61	46	15	85	81	30	8	68	20
Future Vol, veh/h	10	32	122	61	46	15	85	81	30	8	68	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	35	133	66	50	16	92	88	33	9	74	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	9.1	9.7	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	6%	50%	8%
Vol Thru, %	41%	20%	38%	71%
Vol Right, %	15%	74%	12%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	164	122	96
LT Vol	85	10	61	8
Through Vol	81	32	46	68
RT Vol	30	122	15	20
Lane Flow Rate	213	178	133	104
Geometry Grp	1	1	1	1
Degree of Util (X)	0.283	0.22	0.182	0.14
Departure Headway (Hd)	4.78	4.436	4.937	4.817
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	748	804	723	739
Service Time	2.836	2.49	2.995	2.881
HCM Lane V/C Ratio	0.285	0.221	0.184	0.141
HCM Control Delay, s/veh	9.7	8.8	9.1	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.8	0.7	0.5

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	41	39	32	63	20	66	56	22	9	61	12
Future Vol, veh/h	17	41	39	32	63	20	66	56	22	9	61	12
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	20	0	0
Mvmt Flow	20	48	46	38	74	24	78	66	26	11	72	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	8.6	8.9	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	18%	28%	11%
Vol Thru, %	39%	42%	55%	74%
Vol Right, %	15%	40%	17%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	97	115	82
LT Vol	66	17	32	9
Through Vol	56	41	63	61
RT Vol	22	39	20	12
Lane Flow Rate	169	114	135	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.216	0.142	0.174	0.133
Departure Headway (Hd)	4.598	4.494	4.623	4.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	795	775	723
Service Time	2.635	2.533	2.659	2.993
HCM Lane V/C Ratio	0.217	0.143	0.174	0.133
HCM Control Delay, s/veh	8.9	8.3	8.6	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.5	0.6	0.5

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	37	46	62	86	14	49	34	9	10	54	4
Future Vol, veh/h	11	37	46	62	86	14	49	34	9	10	54	4
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	1	8	0	3	0	0	0	0
Mvmt Flow	13	44	55	74	102	17	58	40	11	12	64	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	9	8.6	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	12%	38%	15%
Vol Thru, %	37%	39%	53%	79%
Vol Right, %	10%	49%	9%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	94	162	68
LT Vol	49	11	62	10
Through Vol	34	37	86	54
RT Vol	9	46	14	4
Lane Flow Rate	110	112	193	81
Geometry Grp	1	1	1	1
Degree of Util (X)	0.144	0.134	0.241	0.106
Departure Headway (Hd)	4.738	4.308	4.505	4.722
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	757	831	797	759
Service Time	2.77	2.338	2.532	2.755
HCM Lane V/C Ratio	0.145	0.135	0.242	0.107
HCM Control Delay, s/veh	8.6	8	9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.9	0.4

CR 800 N & SR 267 (GREEN STREET)

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

CR 800 N & SR 267 - TMC

Thu Oct 30, 2025

AM Peak (Oct 30 2025 7AM - 8 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354693, Location: 39.880061, -86.39249



Provided by: A&F Engineering

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

Leg Direction	South Northbound				North Southbound				West Eastbound				Int
	L	T	U	App	T	R	U	App	L	R	U	App	
2025-10-30 7:00AM	2	143	0	145	165	2	0	167	3	17	0	20	332
7:15AM	6	156	0	162	112	2	0	114	9	11	0	20	296
7:30AM	7	185	0	192	131	0	0	131	6	9	0	15	338
7:45AM	11	180	0	191	145	3	0	148	2	16	0	18	357
Total	26	664	0	690	553	7	0	560	20	53	0	73	1323
% Approach	3.8%	96.2%	0%	-	98.8%	1.3%	0%	-	27.4%	72.6%	0%	-	-
% Total	2.0%	50.2%	0%	52.2%	41.8%	0.5%	0%	42.3%	1.5%	4.0%	0%	5.5%	-
PHF	0.591	0.897	-	0.898	0.838	0.583	-	0.838	0.556	0.779	-	0.913	0.926
Lights and Motorcycles	26	645	0	671	527	6	0	533	20	51	0	71	1275
% Lights and Motorcycles	100%	97.1%	0%	97.2%	95.3%	85.7%	0%	95.2%	100%	96.2%	0%	97.3%	96.4%
Heavy	0	19	0	19	26	1	0	27	0	2	0	2	48
% Heavy	0%	2.9%	0%	2.8%	4.7%	14.3%	0%	4.8%	0%	3.8%	0%	2.7%	3.6%

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

CR 800 N & SR 267 - TMC

Thu Oct 30, 2025

AM Peak (Oct 30 2025 7AM - 8 AM)

All Classes (Lights and Motorcycles, Heavy)

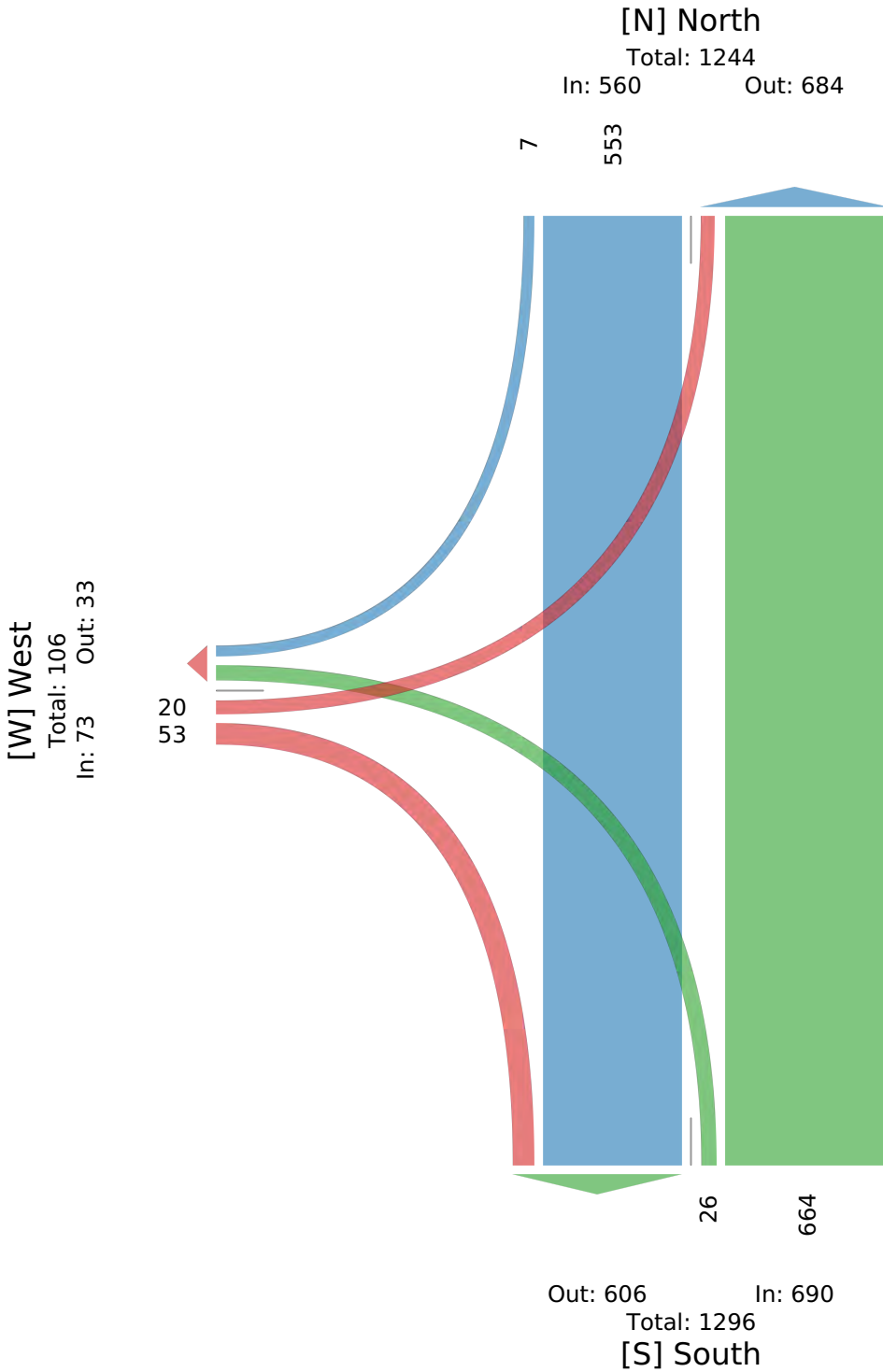
All Movements

ID: 1354693, Location: 39.880061, -86.39249



Provided by: A&F Engineering

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



CR 800 N & SR 267 - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354693, Location: 39.880061, -86.39249



Provided by: A&F Engineering

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

Leg Direction	South Northbound				North Southbound				West Eastbound				Int
	L	T	U	App	T	R	U	App	L	R	U	App	
2025-10-30 4:30PM	17	182	0	199	193	4	0	197	4	16	0	20	416
4:45PM	26	149	0	175	238	5	0	243	2	9	0	11	429
5:00PM	20	164	0	184	179	6	0	185	4	15	0	19	388
5:15PM	37	152	0	189	243	9	0	252	7	16	0	23	464
Total	100	647	0	747	853	24	0	877	17	56	0	73	1697
% Approach	13.4%	86.6%	0%	-	97.3%	2.7%	0%	-	23.3%	76.7%	0%	-	-
% Total	5.9%	38.1%	0%	44.0%	50.3%	1.4%	0%	51.7%	1.0%	3.3%	0%	4.3%	-
PHF	0.676	0.889	-	0.938	0.878	0.667	-	0.870	0.607	0.875	-	0.793	0.914
Lights and Motorcycles	99	625	0	724	801	23	0	824	16	56	0	72	1620
% Lights and Motorcycles	99.0%	96.6%	0%	96.9%	93.9%	95.8%	0%	94.0%	94.1%	100%	0%	98.6%	95.5%
Heavy	1	22	0	23	52	1	0	53	1	0	0	1	77
% Heavy	1.0%	3.4%	0%	3.1%	6.1%	4.2%	0%	6.0%	5.9%	0%	0%	1.4%	4.5%

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

CR 800 N & SR 267 - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

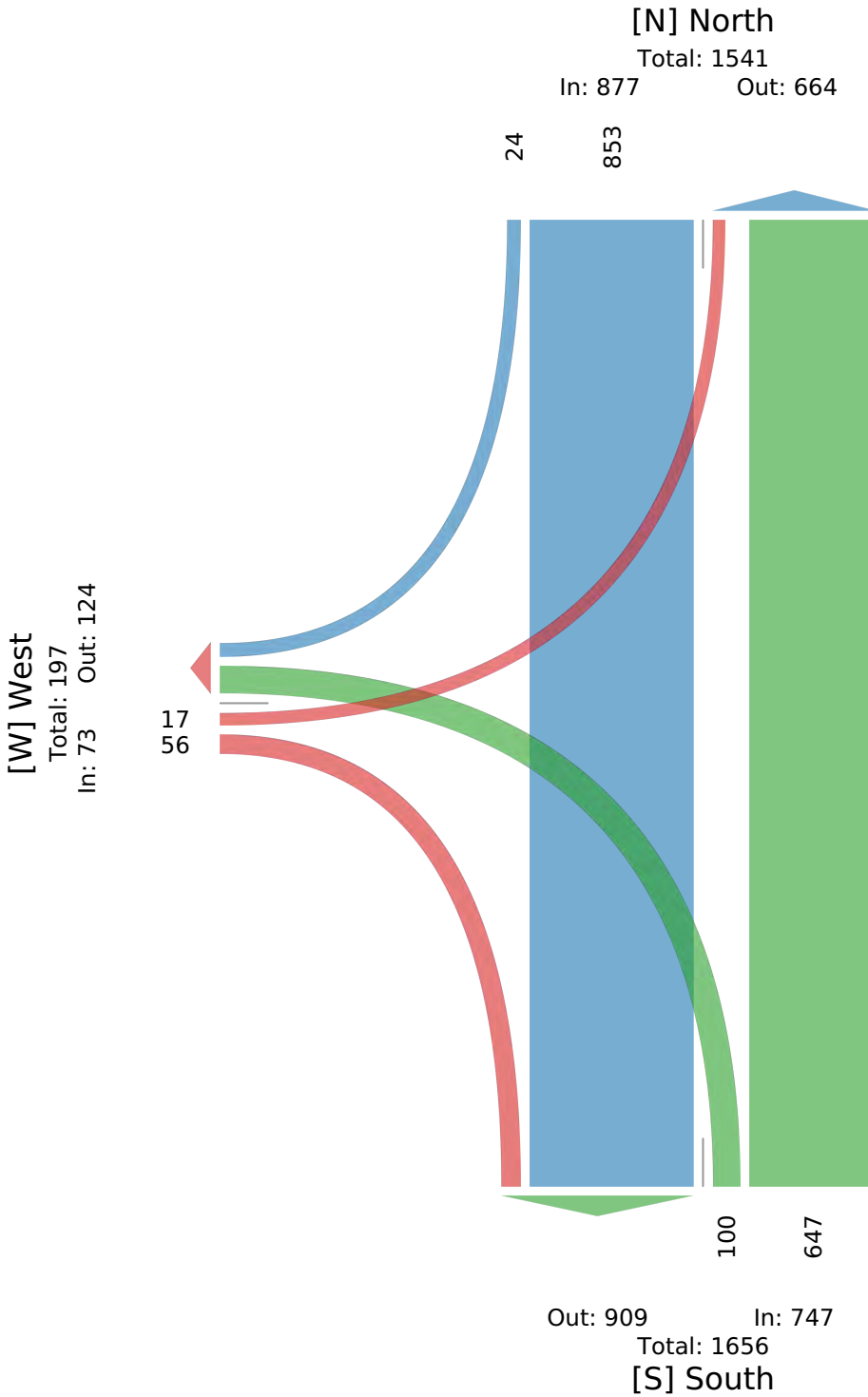
All Movements

ID: 1354693, Location: 39.880061, -86.39249



Provided by: A&F Engineering

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



CR 800 N & SR 267 - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 11:45AM - 12:45 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354693, Location: 39.880061, -86.39249



Provided by: A&F Engineering

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

Leg Direction	South Northbound				North Southbound				West Eastbound				Int
	L	T	U	App	T	R	U	App	L	R	U	App	
2025-11-02 11:45AM	14	117	0	131	196	14	0	210	1	8	0	9	350
12:00PM	13	93	0	106	128	9	0	137	5	16	0	21	264
12:15PM	35	122	0	157	105	15	0	120	6	15	0	21	298
12:30PM	47	134	0	181	102	19	0	121	4	6	0	10	312
Total	109	466	0	575	531	57	0	588	16	45	0	61	1224
% Approach	19.0%	81.0%	0%	-	90.3%	9.7%	0%	-	26.2%	73.8%	0%	-	-
% Total	8.9%	38.1%	0%	47.0%	43.4%	4.7%	0%	48.0%	1.3%	3.7%	0%	5.0%	-
PHF	0.580	0.869	-	0.794	0.677	0.750	-	0.700	0.667	0.703	-	0.726	0.874
Lights and Motorcycles	109	464	0	573	525	56	0	581	16	45	0	61	1215
% Lights and Motorcycles	100%	99.6%	0%	99.7%	98.9%	98.2%	0%	98.8%	100%	100%	0%	100%	99.3%
Heavy	0	2	0	2	6	1	0	7	0	0	0	0	9
% Heavy	0%	0.4%	0%	0.3%	1.1%	1.8%	0%	1.2%	0%	0%	0%	0%	0.7%

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

CR 800 N & SR 267 - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 11:45AM - 12:45 PM)

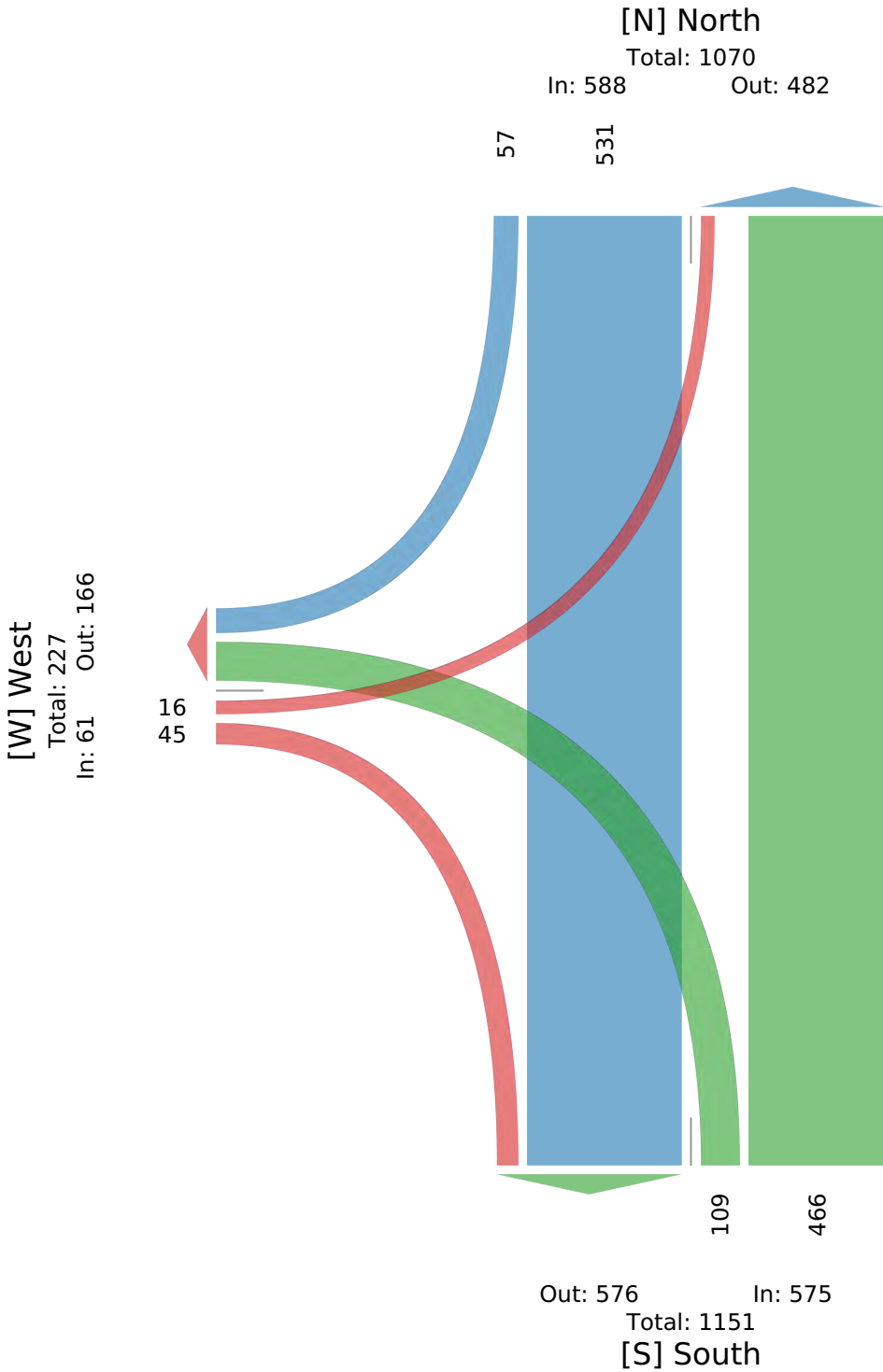
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354693, Location: 39.880061, -86.39249



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



Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	↑
Traffic Vol, veh/h	20	53	26	664	553	7
Future Vol, veh/h	20	53	26	664	553	7
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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	3	5	14
Mvmt Flow	22	57	28	714	595	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1365	595	602	0	-	0
Stage 1	595	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	164	501	985	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	160	501	985	-	-	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.13	0.33	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	985	-	316	-	-
HCM Lane V/C Ratio	0.028	-	0.249	-	-
HCM Ctrl Dly (s/v)	8.8	-	20.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	↑
Traffic Vol, veh/h	17	56	100	647	853	24
Future Vol, veh/h	17	56	100	647	853	24
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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	0	1	3	6	4
Mvmt Flow	19	62	110	711	937	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1868	937	964	0	-	0
Stage 1	937	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Critical Hdwy	6.46	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	78	324	718	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	324	718	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	44.11	1.46	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	718	-	169	-	-
HCM Lane V/C Ratio	0.153	-	0.474	-	-
HCM Ctrl Dly (s/v)	10.9	-	44.1	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.5	-	2.2	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	↑
Traffic Vol, veh/h	16	45	109	466	531	57
Future Vol, veh/h	16	45	109	466	531	57
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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	1	2
Mvmt Flow	18	52	125	536	610	66

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1397	610	676	0	-	0
Stage 1	610	-	-	-	-	-
Stage 2	786	-	-	-	-	-
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	157	498	925	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	498	925	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.11	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	925	-	293	-	-
HCM Lane V/C Ratio	0.135	-	0.239	-	-
HCM Ctrl Dly (s/v)	9.5	-	21.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	0.9	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	21	56	28	698	581	8
Future Vol, veh/h	21	56	28	698	581	8
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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	3	5	14
Mvmt Flow	23	60	30	751	625	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1435	625	633	0	-	0
Stage 1	625	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	149	481	959	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	481	959	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22	0.34	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	959	-	294	-	-
HCM Lane V/C Ratio	0.031	-	0.282	-	-
HCM Ctrl Dly (s/v)	8.9	-	22	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↗	↗	↗
Traffic Vol, veh/h	21	56	28	698	581	8
Future Vol, veh/h	21	56	28	698	581	8
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	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	3	5	14
Mvmt Flow	23	60	30	751	625	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1435	625	633	0	-	0
Stage 1	625	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	149	481	959	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	481	959	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.28	0.34	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	959	-	144	481	-	-
HCM Lane V/C Ratio	0.031	-	0.157	0.125	-	-
HCM Ctrl Dly (s/v)	8.9	-	34.6	13.5	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.4	-	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	↑
Traffic Vol, veh/h	18	59	105	680	896	26
Future Vol, veh/h	18	59	105	680	896	26
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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	0	1	3	6	4
Mvmt Flow	20	65	115	747	985	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1963	985	1013	0	-	0
Stage 1	985	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Critical Hdwy	6.46	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	68	304	688	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	304	688	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	56.28	1.51	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	688	-	150	-	-
HCM Lane V/C Ratio	0.168	-	0.564	-	-
HCM Ctrl Dly (s/v)	11.3	-	56.3	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.6	-	2.9	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↗	↗	↗
Traffic Vol, veh/h	18	59	105	680	896	26
Future Vol, veh/h	18	59	105	680	896	26
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	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	0	1	3	6	4
Mvmt Flow	20	65	115	747	985	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1963	985	1013	0	-	0
Stage 1	985	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Critical Hdwy	6.46	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	68	304	688	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	304	688	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	38.73	1.51	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	688	-	56	304	-	-
HCM Lane V/C Ratio	0.168	-	0.351	0.213	-	-
HCM Ctrl Dly (s/v)	11.3	-	100	20	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1.3	0.8	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	17	48	115	490	558	60
Future Vol, veh/h	17	48	115	490	558	60
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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	1	2
Mvmt Flow	20	55	132	563	641	69

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1469	641	710	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	828	-	-	-	-	-
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	142	478	898	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	121	478	898	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.37	1.84	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	898	-	270	-	-
HCM Lane V/C Ratio	0.147	-	0.277	-	-
HCM Ctrl Dly (s/v)	9.7	-	23.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.1	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↗	↗	↗
Traffic Vol, veh/h	17	48	115	490	558	60
Future Vol, veh/h	17	48	115	490	558	60
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	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	1	2
Mvmt Flow	20	55	132	563	641	69

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1469	641	710	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	828	-	-	-	-	-
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	142	478	898	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	121	478	898	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.54	1.84	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	898	-	121	478	-	-
HCM Lane V/C Ratio	0.147	-	0.161	0.115	-	-
HCM Ctrl Dly (s/v)	9.7	-	40.4	13.5	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.6	0.4	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	34	83	40	703	583	13
Future Vol, veh/h	34	83	40	703	583	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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	3	5	14
Mvmt Flow	37	89	43	756	627	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1469	627	641	0	-	0
Stage 1	627	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	142	480	953	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	480	953	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.51	0.48	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	953	-	276	-	-
HCM Lane V/C Ratio	0.045	-	0.456	-	-
HCM Ctrl Dly (s/v)	9	-	28.5	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.2	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↗	↗	↗
Traffic Vol, veh/h	34	83	40	703	583	13
Future Vol, veh/h	34	83	40	703	583	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	0	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	3	5	14
Mvmt Flow	37	89	43	756	627	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1469	627	641	0	-	0
Stage 1	627	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	142	480	953	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	480	953	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.02	0.48	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	953	-	135	480	-	-
HCM Lane V/C Ratio	0.045	-	0.27	0.186	-	-
HCM Ctrl Dly (s/v)	9	-	41.1	14.2	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	0.7	-	-

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	27	80	136	683	901	41
Future Vol, veh/h	27	80	136	683	901	41
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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	0	1	3	6	4
Mvmt Flow	30	88	149	751	990	45

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2040	990	1035	0	0
Stage 1	990	-	-	-	-
Stage 2	1049	-	-	-	-
Critical Hdwy	6.46	6.2	4.11	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	2.209	-	-
Pot Cap-1 Maneuver	61	302	675	-	-
Stage 1	354	-	-	-	-
Stage 2	331	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	47	302	675	-	-
Mov Cap-2 Maneuver	47	-	-	-	-
Stage 1	275	-	-	-	-
Stage 2	331	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	124.79	1.97	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	128	-	-
HCM Lane V/C Ratio	0.221	-	0.92	-	-
HCM Ctrl Dly (s/v)	11.8	-	124.8	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.8	-	6	-	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↗	↗	↗
Traffic Vol, veh/h	27	80	136	683	901	41
Future Vol, veh/h	27	80	136	683	901	41
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	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	0	1	3	6	4
Mvmt Flow	30	88	149	751	990	45

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2040	990	1035	0	-	0
Stage 1	990	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.46	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	61	302	675	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	302	675	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	58.38	1.97	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	675	-	47	302	-	-
HCM Lane V/C Ratio	0.221	-	0.629	0.291	-	-
HCM Ctrl Dly (s/v)	11.8	-	166.9	21.8	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.8	-	2.4	1.2	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	22	67	140	491	559	67
Future Vol, veh/h	22	67	140	491	559	67
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	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	1	2
Mvmt Flow	25	77	161	564	643	77

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1529	643	720	0	0
Stage 1	643	-	-	-	-
Stage 2	886	-	-	-	-
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	130	477	891	-	-
Stage 1	528	-	-	-	-
Stage 2	406	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	107	477	891	-	-
Mov Cap-2 Maneuver	107	-	-	-	-
Stage 1	432	-	-	-	-
Stage 2	406	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	27.96	2.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	891	-	257	-	-
HCM Lane V/C Ratio	0.181	-	0.398	-	-
HCM Ctrl Dly (s/v)	9.9	-	28	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.7	-	1.8	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↗	↗	↗
Traffic Vol, veh/h	22	67	139	491	559	67
Future Vol, veh/h	22	67	139	491	559	67
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	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	1	2
Mvmt Flow	25	77	160	564	643	77

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1526	643	720	0	-	0
Stage 1	643	-	-	-	-	-
Stage 2	884	-	-	-	-	-
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	131	477	891	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	477	891	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	407	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.53	2.19	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	891	-	107	477	-	-
HCM Lane V/C Ratio	0.179	-	0.235	0.161	-	-
HCM Ctrl Dly (s/v)	9.9	-	48.5	14	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.9	0.6	-	-

CR 700 N & CR 650 E

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

CR 700 N & CR 650 E - TMC

Thu Oct 30, 2025

AM Peak (Oct 30 2025 7AM - 8 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354694, Location: 39.865393, -86.41116



Provided by: A&F Engineering

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

Leg Direction	North Southbound				West Eastbound				East Westbound				Int
	L	R	U	App	L	T	U	App	T	R	U	App	
Time													
2025-10-30 7:00AM	46	0	0	46	0	0	0	0	0	8	0	8	54
7:15AM	47	0	0	47	0	1	0	1	0	5	0	5	53
7:30AM	26	0	0	26	0	0	0	0	0	23	0	23	49
7:45AM	30	0	0	30	0	0	0	0	0	23	0	23	53
Total	149	0	0	149	0	1	0	1	0	59	0	59	209
% Approach	100%	0%	0%	-	0%	100%	0%	-	0%	100%	0%	-	-
% Total	71.3%	0%	0%	71.3%	0%	0.5%	0%	0.5%	0%	28.2%	0%	28.2%	-
PHF	0.793	-	-	0.793	-	0.250	-	0.250	-	0.641	-	0.641	0.968
Lights and Motorcycles	147	0	0	147	0	1	0	1	0	54	0	54	202
% Lights and Motorcycles	98.7%	0%	0%	98.7%	0%	100%	0%	100%	0%	91.5%	0%	91.5%	96.7%
Heavy	2	0	0	2	0	0	0	0	0	5	0	5	7
% Heavy	1.3%	0%	0%	1.3%	0%	0%	0%	0%	0%	8.5%	0%	8.5%	3.3%

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

CR 700 N & CR 650 E - TMC

Thu Oct 30, 2025

AM Peak (Oct 30 2025 7AM - 8 AM)

All Classes (Lights and Motorcycles, Heavy)

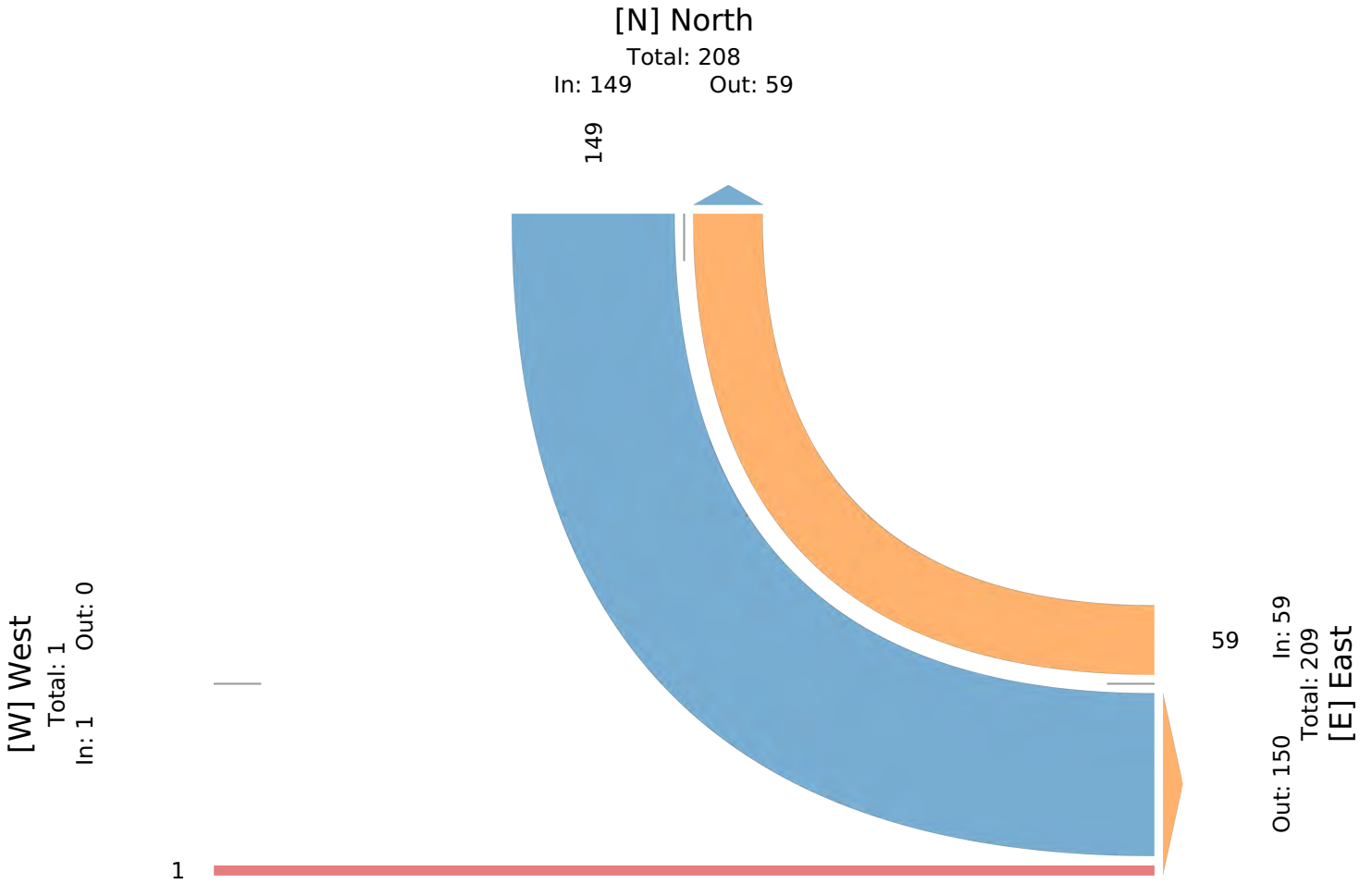
All Movements

ID: 1354694, Location: 39.865393, -86.41116



Provided by: A&F Engineering

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



CR 700 N & CR 650 E - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 5PM - 6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354694, Location: 39.865393, -86.41116



Provided by: A&F Engineering

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

Leg Direction	North Southbound				West Eastbound				East Westbound				Int
	L	R	U	App	L	T	U	App	T	R	U	App	
2025-10-30 5:00PM	32	0	0	32	0	0	0	0	0	38	0	38	70
5:15PM	36	0	0	36	0	0	0	0	0	27	0	27	63
5:30PM	40	0	0	40	0	0	0	0	1	41	0	42	82
5:45PM	35	0	0	35	0	0	0	0	0	38	0	38	73
Total	143	0	0	143	0	0	0	0	1	144	0	145	288
% Approach	100%	0%	0%	-	0%	0%	0%	-	0.7%	99.3%	0%	-	-
% Total	49.7%	0%	0%	49.7%	0%	0%	0%	0%	0.3%	50.0%	0%	50.3%	-
PHF	0.894	-	-	0.894	-	-	-	-	0.250	0.878	-	0.863	0.878
Lights and Motorcycles	143	0	0	143	0	0	0	0	1	144	0	145	288
% Lights and Motorcycles	100%	0%	0%	100%	0%	0%	0%	-	100%	100%	0%	100%	100%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%

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

CR 700 N & CR 650 E - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 5PM - 6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354694, Location: 39.865393, -86.41116



Provided by: A&F Engineering

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

[N] North

Total: 287

In: 143

Out: 144

143

[W] West

Total: 1

In: 0 Out: 1



144

Out: 143 In: 145

Total: 288

[E] East

CR 700 N & CR 650 E - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 12PM - 1 PM) - Overall Peak

Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354694, Location: 39.865393, -86.41116



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

Leg Direction	North Southbound				West Eastbound				East Westbound				Int
	L	R	U	App	L	T	U	App	T	R	U	App	
2025-11-02 12:00PM	80	0	0	80	0	0	0	0	0	13	0	13	93
12:15PM	72	0	0	72	0	0	0	0	0	24	0	24	96
12:30PM	46	0	0	46	0	0	0	0	0	34	0	34	80
12:45PM	49	0	0	49	1	0	0	1	0	25	0	25	75
Total	247	0	0	247	1	0	0	1	0	96	0	96	344
% Approach	100%	0%	0%	-	100%	0%	0%	-	0%	100%	0%	-	-
% Total	71.8%	0%	0%	71.8%	0.3%	0%	0%	0.3%	0%	27.9%	0%	27.9%	-
PHF	0.772	-	-	0.772	0.250	-	-	0.250	-	0.706	-	0.706	0.896
Lights and Motorcycles	247	0	0	247	1	0	0	1	0	96	0	96	344
% Lights and Motorcycles	100%	0%	0%	100%	100%	0%	0%	100%	0%	100%	0%	100%	100%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

CR 700 N & CR 650 E - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 12PM - 1 PM) - Overall Peak

Hour

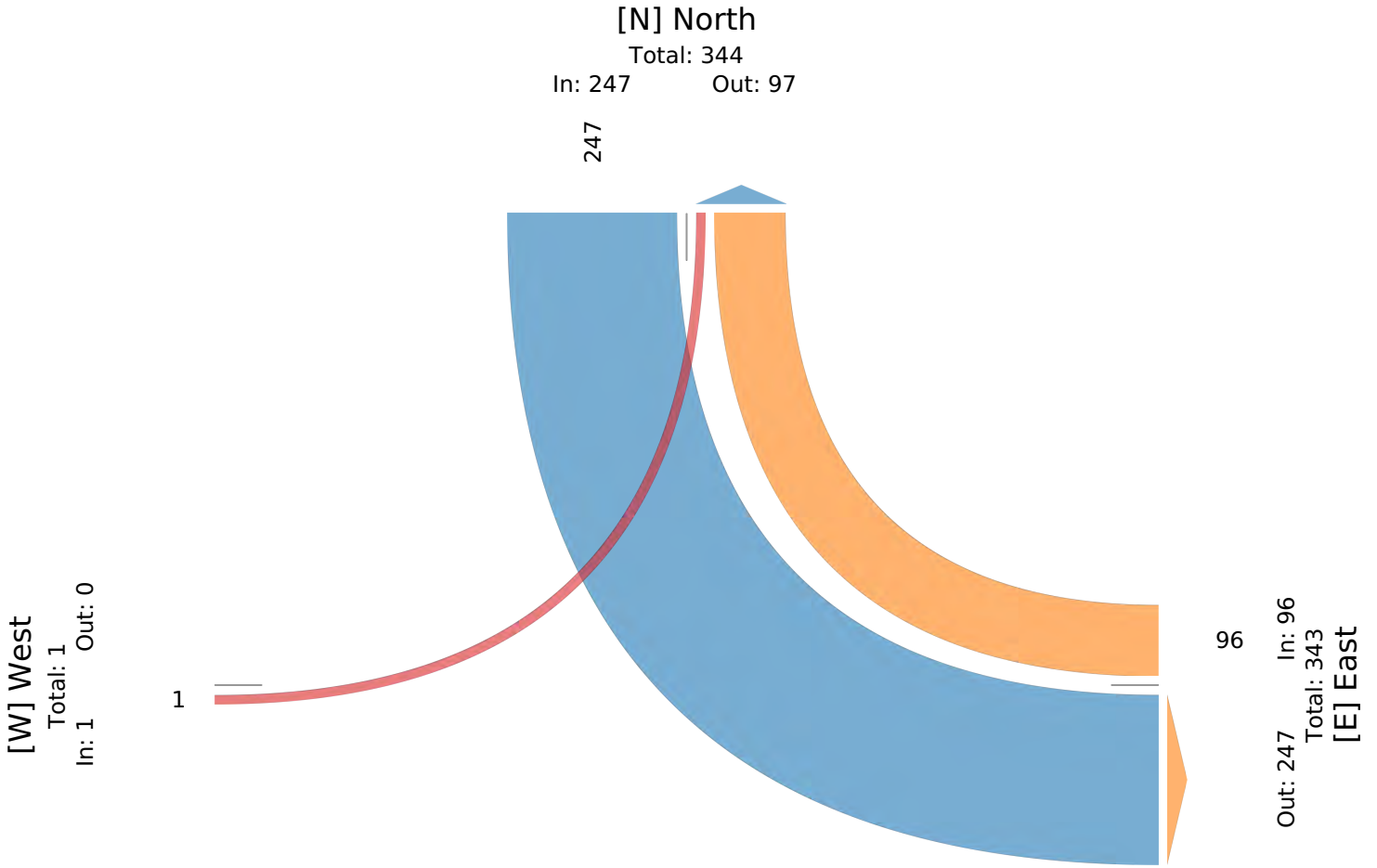
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354694, Location: 39.865393, -86.41116



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



Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	1	0	59	149	0
Future Vol, veh/h	0	1	0	59	149	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	9	1	0
Mvmt Flow	0	1	0	61	154	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	61	0	-	0	31
Stage 1	-	-	-	-	30
Stage 2	-	-	-	-	1
Critical Hdwy	4.1	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.2	-	-	-	3.509
Pot Cap-1 Maneuver	1555	-	-	-	985
Stage 1	-	-	-	-	995
Stage 2	-	-	-	-	1025
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1555	-	-	-	985
Mov Cap-2 Maneuver	-	-	-	-	985
Stage 1	-	-	-	-	995
Stage 2	-	-	-	-	1025

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.33
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	985
HCM Lane V/C Ratio	-	-	-	-	0.156
HCM Ctrl Dly (s/v)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	0	1	144	143	0
Future Vol, veh/h	0	0	1	144	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	1	164	163	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	165	0	-	0	83
Stage 1	-	-	-	-	83
Stage 2	-	-	-	-	0
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1426	-	-	-	924
Stage 1	-	-	-	-	945
Stage 2	-	-	-	-	-
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1426	-	-	-	924
Mov Cap-2 Maneuver	-	-	-	-	924
Stage 1	-	-	-	-	945
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.73
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1426	-	-	-	924
HCM Lane V/C Ratio	-	-	-	-	0.176
HCM Ctrl Dly (s/v)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	7.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	0	0	96	247	0
Future Vol, veh/h	1	0	0	96	247	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	0	107	274	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	107	0	-	0	56 53
Stage 1	-	-	-	-	53 -
Stage 2	-	-	-	-	2 -
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	1497	-	-	-	957 1020
Stage 1	-	-	-	-	974 -
Stage 2	-	-	-	-	1026 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1497	-	-	-	957 1020
Mov Cap-2 Maneuver	-	-	-	-	957 -
Stage 1	-	-	-	-	974 -
Stage 2	-	-	-	-	1026 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.41	0	10.27
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1497	-	-	-	957
HCM Lane V/C Ratio	0.001	-	-	-	0.287
HCM Ctrl Dly (s/v)	7.4	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	2	0	64	161	0
Future Vol, veh/h	0	2	0	64	161	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	9	1	0
Mvmt Flow	0	2	0	66	166	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	35
Stage 1	-	-	-	-	33
Stage 2	-	-	-	-	2
Critical Hdwy	4.1	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.2	-	-	-	3.509
Pot Cap-1 Maneuver	1549	-	-	-	980
Stage 1	-	-	-	-	992
Stage 2	-	-	-	-	1024
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1549	-	-	-	980
Mov Cap-2 Maneuver	-	-	-	-	980
Stage 1	-	-	-	-	992
Stage 2	-	-	-	-	1024

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1549	-	-	-	980
HCM Lane V/C Ratio	-	-	-	-	0.169
HCM Ctrl Dly (s/v)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	0	2	155	154	0
Future Vol, veh/h	0	0	2	155	154	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	2	176	175	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	178	0	-	0	90
Stage 1	-	-	-	-	90
Stage 2	-	-	-	-	0
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1410	-	-	-	915
Stage 1	-	-	-	-	938
Stage 2	-	-	-	-	-
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1410	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	915
Stage 1	-	-	-	-	938
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.86
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1410	-	-	-	915
HCM Lane V/C Ratio	-	-	-	-	0.191
HCM Ctrl Dly (s/v)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	0	0	104	266	0
Future Vol, veh/h	2	0	0	104	266	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	116	296	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	116	0	-	0	62 58
Stage 1	-	-	-	-	58 -
Stage 2	-	-	-	-	4 -
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	1486	-	-	-	949 1014
Stage 1	-	-	-	-	970 -
Stage 2	-	-	-	-	1024 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1486	-	-	-	948 1014
Mov Cap-2 Maneuver	-	-	-	-	948 -
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	1024 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.43	0	10.51
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	-	948
HCM Lane V/C Ratio	0.001	-	-	-	0.312
HCM Ctrl Dly (s/v)	7.4	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	2	0	64	161	0
Future Vol, veh/h	0	2	0	64	161	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	9	1	0
Mvmt Flow	0	2	0	66	166	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	35
Stage 1	-	-	-	-	33
Stage 2	-	-	-	-	2
Critical Hdwy	4.1	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.2	-	-	-	3.509
Pot Cap-1 Maneuver	1549	-	-	-	980
Stage 1	-	-	-	-	992
Stage 2	-	-	-	-	1024
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1549	-	-	-	980
Mov Cap-2 Maneuver	-	-	-	-	980
Stage 1	-	-	-	-	992
Stage 2	-	-	-	-	1024

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1549	-	-	-	980
HCM Lane V/C Ratio	-	-	-	-	0.169
HCM Ctrl Dly (s/v)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	0	2	155	154	0
Future Vol, veh/h	0	0	2	155	154	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	2	176	175	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	178	0	-	0	90
Stage 1	-	-	-	-	90
Stage 2	-	-	-	-	0
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1410	-	-	-	915
Stage 1	-	-	-	-	938
Stage 2	-	-	-	-	-
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1410	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	915
Stage 1	-	-	-	-	938
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.86
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1410	-	-	-	915
HCM Lane V/C Ratio	-	-	-	-	0.191
HCM Ctrl Dly (s/v)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	0	0	104	266	0
Future Vol, veh/h	2	0	0	104	266	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	116	296	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	116	0	-	0	62 58
Stage 1	-	-	-	-	58 -
Stage 2	-	-	-	-	4 -
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	1486	-	-	-	949 1014
Stage 1	-	-	-	-	970 -
Stage 2	-	-	-	-	1024 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1486	-	-	-	948 1014
Mov Cap-2 Maneuver	-	-	-	-	948 -
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	1024 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.43	0	10.51
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	-	948
HCM Lane V/C Ratio	0.001	-	-	-	0.312
HCM Ctrl Dly (s/v)	7.4	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.3

CR 700 N & SR 267 (GREEN STREET)

TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS

SR 267 & CR 700 N - TMC

Thu Oct 30, 2025

AM Peak (Oct 30 2025 7AM - 8 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354608, Location: 39.865526, -86.392498



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
2025-10-30 7:00AM	18	109	23	0	150	9	190	1	0	200	5	10	84	0	99	69	10	22	0	101	550
7:15AM	32	138	40	1	211	9	140	2	1	152	7	22	61	0	90	83	4	23	0	110	563
7:30AM	38	152	52	1	243	14	145	0	0	159	5	13	52	0	70	77	13	27	0	117	589
7:45AM	30	156	49	0	235	7	175	1	0	183	8	8	35	0	51	77	11	28	0	116	585
Total	118	555	164	2	839	39	650	4	1	694	25	53	232	0	310	306	38	100	0	444	2287
% Approach	14.1%	66.2%	19.5%	0.2%	-	5.6%	93.7%	0.6%	0.1%	-	8.1%	17.1%	74.8%	0%	-	68.9%	8.6%	22.5%	0%	-	-
% Total	5.2%	24.3%	7.2%	0.1%	36.7%	1.7%	28.4%	0.2%	0%	30.3%	1.1%	2.3%	10.1%	0%	13.6%	13.4%	1.7%	4.4%	0%	19.4%	-
PHF	0.776	0.889	0.788	0.500	0.863	0.696	0.855	0.500	0.250	0.868	0.781	0.602	0.690	-	0.783	0.922	0.731	0.893	-	0.949	0.971
Lights and Motorcycles	116	535	159	2	812	38	626	4	1	669	25	52	228	0	305	296	35	99	0	430	2216
% Lights and Motorcycles	98.3%	96.4%	97.0%	100%	96.8%	97.4%	96.3%	100%	100%	96.4%	100%	98.1%	98.3%	0%	98.4%	96.7%	92.1%	99.0%	0%	96.8%	96.9%
Heavy	2	20	5	0	27	1	24	0	0	25	0	1	4	0	5	10	3	1	0	14	71
% Heavy	1.7%	3.6%	3.0%	0%	3.2%	2.6%	3.7%	0%	0%	3.6%	0%	1.9%	1.7%	0%	1.6%	3.3%	7.9%	1.0%	0%	3.2%	3.1%

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

SR 267 & CR 700 N - TMC

Thu Oct 30, 2025

AM Peak (Oct 30 2025 7AM - 8 AM)

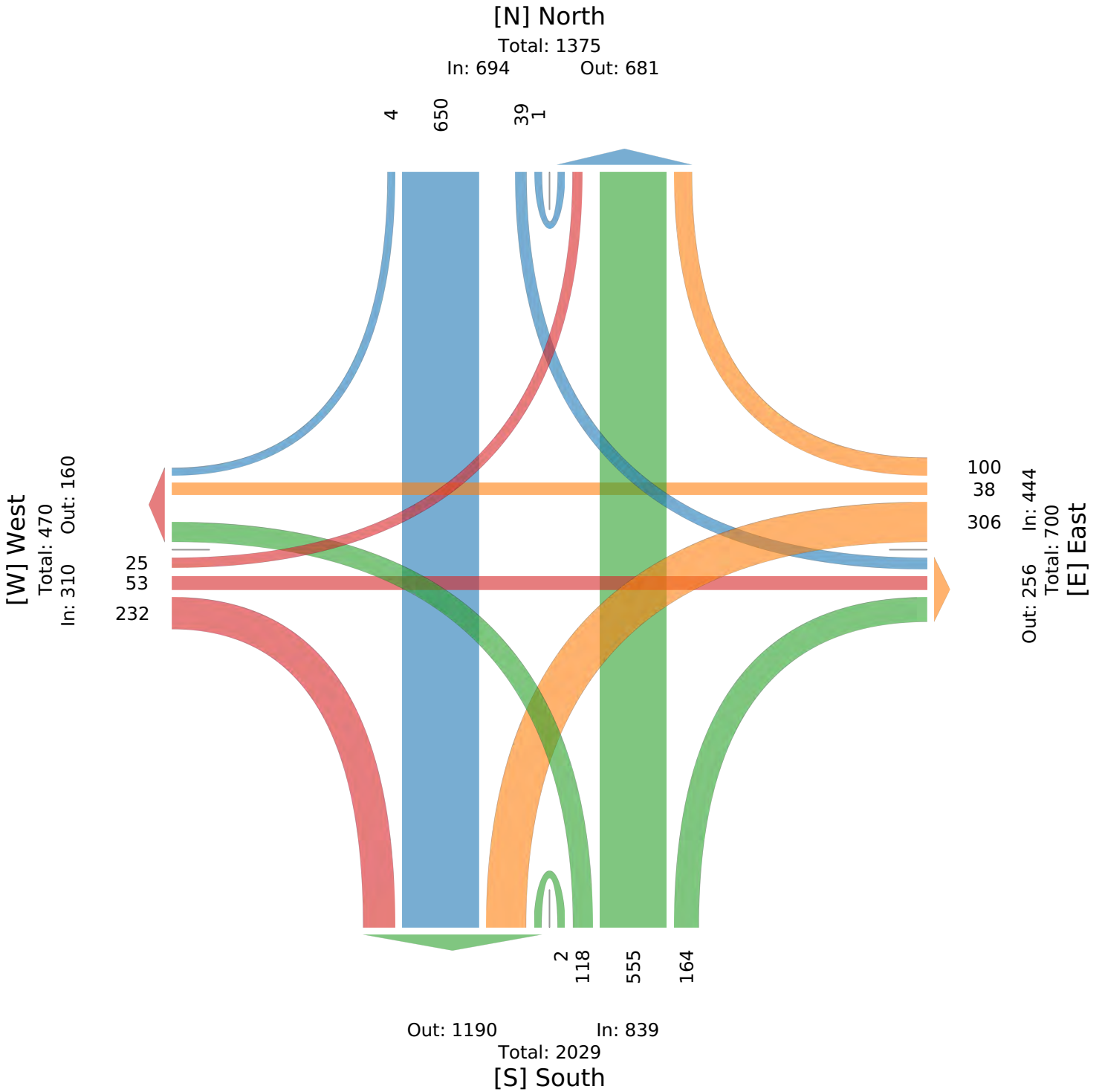
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354608, Location: 39.865526, -86.392498



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



SR 267 & CR 700 N - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354608, Location: 39.865526, -86.392498



Provided by: A&F Engineering

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

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2025-10-30 4:45PM	55	211	96	1	363	31	193	1	0	225	3	15	32	0	50	100	23	19	0	142	780
5:00PM	47	207	68	0	322	35	159	4	0	198	5	16	41	0	62	101	25	19	0	145	727
5:15PM	48	208	54	0	310	35	188	3	0	226	7	20	36	0	63	109	18	16	0	143	742
5:30PM	69	244	71	1	385	26	160	3	0	189	10	13	50	0	73	82	18	24	0	124	771
Total	219	870	289	2	1380	127	700	11	0	838	25	64	159	0	248	392	84	78	0	554	3020
% Approach	15.9%	63.0%	20.9%	0.1%	-	15.2%	83.5%	1.3%	0%	-	10.1%	25.8%	64.1%	0%	-	70.8%	15.2%	14.1%	0%	-	-
% Total	7.3%	28.8%	9.6%	0.1%	45.7%	4.2%	23.2%	0.4%	0%	27.7%	0.8%	2.1%	5.3%	0%	8.2%	13.0%	2.8%	2.6%	0%	18.3%	-
PHF	0.793	0.891	0.753	0.500	0.896	0.907	0.907	0.688	-	0.927	0.625	0.800	0.795	-	0.849	0.899	0.840	0.813	-	0.955	0.968
Lights and Motorcycles	219	848	289	2	1358	126	652	11	0	789	25	64	158	0	247	387	84	77	0	548	2942
% Lights and Motorcycles	100%	97.5%	100%	100%	98.4%	99.2%	93.1%	100%	0%	94.2%	100%	100%	99.4%	0%	99.6%	98.7%	100%	98.7%	0%	98.9%	97.4%
Heavy	0	22	0	0	22	1	48	0	0	49	0	0	1	0	1	5	0	1	0	6	78
% Heavy	0%	2.5%	0%	0%	1.6%	0.8%	6.9%	0%	0%	5.8%	0%	0%	0.6%	0%	0.4%	1.3%	0%	1.3%	0%	1.1%	2.6%

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

SR 267 & CR 700 N - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

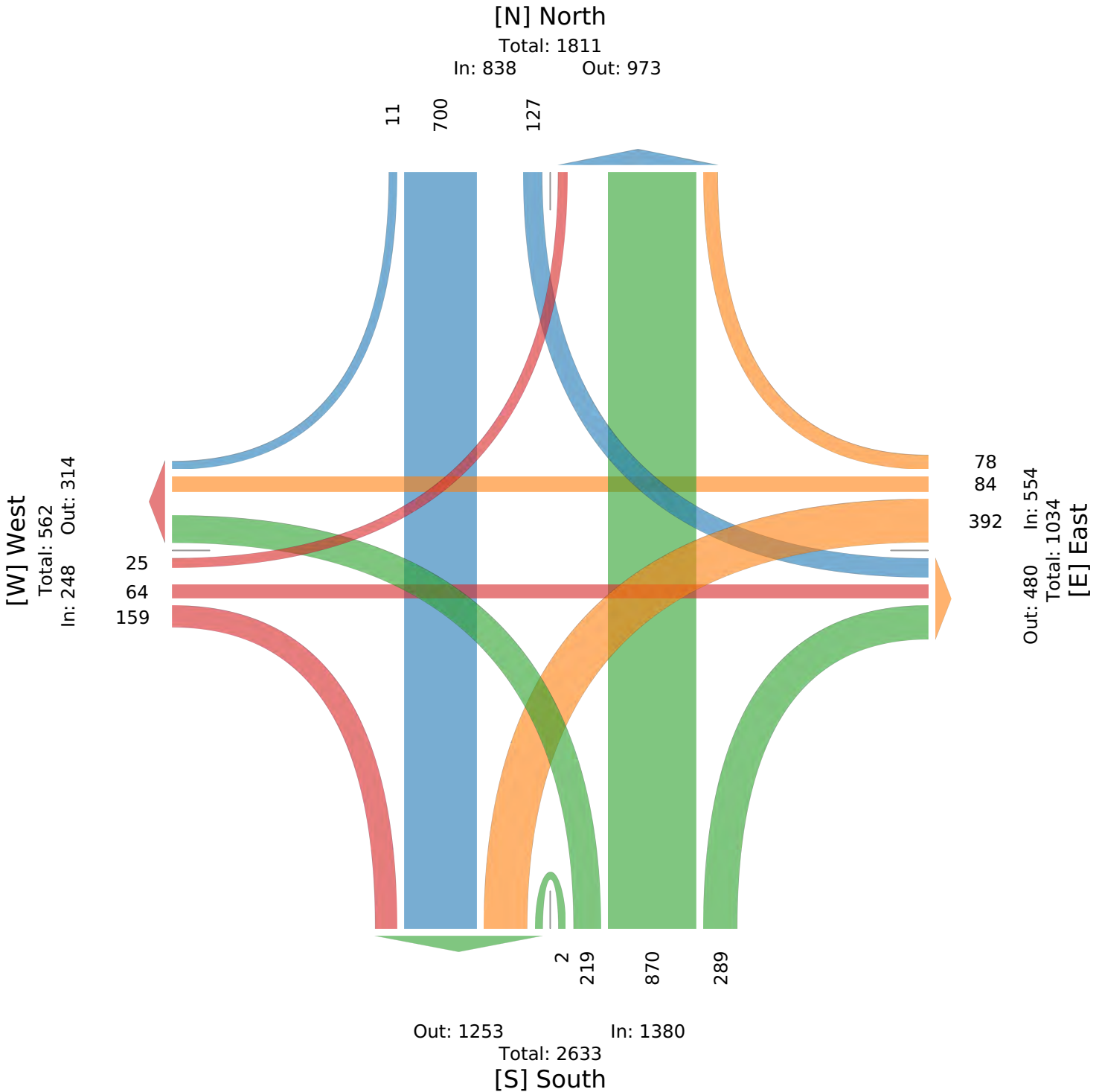
All Movements

ID: 1354608, Location: 39.865526, -86.392498



Provided by: A&F Engineering

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



SR 267 & CR 700 N - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 12:15PM - 1:15 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354608, Location: 39.865526, -86.392498



Provided by: A&F Engineering

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

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2025-11-02 12:15PM	45	135	57	1	238	25	201	7	0	233	13	21	65	0	99	101	6	12	0	119	689
12:30PM	55	155	51	4	265	37	216	2	0	255	5	13	46	0	64	88	14	12	0	114	698
12:45PM	37	137	64	5	243	24	221	4	0	249	4	7	51	0	62	113	15	10	0	138	692
1:00PM	53	150	77	1	281	32	154	10	1	197	6	8	24	0	38	114	5	8	0	127	643
Total	190	577	249	11	1027	118	792	23	1	934	28	49	186	0	263	416	40	42	0	498	2722
% Approach	18.5%	56.2%	24.2%	1.1%	-	12.6%	84.8%	2.5%	0.1%	-	10.6%	18.6%	70.7%	0%	-	83.5%	8.0%	8.4%	0%	-	-
% Total	7.0%	21.2%	9.1%	0.4%	37.7%	4.3%	29.1%	0.8%	0%	34.3%	1.0%	1.8%	6.8%	0%	9.7%	15.3%	1.5%	1.5%	0%	18.3%	-
PHF	0.864	0.931	0.808	0.550	0.914	0.797	0.896	0.575	0.250	0.916	0.538	0.583	0.715	-	0.664	0.912	0.667	0.875	-	0.902	0.975
Lights and Motorcycles	190	573	248	11	1022	118	787	23	1	929	28	49	186	0	263	415	40	42	0	497	2711
% Lights and Motorcycles	100%	99.3%	99.6%	100%	99.5%	100%	99.4%	100%	100%	99.5%	100%	100%	100%	0%	100%	99.8%	100%	100%	0%	99.8%	99.6%
Heavy	0	4	1	0	5	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	11
% Heavy	0%	0.7%	0.4%	0%	0.5%	0%	0.6%	0%	0%	0.5%	0%	0%	0%	0%	0%	0.2%	0%	0%	0%	0.2%	0.4%

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

SR 267 & CR 700 N - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 12:15PM - 1:15 PM)

All Classes (Lights and Motorcycles, Heavy)

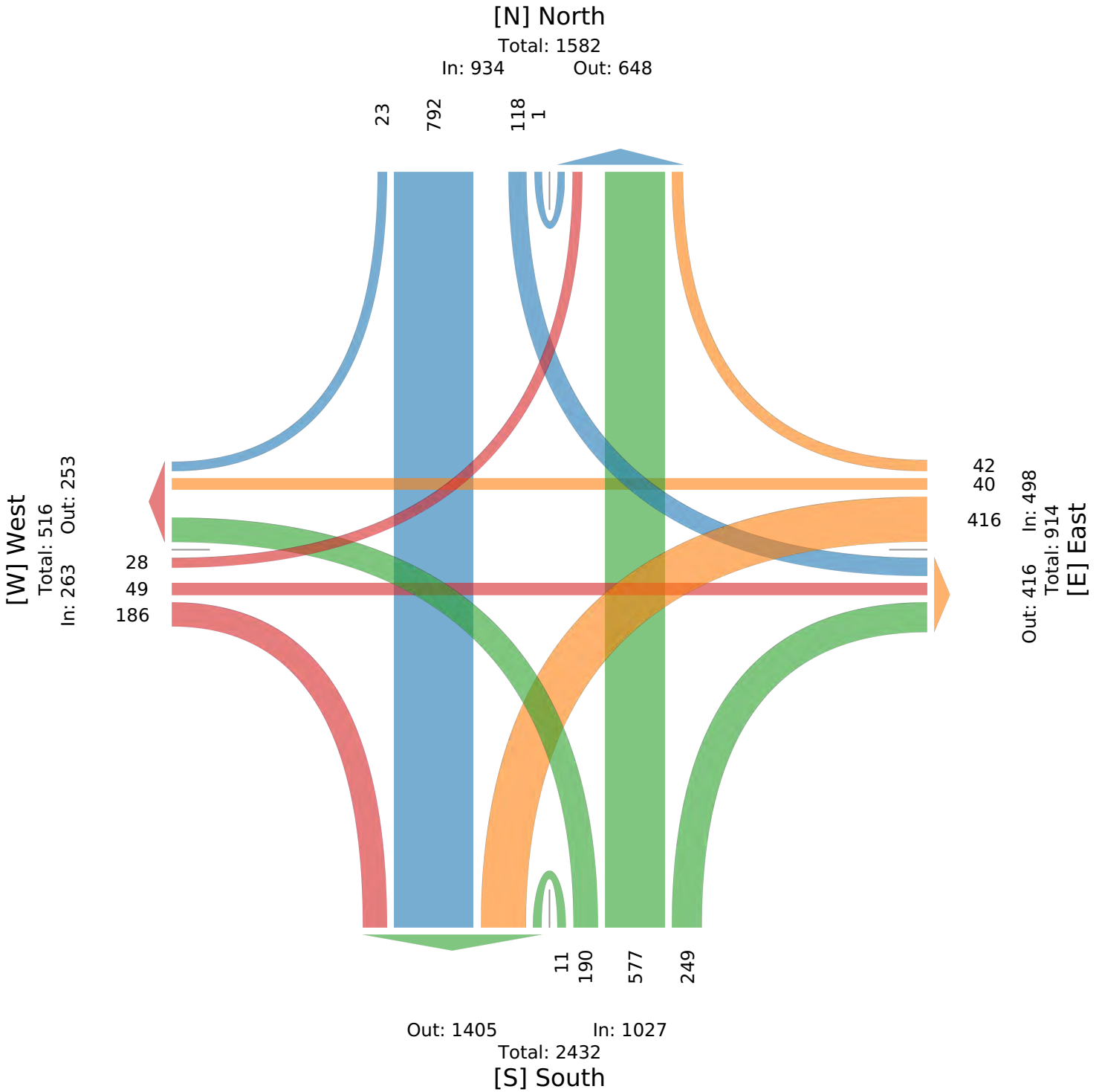
All Movements

ID: 1354608, Location: 39.865526, -86.392498



Provided by: A&F Engineering

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



















HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

Existing AM Peak
11/13/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	53	232	306	38	100	118	555	164	39	650	4
Future Volume (veh/h)	25	53	232	306	38	100	118	555	164	39	650	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1856	1781	1885	1870	1841	1856	1856	1841	1900
Adj Flow Rate, veh/h	26	55	239	315	39	103	122	572	169	40	670	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	3	8	1	2	4	3	3	4	0
Cap, veh/h	324	335	433	616	78	205	338	783	231	276	909	5
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.09	0.29	0.29	0.05	0.25	0.25
Sat Flow, veh/h	1810	1870	1585	3428	433	1143	1781	2663	785	1767	3564	21
Grp Volume(v), veh/h	26	55	239	315	0	142	122	375	366	40	329	345
Grp Sat Flow(s),veh/h/ln	1810	1870	1585	1714	0	1576	1781	1749	1699	1767	1749	1837
Q Serve(g_s), s	0.8	1.7	8.6	5.5	0.0	5.4	3.2	12.9	12.9	1.1	11.5	11.5
Cycle Q Clear(g_c), s	0.8	1.7	8.6	5.5	0.0	5.4	3.2	12.9	12.9	1.1	11.5	11.5
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.46	1.00		0.01
Lane Grp Cap(c), veh/h	324	335	433	616	0	283	338	514	500	276	446	468
V/C Ratio(X)	0.08	0.16	0.55	0.51	0.00	0.50	0.36	0.73	0.73	0.14	0.74	0.74
Avail Cap(c_a), veh/h	325	336	434	668	0	307	531	875	850	367	707	743
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	23.2	20.8	24.7	0.0	24.7	16.3	21.2	21.2	17.1	22.8	22.8
Incr Delay (d2), s/veh	0.1	0.2	1.5	0.7	0.0	1.4	0.6	2.0	2.1	0.2	2.4	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	0.3	0.7	3.2	2.2	0.0	2.0	1.3	5.2	5.1	0.4	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.9	23.4	22.3	25.4	0.0	26.1	17.0	23.2	23.3	17.4	25.2	25.1
LnGrp LOS	C	C	C	C		C	B	C	C	B	C	C
Approach Vol, veh/h		320			457			863			714	
Approach Delay, s/veh		22.5			25.6			22.4			24.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	24.6		17.0	10.8	22.0		17.0				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	7.1	33.4		12.0	13.5	27.0		13.0				
Max Q Clear Time (g_c+I1), s	3.1	14.9		10.6	5.2	13.5		7.5				
Green Ext Time (p_c), s	0.0	4.6		0.2	0.2	3.5		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.7									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

Existing PM Peak
11/13/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	64	159	392	84	78	219	870	289	127	700	11
Future Volume (veh/h)	25	64	159	392	84	78	219	870	289	127	700	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1900	1885	1900	1856	1900	1885	1796	1900
Adj Flow Rate, veh/h	26	66	164	404	87	80	226	897	298	131	722	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	0	1	0	3	0	1	7	0
Cap, veh/h	234	246	361	531	139	128	439	1129	374	273	1412	22
Arrive On Green	0.13	0.13	0.13	0.15	0.15	0.15	0.10	0.43	0.43	0.07	0.41	0.41
Sat Flow, veh/h	1810	1900	1598	3483	911	838	1810	2601	862	1795	3441	52
Grp Volume(v), veh/h	26	66	164	404	0	167	226	607	588	131	358	375
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1742	0	1749	1810	1763	1700	1795	1706	1787
Q Serve(g_s), s	1.2	2.9	8.2	10.3	0.0	8.3	6.5	27.5	27.7	3.8	14.5	14.5
Cycle Q Clear(g_c), s	1.2	2.9	8.2	10.3	0.0	8.3	6.5	27.5	27.7	3.8	14.5	14.5
Prop In Lane	1.00		1.00	1.00		0.48	1.00		0.51	1.00		0.03
Lane Grp Cap(c), veh/h	234	246	361	531	0	267	439	765	738	273	700	733
V/C Ratio(X)	0.11	0.27	0.45	0.76	0.00	0.63	0.51	0.79	0.80	0.48	0.51	0.51
Avail Cap(c_a), veh/h	235	247	362	829	0	416	627	1197	1155	407	1070	1121
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	36.3	30.9	37.6	0.0	36.7	14.5	22.6	22.6	18.2	20.3	20.3
Incr Delay (d2), s/veh	0.2	0.6	0.9	2.3	0.0	2.4	0.9	2.0	2.2	1.3	0.6	0.6
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	0.5	1.4	3.2	4.5	0.0	3.7	2.6	11.2	10.9	1.6	5.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.7	36.9	31.8	39.8	0.0	39.1	15.4	24.6	24.8	19.5	20.9	20.9
LnGrp LOS	D	D	C	D		D	B	C	C	B	C	C
Approach Vol, veh/h		256			571			1421			864	
Approach Delay, s/veh		33.5			39.6			23.2			20.7	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	45.1		17.0	13.4	43.0		19.1				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	13.7	62.8		12.0	18.5	58.0		22.0				
Max Q Clear Time (g_c+I1), s	5.8	29.7		10.2	8.5	16.5		12.3				
Green Ext Time (p_c), s	0.2	10.5		0.2	0.4	5.3		1.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.4									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

Existing Sunday Peak
11/13/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	49	186	416	40	42	190	577	249	118	792	23
Future Volume (veh/h)	28	49	186	416	40	42	190	577	249	118	792	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	29	50	190	424	41	43	194	589	254	120	808	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	293	307	422	570	138	145	352	793	341	327	1108	32
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.10	0.33	0.33	0.09	0.31	0.31
Sat Flow, veh/h	1810	1900	1610	3510	849	891	1810	2437	1050	1810	3557	101
Grp Volume(v), veh/h	29	50	190	424	0	84	194	433	410	120	407	424
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	0	1740	1810	1791	1696	1810	1791	1867
Q Serve(g_s), s	1.0	1.7	7.3	8.5	0.0	3.1	5.2	15.9	15.9	3.2	15.0	15.0
Cycle Q Clear(g_c), s	1.0	1.7	7.3	8.5	0.0	3.1	5.2	15.9	15.9	3.2	15.0	15.0
Prop In Lane	1.00		1.00	1.00		0.51	1.00		0.62	1.00		0.05
Lane Grp Cap(c), veh/h	293	307	422	570	0	283	352	583	552	327	558	582
V/C Ratio(X)	0.10	0.16	0.45	0.74	0.00	0.30	0.55	0.74	0.74	0.37	0.73	0.73
Avail Cap(c_a), veh/h	294	309	423	903	0	447	575	1086	1028	408	921	960
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	26.7	22.8	29.5	0.0	27.2	16.4	22.2	22.2	16.2	22.7	22.7
Incr Delay (d2), s/veh	0.1	0.2	0.8	1.9	0.0	0.6	1.3	1.9	2.0	0.7	1.8	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	0.4	0.8	2.7	3.6	0.0	1.3	2.1	6.6	6.2	1.3	6.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	26.9	23.6	31.4	0.0	27.8	17.8	24.1	24.2	16.9	24.5	24.4
LnGrp LOS	C	C	C	C		C	B	C	C	B	C	C
Approach Vol, veh/h		269			508			1037			951	
Approach Delay, s/veh		24.5			30.8			22.9			23.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	29.0		17.0	11.9	28.0		17.0				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	9.7	44.8		12.0	16.5	38.0		19.0				
Max Q Clear Time (g_c+I1), s	5.2	17.9		9.3	7.2	17.0		10.5				
Green Ext Time (p_c), s	0.1	6.1		0.3	0.3	5.4		1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.7								
HCM 7th LOS				C								























HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

2030 Background AM Peak
11/13/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	61	267	352	44	115	136	639	189	45	748	5
Future Volume (veh/h)	29	61	267	352	44	115	136	639	189	45	748	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1856	1781	1885	1870	1841	1856	1856	1841	1900
Adj Flow Rate, veh/h	30	63	275	363	45	119	140	659	195	46	771	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	3	8	1	2	4	3	3	4	0
Cap, veh/h	303	313	411	575	72	192	339	888	263	277	1071	7
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.09	0.33	0.33	0.06	0.30	0.30
Sat Flow, veh/h	1810	1870	1585	3428	432	1143	1781	2661	787	1767	3562	23
Grp Volume(v), veh/h	30	63	275	363	0	164	140	433	421	46	378	398
Grp Sat Flow(s),veh/h/ln	1810	1870	1585	1714	0	1576	1781	1749	1699	1767	1749	1837
Q Serve(g_s), s	1.0	2.1	11.1	7.1	0.0	6.9	3.7	15.7	15.7	1.2	13.8	13.8
Cycle Q Clear(g_c), s	1.0	2.1	11.1	7.1	0.0	6.9	3.7	15.7	15.7	1.2	13.8	13.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.46	1.00		0.01
Lane Grp Cap(c), veh/h	303	313	411	575	0	264	339	584	567	277	526	552
V/C Ratio(X)	0.10	0.20	0.67	0.63	0.00	0.62	0.41	0.74	0.74	0.17	0.72	0.72
Avail Cap(c_a), veh/h	303	313	411	814	0	374	626	1084	1054	349	816	857
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	25.7	23.8	27.7	0.0	27.7	16.0	21.1	21.1	16.4	22.3	22.3
Incr Delay (d2), s/veh	0.1	0.3	4.1	1.2	0.0	2.4	0.8	1.9	1.9	0.3	1.9	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	0.4	0.9	4.4	2.9	0.0	2.7	1.5	6.3	6.1	0.5	5.6	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	26.0	27.9	28.9	0.0	30.1	16.8	23.0	23.1	16.7	24.2	24.1
LnGrp LOS	C	C	C	C		C	B	C	C	B	C	C
Approach Vol, veh/h		368			527			994			822	
Approach Delay, s/veh		27.4			29.3			22.2			23.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	28.9		17.0	11.1	26.5		17.0				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	7.1	44.4		12.0	18.1	33.4		17.0				
Max Q Clear Time (g_c+I1), s	3.2	17.7		13.1	5.7	15.8		9.1				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.3	4.6		1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.7								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

2030 Background PM Peak
11/13/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	74	183	451	97	90	252	1001	333	147	805	13
Future Volume (veh/h)	29	74	183	451	97	90	252	1001	333	147	805	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1900	1885	1900	1856	1900	1885	1796	1900
Adj Flow Rate, veh/h	30	76	189	465	100	93	260	1032	343	152	830	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	0	1	0	3	0	1	7	0
Cap, veh/h	215	226	344	583	152	141	419	1261	415	232	1552	24
Arrive On Green	0.12	0.12	0.12	0.17	0.17	0.17	0.10	0.48	0.48	0.06	0.45	0.45
Sat Flow, veh/h	1810	1900	1598	3483	906	842	1810	2606	858	1795	3439	54
Grp Volume(v), veh/h	30	76	189	465	0	193	260	695	680	152	412	431
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1742	0	1748	1810	1763	1701	1795	1706	1787
Q Serve(g_s), s	1.7	4.3	12.4	15.1	0.0	12.1	8.7	39.5	40.4	5.3	20.5	20.5
Cycle Q Clear(g_c), s	1.7	4.3	12.4	15.1	0.0	12.1	8.7	39.5	40.4	5.3	20.5	20.5
Prop In Lane	1.00		1.00	1.00		0.48	1.00		0.50	1.00		0.03
Lane Grp Cap(c), veh/h	215	226	344	583	0	293	419	853	823	232	770	806
V/C Ratio(X)	0.14	0.34	0.55	0.80	0.00	0.66	0.62	0.81	0.83	0.66	0.53	0.53
Avail Cap(c_a), veh/h	215	226	344	948	0	476	643	1342	1295	422	1213	1270
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	47.5	41.0	47.0	0.0	45.8	16.7	25.9	26.1	24.1	23.3	23.3
Incr Delay (d2), s/veh	0.3	0.9	1.8	2.6	0.0	2.5	1.5	2.2	2.6	3.1	0.6	0.6
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	0.8	2.1	5.0	6.7	0.0	5.5	3.7	16.5	16.4	2.3	8.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	48.4	42.9	49.6	0.0	48.3	18.2	28.1	28.7	27.2	23.9	23.9
LnGrp LOS	D	D	D	D		D	B	C	C	C	C	C
Approach Vol, veh/h		295			658			1635			995	
Approach Delay, s/veh		44.7			49.2			26.8			24.4	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	61.9		19.0	15.8	58.0		24.7				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	20.0	89.5		14.0	25.9	83.6		32.0				
Max Q Clear Time (g_c+I1), s	7.3	42.4		14.4	10.7	22.5		17.1				
Green Ext Time (p_c), s	0.3	14.4		0.0	0.7	6.6		2.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.7									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

2030 Background Sunday Peak
11/13/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	57	214	479	46	49	219	664	287	136	911	27
Future Volume (veh/h)	33	57	214	479	46	49	219	664	287	136	911	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	34	58	218	489	47	50	223	678	293	139	930	28
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	259	272	403	629	151	160	341	887	383	301	1198	36
Arrive On Green	0.14	0.14	0.14	0.18	0.18	0.18	0.11	0.36	0.36	0.08	0.34	0.34
Sat Flow, veh/h	1810	1900	1610	3510	842	896	1810	2435	1052	1810	3550	107
Grp Volume(v), veh/h	34	58	218	489	0	97	223	499	472	139	469	489
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	0	1739	1810	1791	1696	1810	1791	1866
Q Serve(g_s), s	1.4	2.3	9.8	11.1	0.0	4.1	6.5	20.5	20.5	4.1	19.7	19.7
Cycle Q Clear(g_c), s	1.4	2.3	9.8	11.1	0.0	4.1	6.5	20.5	20.5	4.1	19.7	19.7
Prop In Lane	1.00		1.00	1.00		0.52	1.00		0.62	1.00		0.06
Lane Grp Cap(c), veh/h	259	272	403	629	0	311	341	652	618	301	604	630
V/C Ratio(X)	0.13	0.21	0.54	0.78	0.00	0.31	0.65	0.76	0.76	0.46	0.78	0.78
Avail Cap(c_a), veh/h	259	272	403	1007	0	499	592	1113	1054	426	940	979
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	31.7	27.2	32.8	0.0	29.9	18.3	23.4	23.4	18.0	24.9	24.9
Incr Delay (d2), s/veh	0.2	0.4	1.5	2.1	0.0	0.6	2.1	1.9	2.0	1.1	2.2	2.1
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	0.6	1.0	3.8	4.8	0.0	1.7	2.7	8.6	8.1	1.7	8.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	32.1	28.6	34.9	0.0	30.4	20.4	25.3	25.4	19.1	27.1	27.0
LnGrp LOS	C	C	C	C		C	C	C	C	B	C	C
Approach Vol, veh/h		310			586			1194			1097	
Approach Delay, s/veh		29.6			34.1			24.5			26.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	35.5		17.0	13.5	33.2		20.0				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	12.5	52.0		12.0	20.6	43.9		24.0				
Max Q Clear Time (g_c+I1), s	6.1	22.5		11.8	8.5	21.7		13.1				
Green Ext Time (p_c), s	0.2	7.6		0.0	0.5	6.6		1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.3								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

2030 Background + Proposed AM Peak
11/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	61	267	352	44	117	136	651	189	50	779	5
Future Volume (veh/h)	29	61	267	352	44	117	136	651	189	50	779	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1856	1781	1885	1870	1841	1856	1856	1841	1900
Adj Flow Rate, veh/h	30	63	275	363	45	121	140	671	195	52	803	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	3	8	1	2	4	3	3	4	0
Cap, veh/h	299	309	405	566	70	190	335	906	263	284	1108	7
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.09	0.34	0.34	0.06	0.31	0.31
Sat Flow, veh/h	1810	1870	1585	3428	427	1148	1781	2673	776	1767	3563	22
Grp Volume(v), veh/h	30	63	275	363	0	166	140	439	427	52	394	414
Grp Sat Flow(s),veh/h/ln	1810	1870	1585	1714	0	1575	1781	1749	1701	1767	1749	1837
Q Serve(g_s), s	1.0	2.1	11.4	7.2	0.0	7.1	3.7	16.1	16.1	1.4	14.6	14.6
Cycle Q Clear(g_c), s	1.0	2.1	11.4	7.2	0.0	7.1	3.7	16.1	16.1	1.4	14.6	14.6
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.46	1.00		0.01
Lane Grp Cap(c), veh/h	299	309	405	566	0	260	335	593	576	284	544	571
V/C Ratio(X)	0.10	0.20	0.68	0.64	0.00	0.64	0.42	0.74	0.74	0.18	0.72	0.72
Avail Cap(c_a), veh/h	299	309	405	802	0	368	651	1179	1147	356	890	935
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	26.2	24.4	28.3	0.0	28.3	16.0	21.2	21.2	16.2	22.3	22.3
Incr Delay (d2), s/veh	0.1	0.3	4.5	1.2	0.0	2.6	0.8	1.8	1.9	0.3	1.9	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	0.4	0.9	4.5	2.9	0.0	2.8	1.5	6.4	6.3	0.5	5.9	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	26.5	28.9	29.5	0.0	30.9	16.8	23.0	23.1	16.5	24.1	24.0
LnGrp LOS	C	C	C	C		C	B	C	C	B	C	C
Approach Vol, veh/h		368			529			1006			860	
Approach Delay, s/veh		28.2			30.0			22.2			23.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	29.6		17.0	11.1	27.6		17.0				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	7.5	49.0		12.0	19.5	37.0		17.0				
Max Q Clear Time (g_c+I1), s	3.4	18.1		13.4	5.7	16.6		9.2				
Green Ext Time (p_c), s	0.0	6.5		0.0	0.3	5.2		1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.9								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

2030 Background + Proposed PM Peak
11/13/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	74	183	451	97	95	252	1035	333	151	826	13
Future Volume (veh/h)	29	74	183	451	97	95	252	1035	333	151	826	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1900	1885	1900	1856	1900	1885	1796	1900
Adj Flow Rate, veh/h	30	76	189	465	100	98	260	1067	343	156	852	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	1	0	1	0	3	0	1	7	0
Cap, veh/h	192	202	323	576	146	143	421	1291	411	233	1581	24
Arrive On Green	0.11	0.11	0.11	0.17	0.17	0.17	0.10	0.49	0.49	0.06	0.46	0.46
Sat Flow, veh/h	1810	1900	1598	3483	881	863	1810	2631	837	1795	3441	52
Grp Volume(v), veh/h	30	76	189	465	0	198	260	711	699	156	423	442
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1742	0	1745	1810	1763	1705	1795	1706	1787
Q Serve(g_s), s	1.7	4.2	12.0	14.5	0.0	12.1	8.2	38.9	40.0	5.1	20.1	20.1
Cycle Q Clear(g_c), s	1.7	4.2	12.0	14.5	0.0	12.1	8.2	38.9	40.0	5.1	20.1	20.1
Prop In Lane	1.00		1.00	1.00		0.49	1.00		0.49	1.00		0.03
Lane Grp Cap(c), veh/h	192	202	323	576	0	288	421	865	837	233	784	821
V/C Ratio(X)	0.16	0.38	0.58	0.81	0.00	0.69	0.62	0.82	0.84	0.67	0.54	0.54
Avail Cap(c_a), veh/h	192	202	323	802	0	402	623	1171	1133	395	1043	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	47.0	40.7	45.4	0.0	44.4	15.8	24.5	24.8	23.3	21.9	21.9
Incr Delay (d2), s/veh	0.4	1.2	2.7	4.3	0.0	2.9	1.5	3.5	4.1	3.3	0.6	0.6
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	0.8	2.1	5.0	6.6	0.0	5.4	3.4	16.4	16.5	2.3	8.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.2	48.1	43.4	49.7	0.0	47.3	17.3	28.1	28.9	26.6	22.5	22.5
LnGrp LOS	D	D	D	D		D	B	C	C	C	C	C
Approach Vol, veh/h		295			663			1670			1021	
Approach Delay, s/veh		44.9			49.0			26.7			23.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	60.4		17.0	15.4	56.9		23.7				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	17.5	75.0		12.0	23.5	69.0		26.0				
Max Q Clear Time (g_c+I1), s	7.1	42.0		14.0	10.2	22.1		16.5				
Green Ext Time (p_c), s	0.3	13.5		0.0	0.6	6.7		2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				31.2								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
3: Green St & CR 700 N

2030 Background + Proposed Sunday Peak
11/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	57	214	479	46	56	219	687	287	141	928	27
Future Volume (veh/h)	33	57	214	479	46	56	219	687	287	141	928	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	34	58	218	489	47	57	223	701	293	144	947	28
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	255	268	398	630	140	170	339	912	381	298	1221	36
Arrive On Green	0.14	0.14	0.14	0.18	0.18	0.18	0.11	0.37	0.37	0.08	0.34	0.34
Sat Flow, veh/h	1810	1900	1610	3510	782	948	1810	2462	1029	1810	3552	105
Grp Volume(v), veh/h	34	58	218	489	0	104	223	510	484	144	477	498
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	0	1729	1810	1791	1700	1810	1791	1866
Q Serve(g_s), s	1.4	2.3	10.0	11.3	0.0	4.5	6.6	21.3	21.3	4.2	20.3	20.3
Cycle Q Clear(g_c), s	1.4	2.3	10.0	11.3	0.0	4.5	6.6	21.3	21.3	4.2	20.3	20.3
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.61	1.00		0.06
Lane Grp Cap(c), veh/h	255	268	398	630	0	310	339	663	630	298	616	642
V/C Ratio(X)	0.13	0.22	0.55	0.78	0.00	0.34	0.66	0.77	0.77	0.48	0.78	0.78
Avail Cap(c_a), veh/h	255	268	398	1032	0	509	604	1167	1108	432	990	1032
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	32.3	27.9	33.3	0.0	30.5	18.5	23.6	23.6	18.2	25.0	25.0
Incr Delay (d2), s/veh	0.2	0.4	1.6	2.1	0.0	0.6	2.2	1.9	2.0	1.2	2.1	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.1	3.9	4.9	0.0	1.9	2.8	8.9	8.5	1.8	8.6	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	32.7	29.4	35.4	0.0	31.1	20.6	25.5	25.6	19.4	27.1	27.0
LnGrp LOS	C	C	C	D		C	C	C	C	B	C	C
Approach Vol, veh/h		310			593			1217			1119	
Approach Delay, s/veh		30.4			34.6			24.6			26.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	36.5		17.0	13.5	34.2		20.3				
Change Period (Y+Rc), s	4.5	5.0		5.0	4.5	5.0		5.0				
Max Green Setting (Gmax), s	13.1	55.4		12.0	21.5	47.0		25.0				
Max Q Clear Time (g_c+I1), s	6.2	23.3		12.0	8.6	22.3		13.3				
Green Ext Time (p_c), s	0.2	8.0		0.0	0.5	7.0		2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.5								
HCM 7th LOS				C								

***SR 267 (GREEN STREET)/ACRE LANE &
PROPOSED DEVELOPMENT ACCESS DRIVE***

***TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS***

SR 267 & ACRE LN - TMC

Thu Oct 30, 2025

AM Peak (Oct 30 2025 7AM - 8 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354610, Location: 39.875951, -86.392426



Provided by: A&F Engineering

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

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2025-10-30 7:00AM	3	148	0	0	151	1	188	2	0	191	2	0	1	0	3	2	0	5	0	7	352
7:15AM	1	161	3	0	165	0	118	5	0	123	4	0	0	0	4	2	0	0	0	2	294
7:30AM	2	184	4	0	190	0	148	5	0	153	1	0	1	0	2	4	0	8	0	12	357
7:45AM	5	193	1	0	199	1	160	4	0	165	1	0	0	0	1	1	0	1	0	2	367
Total	11	686	8	0	705	2	614	16	0	632	8	0	2	0	10	9	0	14	0	23	1370
% Approach	1.6%	97.3%	1.1%	0%	-	0.3%	97.2%	2.5%	0%	-	80.0%	0%	20.0%	0%	-	39.1%	0%	60.9%	0%	-	-
% Total	0.8%	50.1%	0.6%	0%	51.5%	0.1%	44.8%	1.2%	0%	46.1%	0.6%	0%	0.1%	0%	0.7%	0.7%	0%	1.0%	0%	1.7%	-
PHF	0.550	0.889	0.500	-	0.886	0.500	0.816	0.800	-	0.827	0.500	-	0.500	-	0.625	0.563	-	0.438	-	0.479	0.933
Lights and Motorcycles	11	668	8	0	687	1	588	16	0	605	8	0	2	0	10	9	0	14	0	23	1325
% Lights and Motorcycles	100%	97.4%	100%	0%	97.4%	50.0%	95.8%	100%	0%	95.7%	100%	0%	100%	0%	100%	100%	0%	100%	0%	100%	96.7%
Heavy	0	18	0	0	18	1	26	0	0	27	0	0	0	0	0	0	0	0	0	0	45
% Heavy	0%	2.6%	0%	0%	2.6%	50.0%	4.2%	0%	0%	4.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3.3%

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

SR 267 & ACRE LN - TMC

Thu Oct 30, 2025

AM Peak (Oct 30 2025 7AM - 8 AM)

All Classes (Lights and Motorcycles, Heavy)

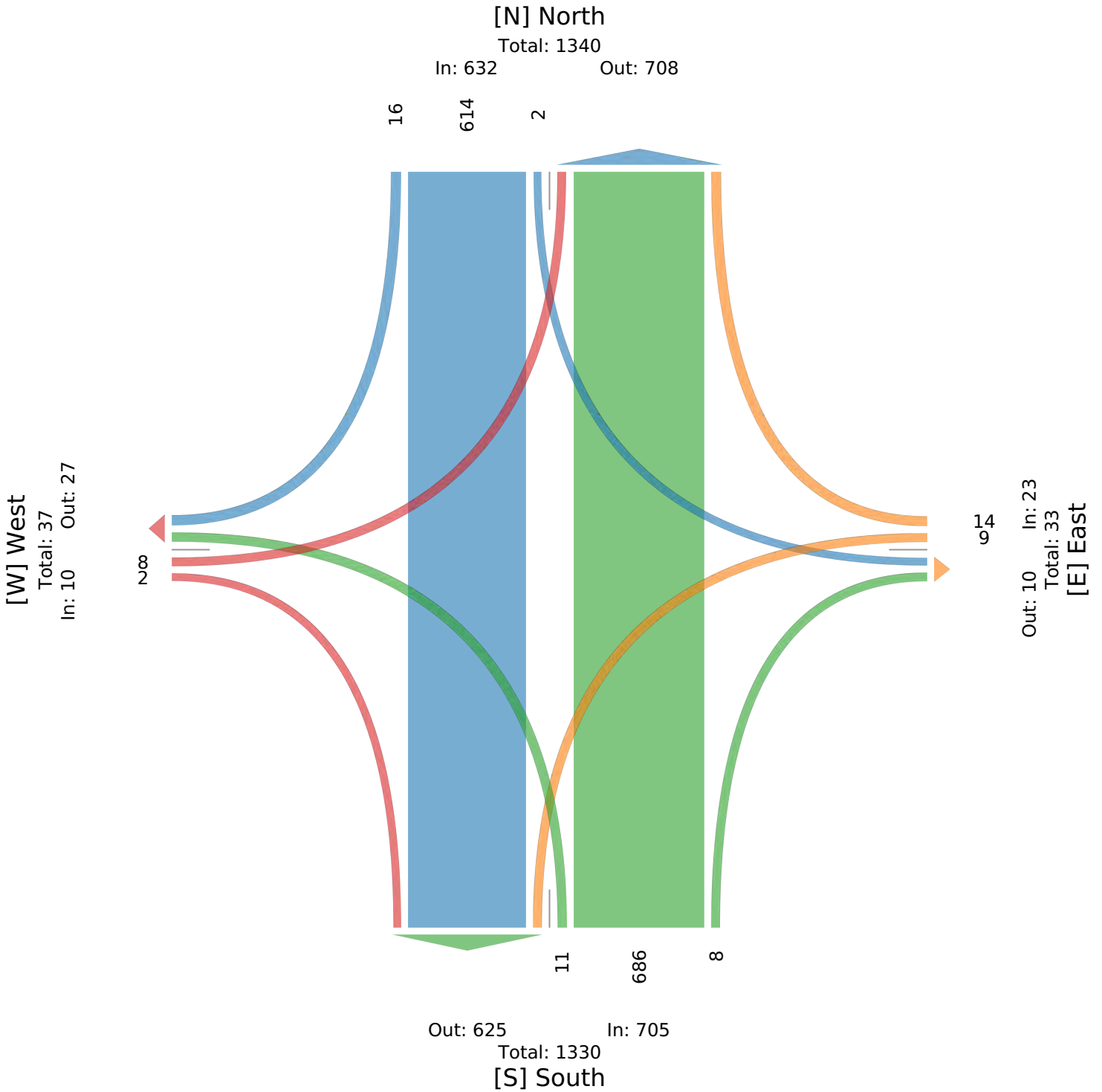
All Movements

ID: 1354610, Location: 39.875951, -86.392426



Provided by: A&F Engineering

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



SR 267 & ACRE LN - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354610, Location: 39.875951, -86.392426



Provided by: A&F Engineering

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

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2025-10-30 4:30PM	0	207	4	0	211	5	212	5	0	222	2	0	0	0	2	2	0	1	0	3	438
4:45PM	2	173	5	0	180	4	244	5	0	253	2	0	1	0	3	2	0	1	0	3	439
5:00PM	1	186	6	0	193	4	199	8	0	211	3	0	0	0	3	1	0	2	0	3	410
5:15PM	1	197	2	0	200	7	251	7	0	265	4	0	0	0	4	0	0	2	0	2	471
Total	4	763	17	0	784	20	906	25	0	951	11	0	1	0	12	5	0	6	0	11	1758
% Approach	0.5%	97.3%	2.2%	0%	-	2.1%	95.3%	2.6%	0%	-	91.7%	0%	8.3%	0%	-	45.5%	0%	54.5%	0%	-	-
% Total	0.2%	43.4%	1.0%	0%	44.6%	1.1%	51.5%	1.4%	0%	54.1%	0.6%	0%	0.1%	0%	0.7%	0.3%	0%	0.3%	0%	0.6%	-
PHF	0.500	0.921	0.708	-	0.929	0.714	0.902	0.781	-	0.897	0.688	-	0.250	-	0.750	0.625	-	0.750	-	0.917	0.933
Lights and Motorcycles	4	737	17	0	758	20	855	25	0	900	11	0	1	0	12	4	0	6	0	10	1680
% Lights and Motorcycles	100%	96.6%	100%	0%	96.7%	100%	94.4%	100%	0%	94.6%	100%	0%	100%	0%	100%	80.0%	0%	100%	0%	90.9%	95.6%
Heavy	0	26	0	0	26	0	51	0	0	51	0	0	0	0	0	1	0	0	0	1	78
% Heavy	0%	3.4%	0%	0%	3.3%	0%	5.6%	0%	0%	5.4%	0%	0%	0%	0%	0%	20.0%	0%	0%	0%	9.1%	4.4%

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

SR 267 & ACRE LN - TMC

Thu Oct 30, 2025

PM Peak (Oct 30 2025 4:30PM - 5:30 PM) - Overall Peak Hour

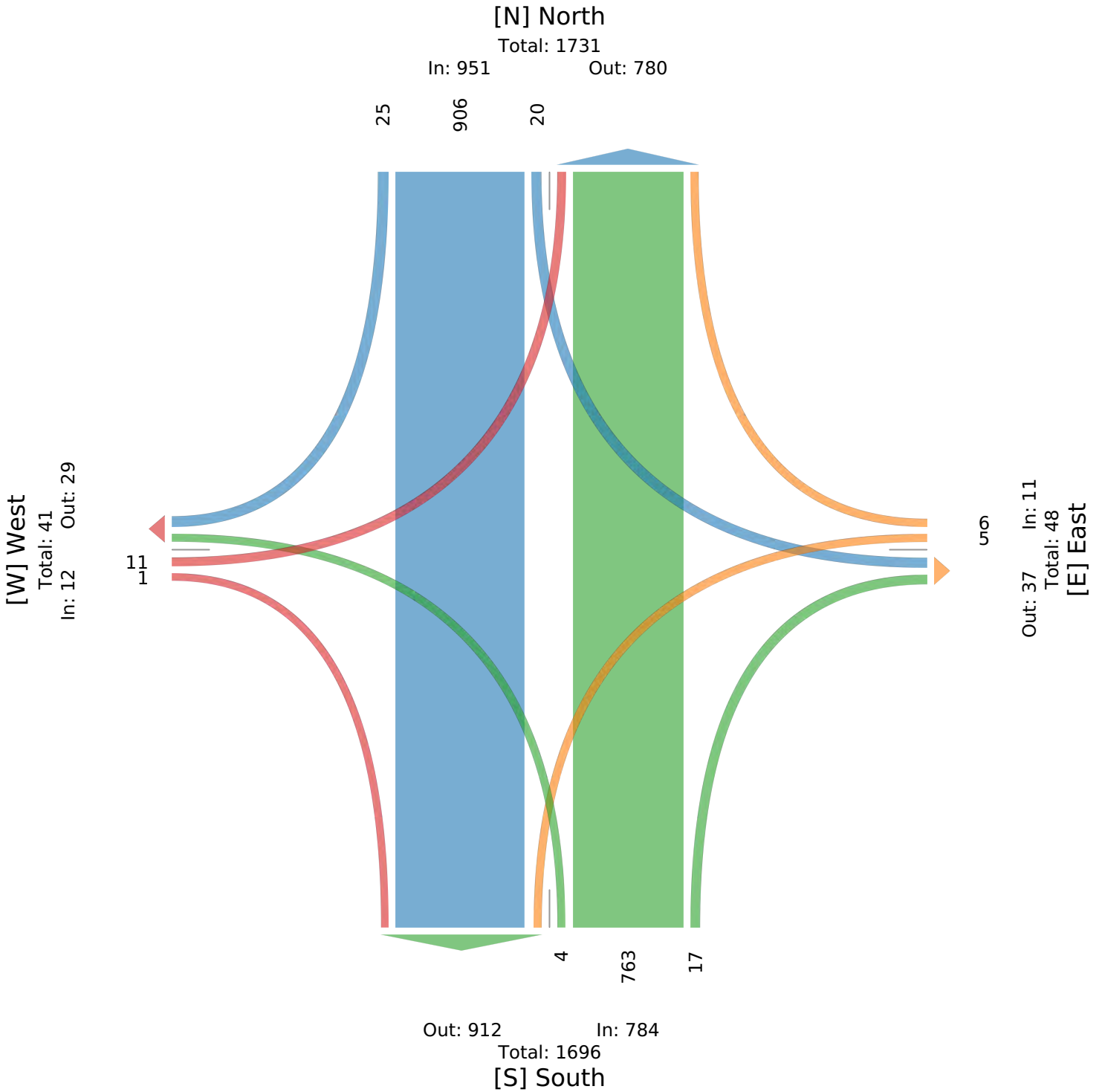
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354610, Location: 39.875951, -86.392426



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



SR 267 & ACRE LN - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 11:45AM - 12:45 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354610, Location: 39.875951, -86.392426



Provided by: A&F Engineering

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

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2025-11-02 11:45AM	0	129	3	0	132	3	204	0	0	207	2	0	0	0	2	0	1	1	0	2	343
12:00PM	3	110	4	0	117	2	137	2	0	141	2	0	4	0	6	0	0	0	0	0	264
12:15PM	1	106	4	0	111	2	102	3	0	107	61	5	63	0	129	0	0	0	0	0	347
12:30PM	3	129	2	0	134	4	88	2	0	94	41	2	48	0	91	0	0	1	0	1	320
Total	7	474	13	0	494	11	531	7	0	549	106	7	115	0	228	0	1	2	0	3	1274
% Approach	1.4%	96.0%	2.6%	0%	-	2.0%	96.7%	1.3%	0%	-	46.5%	3.1%	50.4%	0%	-	0%	33.3%	66.7%	0%	-	-
% Total	0.5%	37.2%	1.0%	0%	38.8%	0.9%	41.7%	0.5%	0%	43.1%	8.3%	0.5%	9.0%	0%	17.9%	0%	0.1%	0.2%	0%	0.2%	-
PHF	0.583	0.919	0.813	-	0.922	0.688	0.651	0.583	-	0.663	0.434	0.350	0.456	-	0.442	-	0.250	0.500	-	0.375	0.918
Lights and Motorcycles	7	472	13	0	492	11	527	7	0	545	106	7	115	0	228	0	1	2	0	3	1268
% Lights and Motorcycles	100%	99.6%	100%	0%	99.6%	100%	99.2%	100%	0%	99.3%	100%	100%	100%	0%	100%	0%	100%	100%	0%	100%	99.5%
Heavy	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
% Heavy	0%	0.4%	0%	0%	0.4%	0%	0.8%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.5%

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

SR 267 & ACRE LN - TMC

Sun Nov 2, 2025

Midday Peak (WKND) (Nov 02 2025 11:45AM - 12:45 PM)

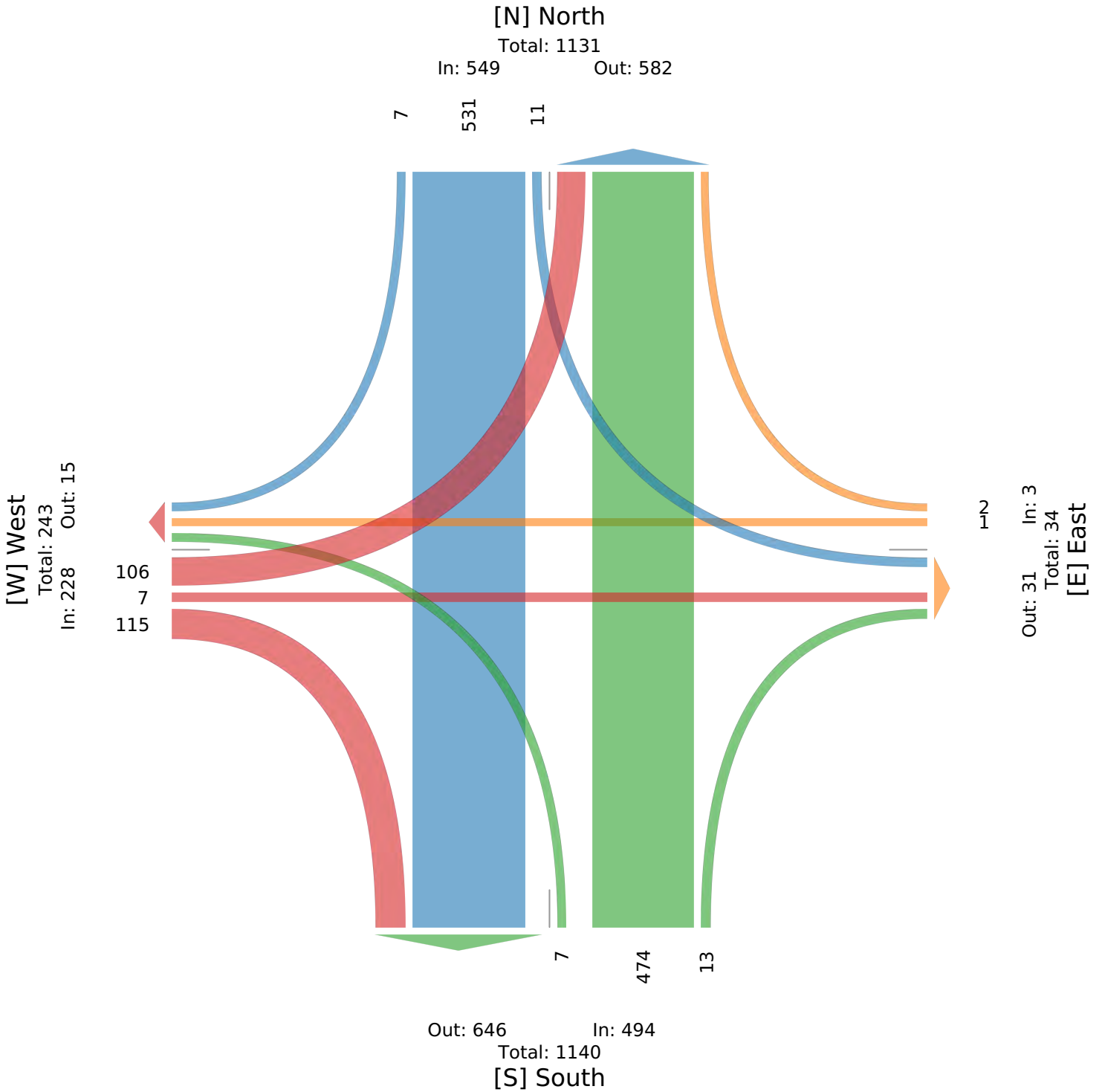
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1354610, Location: 39.875951, -86.392426



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



Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗			↕	↗
Traffic Vol, veh/h	8	0	2	9	0	14	11	686	8	2	614	16
Future Vol, veh/h	8	0	2	9	0	14	11	686	8	2	614	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	50	4	0
Mvmt Flow	9	0	2	10	0	15	12	738	9	2	660	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1426	1434	660	1430	1447	742	677	0	0	746	0	0
Stage 1	665	665	-	766	766	-	-	-	-	-	-	-
Stage 2	761	770	-	665	682	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	114	135	466	113	133	419	924	-	-	680	-	-
Stage 1	453	461	-	399	415	-	-	-	-	-	-	-
Stage 2	401	413	-	453	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	108	133	466	111	130	419	924	-	-	680	-	-
Mov Cap-2 Maneuver	108	133	-	111	130	-	-	-	-	-	-	-
Stage 1	451	459	-	393	410	-	-	-	-	-	-	-
Stage 2	381	408	-	449	451	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Ctrl Dly, s/v	35.46		25.43		0.14			0.03		
HCM LOS	E		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	924	-	-	108	466	201	6	-	-
HCM Lane V/C Ratio	0.013	-	-	0.08	0.005	0.123	0.003	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	41.1	12.8	25.4	10.3	0	-
HCM Lane LOS	A	-	-	E	B	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.4	0	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗			↕	↗
Traffic Vol, veh/h	11	0	1	5	0	6	4	763	17	20	906	25
Future Vol, veh/h	11	0	1	5	0	6	4	763	17	20	906	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	20	0	0	0	3	0	0	6	0
Mvmt Flow	12	0	1	5	0	6	4	820	18	22	974	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1846	1865	974	1855	1882	830	1001	0	0	839	0	0
Stage 1	1017	1017	-	838	838	-	-	-	-	-	-	-
Stage 2	829	847	-	1017	1044	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.3	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.68	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	58	74	308	51	72	373	700	-	-	805	-	-
Stage 1	289	318	-	336	384	-	-	-	-	-	-	-
Stage 2	368	381	-	265	309	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	53	69	308	47	67	373	700	-	-	805	-	-
Mov Cap-2 Maneuver	53	69	-	47	67	-	-	-	-	-	-	-
Stage 1	271	298	-	334	382	-	-	-	-	-	-	-
Stage 2	359	378	-	248	290	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	84.74		50.89		0.05		0.2	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	700	-	-	53	308	90	39	-	-
HCM Lane V/C Ratio	0.006	-	-	0.222	0.003	0.131	0.027	-	-
HCM Ctrl Dly (s/v)	10.2	-	-	90.9	16.7	50.9	9.6	0	-
HCM Lane LOS	B	-	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0.4	0.1	-	-

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	106	7	115	0	1	2	7	474	13	11	531	7
Future Vol, veh/h	106	7	115	0	1	2	7	474	13	11	531	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	115	8	125	0	1	2	8	515	14	12	577	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1132	1146	577	1142	1146	522	585	0	0	529	0	0
Stage 1	601	601	-	538	538	-	-	-	-	-	-	-
Stage 2	531	545	-	605	609	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	182	201	520	179	201	558	1000	-	-	1048	-	-
Stage 1	490	492	-	531	526	-	-	-	-	-	-	-
Stage 2	536	522	-	488	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	176	196	520	128	196	558	1000	-	-	1048	-	-
Mov Cap-2 Maneuver	176	196	-	128	196	-	-	-	-	-	-	-
Stage 1	482	484	-	527	522	-	-	-	-	-	-	-
Stage 2	528	518	-	359	480	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	37.75		15.52		0.12		0.17	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	177	520	346	37	-	-
HCM Lane V/C Ratio	0.008	-	-	0.694	0.24	0.009	0.011	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	61.8	14.1	15.5	8.5	0	-
HCM Lane LOS	A	-	-	F	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	4.2	0.9	0	0	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗			↕	↗
Traffic Vol, veh/h	9	0	3	10	0	15	12	721	9	3	645	17
Future Vol, veh/h	9	0	3	10	0	15	12	721	9	3	645	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	50	4	0
Mvmt Flow	10	0	3	11	0	16	13	775	10	3	694	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1501	1511	694	1506	1524	780	712	0	0	785	0	0
Stage 1	700	700	-	806	806	-	-	-	-	-	-	-
Stage 2	801	811	-	700	718	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	101	121	446	101	119	398	897	-	-	656	-	-
Stage 1	433	444	-	379	398	-	-	-	-	-	-	-
Stage 2	381	396	-	433	436	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	95	119	446	98	116	398	897	-	-	656	-	-
Mov Cap-2 Maneuver	95	119	-	98	116	-	-	-	-	-	-	-
Stage 1	430	441	-	373	392	-	-	-	-	-	-	-
Stage 2	360	390	-	426	432	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	38.64		28.73		0.15		0.05	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	897	-	-	95	446	178	8	-	-
HCM Lane V/C Ratio	0.014	-	-	0.102	0.007	0.151	0.005	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	47.1	13.1	28.7	10.5	0	-
HCM Lane LOS	A	-	-	E	B	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.5	0	-	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗			↕	↗
Traffic Vol, veh/h	12	0	2	6	0	7	5	802	18	21	952	27
Future Vol, veh/h	12	0	2	6	0	7	5	802	18	21	952	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	20	0	0	0	3	0	0	6	0
Mvmt Flow	13	0	2	6	0	8	5	862	19	23	1024	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1942	1961	1024	1952	1981	872	1053	0	0	882	0	0
Stage 1	1069	1069	-	883	883	-	-	-	-	-	-	-
Stage 2	873	892	-	1069	1098	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.3	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.68	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	50	64	288	43	62	353	669	-	-	775	-	-
Stage 1	270	300	-	317	367	-	-	-	-	-	-	-
Stage 2	348	363	-	248	291	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	45	59	288	40	57	353	669	-	-	775	-	-
Mov Cap-2 Maneuver	45	59	-	40	57	-	-	-	-	-	-	-
Stage 1	251	279	-	314	364	-	-	-	-	-	-	-
Stage 2	337	360	-	229	271	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Ctrl Dly, s/v	101.11		63.03		0.06		0.21		
HCM LOS	F		F						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	669	-	-	45	288	76	39	-	-
HCM Lane V/C Ratio	0.008	-	-	0.288	0.007	0.185	0.029	-	-
HCM Ctrl Dly (s/v)	10.4	-	-	115	17.6	63	9.8	0	-
HCM Lane LOS	B	-	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0	0.6	0.1	-	-

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	112	8	121	0	2	3	8	498	14	12	558	8
Future Vol, veh/h	112	8	121	0	2	3	8	498	14	12	558	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	122	9	132	0	2	3	9	541	15	13	607	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1192	1207	607	1203	1208	549	615	0	0	557	0	0
Stage 1	633	633	-	566	566	-	-	-	-	-	-	-
Stage 2	560	574	-	637	641	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	185	500	163	185	539	974	-	-	1024	-	-
Stage 1	471	477	-	512	510	-	-	-	-	-	-	-
Stage 2	517	507	-	469	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	158	180	500	111	180	539	974	-	-	1024	-	-
Mov Cap-2 Maneuver	158	180	-	111	180	-	-	-	-	-	-	-
Stage 1	462	467	-	508	506	-	-	-	-	-	-	-
Stage 2	507	502	-	333	463	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	50.67		17.25		0.13		0.18			
HCM LOS	F		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	974	-	-	159	500	299	38	-	-
HCM Lane V/C Ratio	0.009	-	-	0.819	0.263	0.018	0.013	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	86.9	14.7	17.2	8.6	0	-
HCM Lane LOS	A	-	-	F	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	5.4	1	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗			↕	↗
Traffic Vol, veh/h	16	0	12	10	0	15	16	731	9	3	672	19
Future Vol, veh/h	16	0	12	10	0	15	16	731	9	3	672	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	50	4	0
Mvmt Flow	17	0	13	11	0	16	17	786	10	3	723	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1549	1559	723	1554	1575	791	743	0	0	796	0	0
Stage 1	729	729	-	825	825	-	-	-	-	-	-	-
Stage 2	820	830	-	729	749	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	94	113	430	93	111	393	873	-	-	649	-	-
Stage 1	417	431	-	369	390	-	-	-	-	-	-	-
Stage 2	372	388	-	417	422	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	87	110	430	88	108	393	873	-	-	649	-	-
Mov Cap-2 Maneuver	87	110	-	88	108	-	-	-	-	-	-	-
Stage 1	414	427	-	362	382	-	-	-	-	-	-	-
Stage 2	349	380	-	401	418	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	37.87		31.16		0.19		0.05	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	873	-	-	87	430	164	8	-	-
HCM Lane V/C Ratio	0.02	-	-	0.197	0.03	0.164	0.005	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	56	13.6	31.2	10.6	0	-
HCM Lane LOS	A	-	-	F	B	D	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0.6	0	-	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗			↕	↗
Traffic Vol, veh/h	16	0	8	6	0	7	14	832	18	21	971	34
Future Vol, veh/h	16	0	8	6	0	7	14	832	18	21	971	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	20	0	0	0	3	0	0	6	0
Mvmt Flow	17	0	9	6	0	8	15	895	19	23	1044	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2014	2033	1044	2024	2060	904	1081	0	0	914	0	0
Stage 1	1089	1089	-	934	934	-	-	-	-	-	-	-
Stage 2	925	944	-	1089	1126	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.3	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.68	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	44	58	281	38	56	338	653	-	-	754	-	-
Stage 1	263	294	-	296	347	-	-	-	-	-	-	-
Stage 2	325	343	-	241	282	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	52	281	33	50	338	653	-	-	754	-	-
Mov Cap-2 Maneuver	39	52	-	33	50	-	-	-	-	-	-	-
Stage 1	243	272	-	289	339	-	-	-	-	-	-	-
Stage 2	311	336	-	216	261	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	110.31		74.91		0.17		0.2	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	653	-	-	39	281	65	38	-	-
HCM Lane V/C Ratio	0.023	-	-	0.441	0.031	0.215	0.03	-	-
HCM Ctrl Dly (s/v)	10.6	-	-	156.3	18.2	74.9	9.9	0	-
HCM Lane LOS	B	-	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.1	0.7	0.1	-	-

Intersection												
Int Delay, s/veh	11.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗			↕	↗
Traffic Vol, veh/h	114	8	125	0	2	3	14	522	14	12	576	10
Future Vol, veh/h	114	8	125	0	2	3	14	522	14	12	576	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	-	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	124	9	136	0	2	3	15	567	15	13	626	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1251	1265	626	1262	1268	575	637	0	0	583	0	0
Stage 1	652	652	-	605	605	-	-	-	-	-	-	-
Stage 2	599	613	-	657	663	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	151	171	488	148	170	521	956	-	-	1002	-	-
Stage 1	460	467	-	488	490	-	-	-	-	-	-	-
Stage 2	492	486	-	457	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	143	165	488	98	164	521	956	-	-	1002	-	-
Mov Cap-2 Maneuver	143	165	-	98	164	-	-	-	-	-	-	-
Stage 1	451	458	-	480	482	-	-	-	-	-	-	-
Stage 2	479	479	-	317	453	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	64.88		18.19		0.22		0.17	
HCM LOS	F		C					

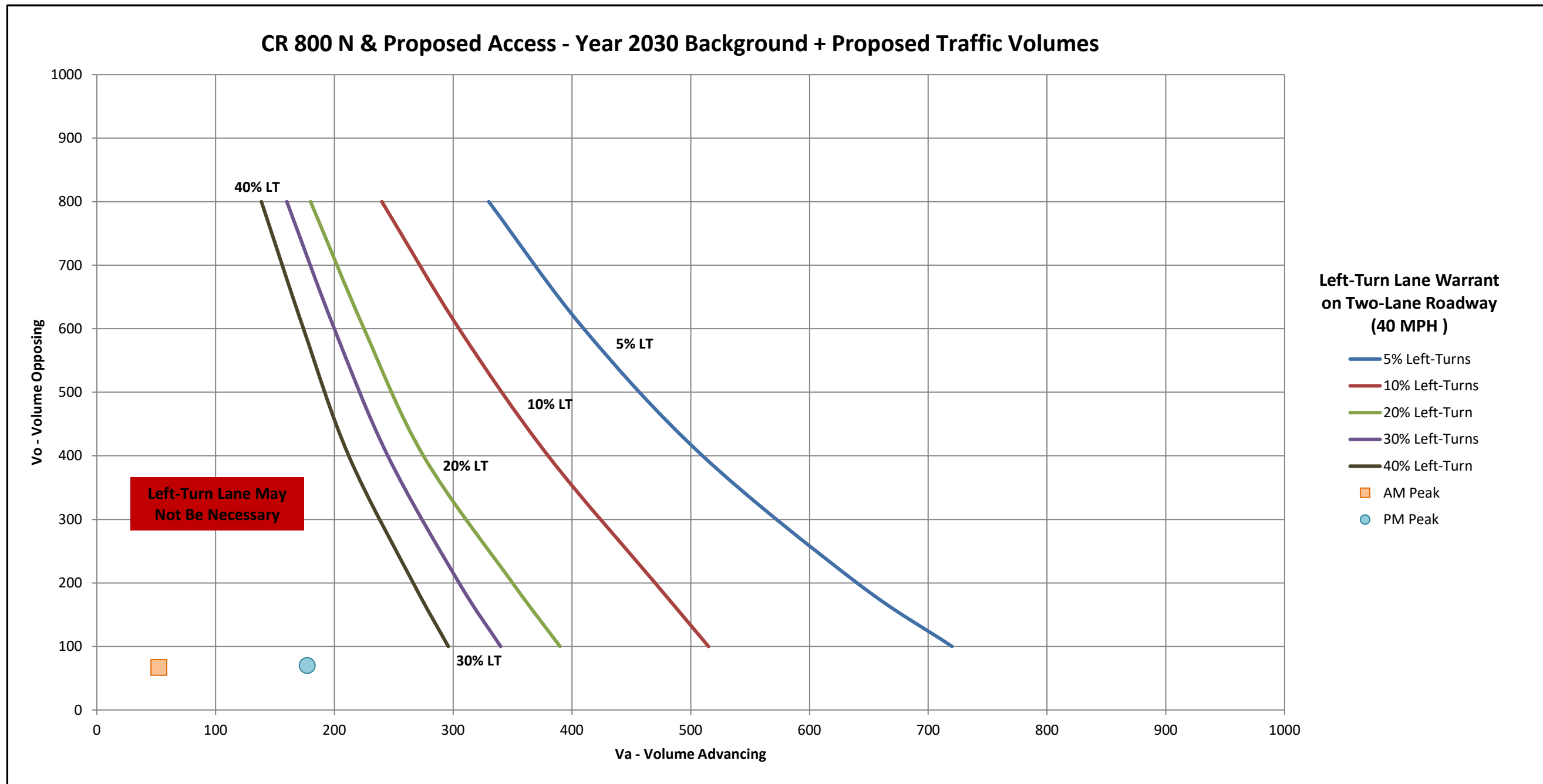
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	144	488	278	37	-	-
HCM Lane V/C Ratio	0.016	-	-	0.922	0.279	0.02	0.013	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	115.8	15.2	18.2	8.6	0	-
HCM Lane LOS	A	-	-	F	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	6.4	1.1	0.1	0	-	-

***CR 800 N & PROPOSED DEVELOPMENT
ACCESS DRIVE***

***TURN LANE ANALYSIS
CAPACITY ANALYSIS***

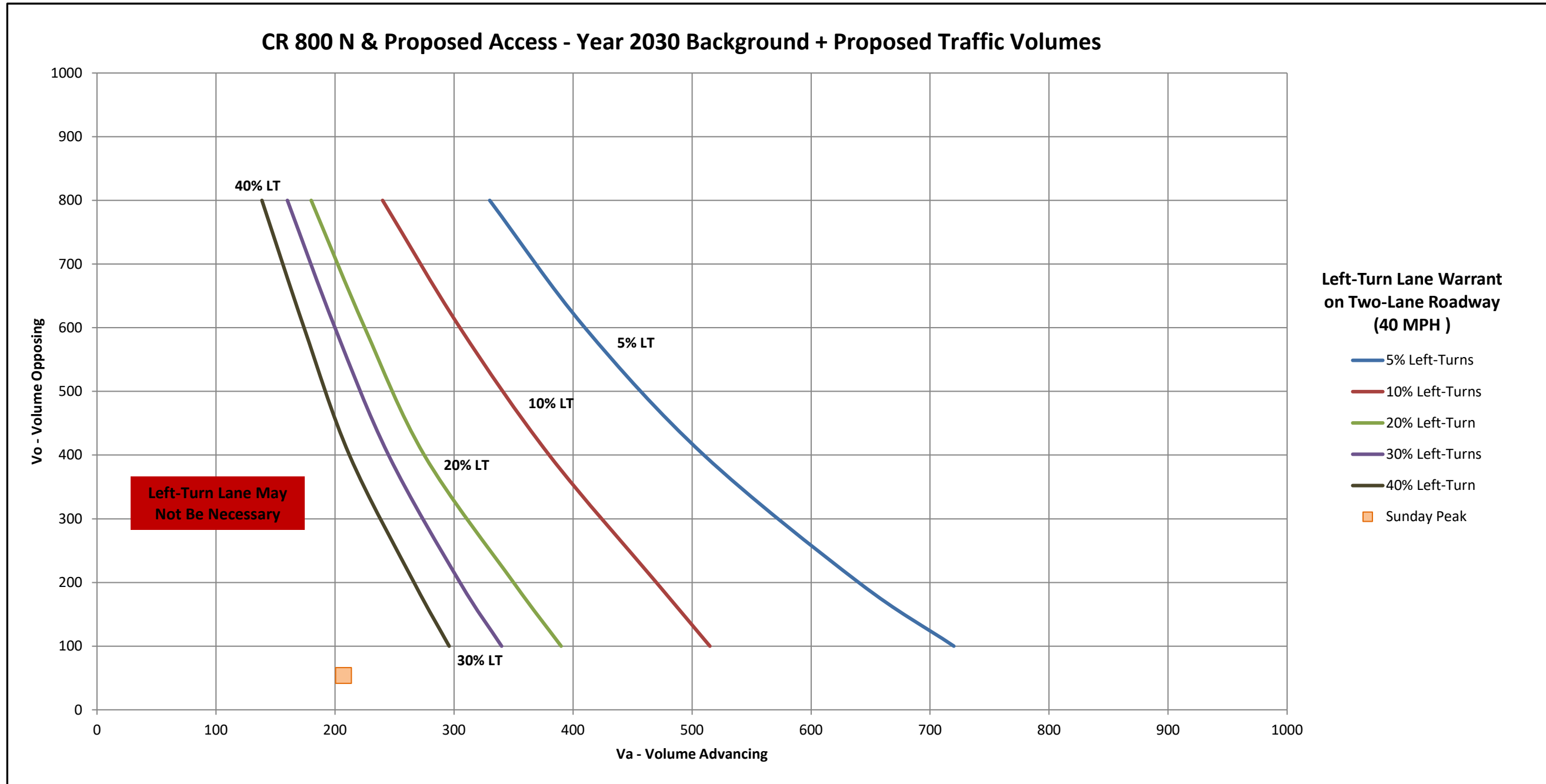
Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)							
		5% Left Turns	10% Left Turns	15% Left Turns	20% Left Turns	25% Left Turns	30% Left Turns	35% Left Turns	40% Left Turns
40	800	330	240	207	180	168	160	146	139
	600	410	305	260	225	211	200	184	174
	400	510	380	320	275	258	245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

AM Peak Hour Traffic Volume Input		PM Peak Hour Traffic Volume Input	
Advancing Volume (Va)	52	Advancing Volume (Va)	177
Opposing Volume (Vo)	67	Opposing Volume (Vo)	70
Left-Turn Volume	15	Left-Turn Volume	45
% Left-Turn	29%	% Left-Turn	25%
WARRANTED?	NO	WARRANTED?	NO



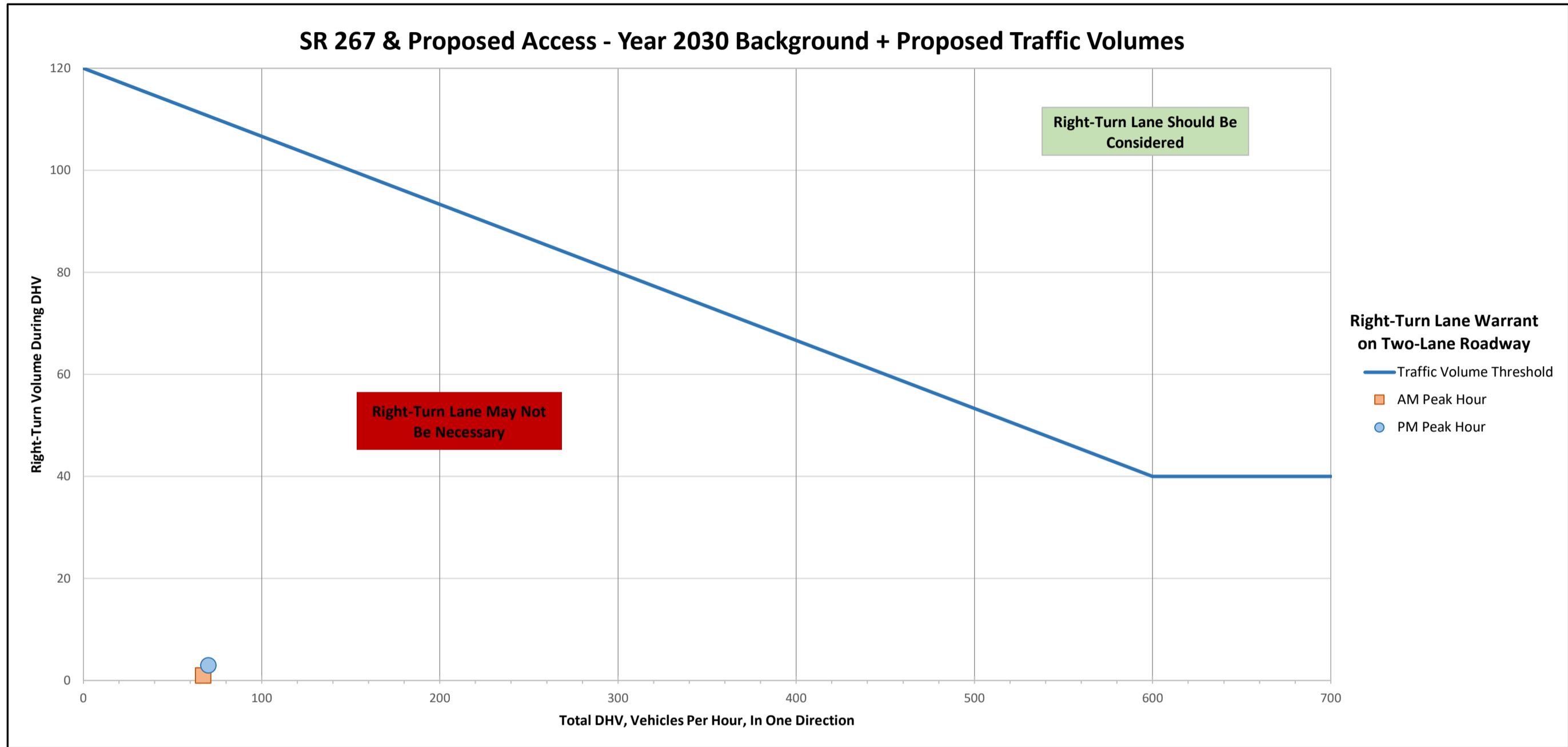
Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)							
		5% Left Turns	10% Left Turns	15% Left Turns	20% Left Turns	25% Left Turns	30% Left Turns	35% Left Turns	40% Left Turns
40	800	330	240	207	180	168	160	146	139
	600	410	305	260	225	211	200	184	174
	400	510	380	320	275	258	245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

Sunday Peak Traffic Volume Input	
Advancing Volume (Va)	207
Opposing Volume (Vo)	54
Left-Turn Volume	31
% Left-Turn	15%
WARRANTED?	NO



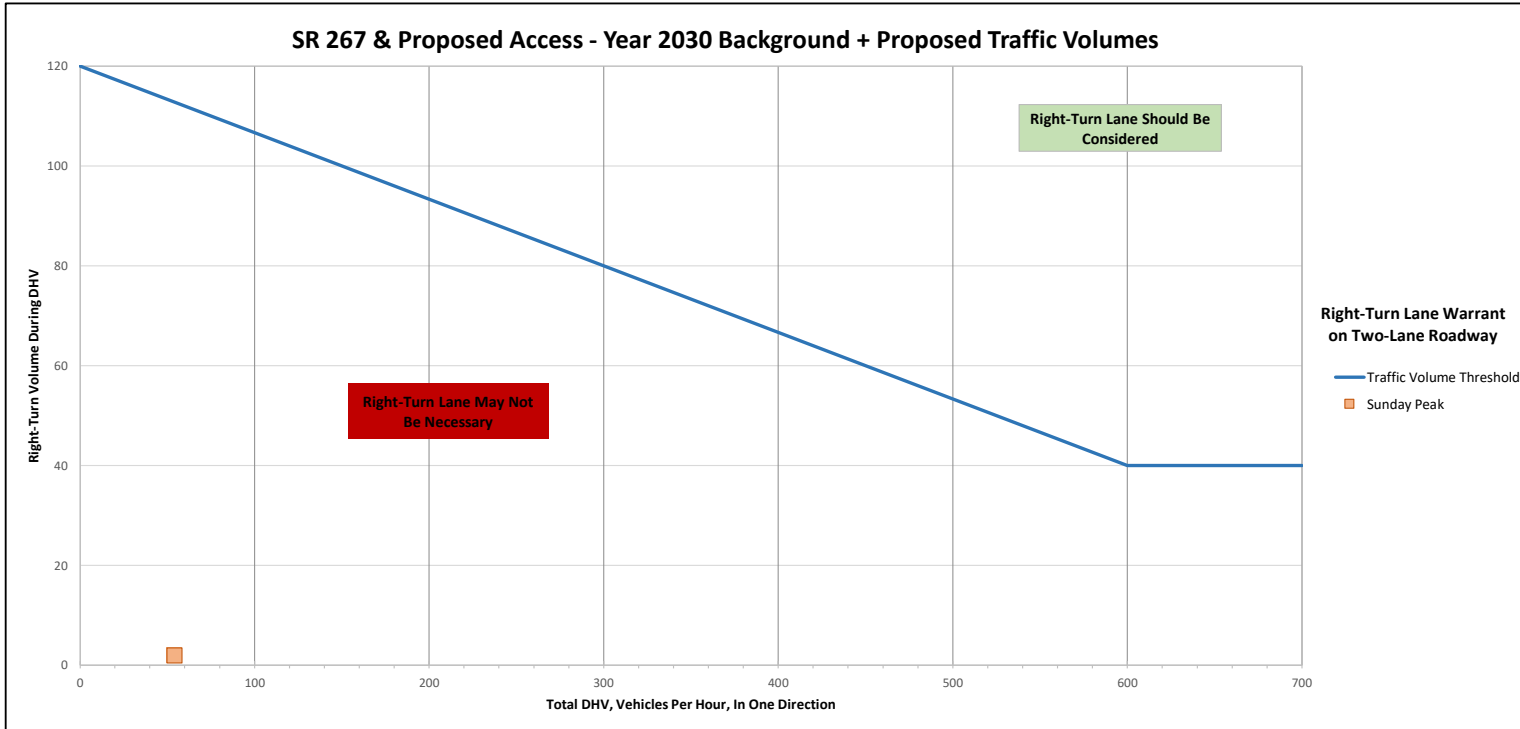
Total Approach Volume	Right-Turn Volume
0	120
600	40
700	40

AM Peak Hour Traffic Volume Input		PM Peak Hour Traffic Volume Input	
Total Approach Volume	67	Total Approach Volume	70
Right-Turn Volume	1	Right-Turn Volume	3
WARRANTED?	NO	WARRANTED?	NO



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

Sunday Peak Traffic Volume Input	
Total Approach Volume	54
Right-Turn Volume	2
WARRANTED?	NO



Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	1	15	37	3	40
Future Vol, veh/h	0	1	15	37	3	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	16	40	3	43

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	73
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	73
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	930
Stage 1	-	-	-	-	1023
Stage 2	-	-	-	-	950
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	921
Mov Cap-2 Maneuver	-	-	-	-	921
Stage 1	-	-	-	-	1023
Stage 2	-	-	-	-	940

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.09	8.51
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1071	-	-	519	-
HCM Lane V/C Ratio	0.044	-	-	0.01	-
HCM Ctrl Dly (s/v)	8.5	-	-	7.2	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	67	3	45	132	2	28
Future Vol, veh/h	67	3	45	132	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	3	49	143	2	30

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	76	0	316 74
Stage 1	-	-	-	-	74 -
Stage 2	-	-	-	-	241 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1523	-	677 987
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	799 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1523	-	654 987
Mov Cap-2 Maneuver	-	-	-	-	654 -
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	771 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.89	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	955	-	-	458	-
HCM Lane V/C Ratio	0.034	-	-	0.032	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	2	31	176	1	23
Future Vol, veh/h	52	2	31	176	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	2	34	191	1	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	59	0	316 58
Stage 1	-	-	-	-	58 -
Stage 2	-	-	-	-	259 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1545	-	677 1009
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	785 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1545	-	660 1009
Mov Cap-2 Maneuver	-	-	-	-	660 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	765 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.11	8.75
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	987	-	-	270	-
HCM Lane V/C Ratio	0.026	-	-	0.022	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-