8.22.2025

Traffic Impact Study

Casey's

On behalf of:

Contact:

Casey's
Erik Nikkel
3305 SE Delaware Avenue
Ankeny, IA 50021

Preparation Date:

Original: 5/31/2025
Revised: 8/22/2025

Traffic Impact Study

CLIENT	Casey's
LOCATION:	SWC of E 2nd Street & Eastlawn Drive
COUNTY	Warren
CITY, STATE	Franklin, OH

PREPARED BY	David Borja
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DATE	August 22, 2025

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1. Executive Summary

1.1. Summary

Recommendations are listed in Section 1.3 – Summary of Recommendations.

This report is submitted on behalf of Casey's in connection with its application to the City of Franklin for access permit approval. The Traffic Impact Study (TIS) conducted by CESO, Inc. identifies the traffic-related impacts, if any, associated with the proposed Casey's Development; referred to herein as "Casey's Development."

Casey's retained CESO, Inc. to prepare the Traffic Impact Study for the Casey's Development and present the details of a safe and efficient access system relating to Casey's application for approval of the following:

- Site driveways (one restricted access along E 2nd Street and one full access along Eastlawn Drive).
- Work within the right-of-way for construction of any necessary improvements.

The Traffic Impact Study focused on evaluating the Existing, 2026 No-Build, 2026 Build Year, 2036 No-Build, and 2036 Design Year Traffic conditions near the site.

1.2. Conclusions

The proposed Casey's Development is anticipated to generate 2,572 trips per day on a typical weekday (1,286 inbound and 1,286 outbound), of which 270 total trips will be generated during the weekday AM peak hour (135 inbound and 135 outbound), and 228 total trips during the weekday PM peak hour (114 inbound and 114 outbound). The generated trips for the proposed Casey's Development are anticipated to approach and depart the Site following the distribution patterns illustrated on Figures 6.A-6.D.

Highway Capacity Manual (HCM)/Synchro V12.0 was used to analyze the current level of service at the key study intersections.

In comparison between the **No-Build Traffic Scenarios** and the **Build/Design Year Traffic Scenarios**, the Casey's Development has minimal impact on the study intersections and the surrounding roadway network.

Under all year traffic scenarios, the signalized E 2nd Street & Eastlawn Drive intersection operates at LOS "B" or better during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersections operate at LOS "D" or better during the AM and PM peak hours.

CESO conducted turn lane analyses for the study network and concluded the following:

- According to ODOT Chart 401-5a, a left-turn lane **is not warranted** at the Casey's South Driveway & Eastlawn Drive intersection under the 2026 Build and 2036 Design Year traffic scenarios.
- According to ODOT Chart 401-6b, a right-turn lane **is warranted** at the E 2nd Street & Casey's North Driveway intersection under the 2026 Build and 2036 Design Year traffic scenarios during the AM and PM Peak Hours.
- According to ODOT Chart 401- 6a, a right-turn lane **is not warranted** at the Casey's South Driveway & Eastlawn Drive intersection under the 2026 Build and 2036 Design Year traffic scenarios.

CESO conducted a queue length analysis for the study network and verified the following:

- The queue length analysis revealed the Casey's Development has a minimal impact on the existing queues within the study network.

1.3. Summary of Recommendations

The following summary of recommendations was generated based on the findings in the Traffic Impact Study.

2026 No-Build Traffic Scenario (Responsibility – Others):

No improvements are required or recommended.

2026 Build Year Traffic Scenario (Responsibility – Casey's):

Option A:

Casey's South Driveway and Eastlawn Drive

- Construct Casey's South Driveway with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control Casey's South Driveway with one (1) stop sign.

E 2nd Street & Casey's North Driveway

- Construct Casey's North Driveway with one (1) ingress lane to allow right-in movements.
- Construct a 175-foot eastbound to southbound right turn lane (125 feet of storage plus a 50-foot taper).

Option B:

Casey's South Driveway and Eastlawn Drive

- Construct Casey's South Driveway with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control Casey's South Driveway with one (1) stop sign.

E 2nd Street & Casey's North Driveway

- Construct Casey's North Driveway with one (1) egress lane and one (1) ingress lane to allow right-in and right-out movements. Control Casey's North Driveway with one (1) stop sign.
- Construct a 175-foot eastbound to southbound right turn lane (125 feet of storage plus a 50-foot taper).

2036 No-Build Traffic Scenario (Responsibility – Others):

No improvements are required or recommended.

2036 Design Year Traffic Scenario (Responsibility – Casey's):

No improvements are required or recommended.

2. Introduction

This report is submitted on behalf of Casey's in connection with its application to the City of Franklin for access permit approval. The Traffic Impact Study (TIS) conducted by CESO, Inc. identifies the traffic-related impacts, if any, associated with the proposed Casey's Development; referred to herein as "Casey's Development."

The Casey's Development is proposed to be constructed on the southwest corner of E 2nd Street & Eastlawn Drive intersection within the City of Franklin, Warren County, OH. The proposed Casey's Development will consist of a 4,320 square-foot building, 5 stacked passenger car fueling dispensers (10 pumps), and associated parking.

Casey's retained CESO, Inc. to prepare the Traffic Impact Study for the Casey's Development and present the details of a safe and efficient access system relating to Casey's application for approval of the following:

- Site driveways (one restricted access along E 2nd Street and one full access along Eastlawn Drive).
- Work within the right-of-way for construction of any necessary improvements.

The Traffic Impact Study focused on evaluating the Existing, 2026 No-Build, 2026 Build Year, 2036 No-Build, and 2036 Design Year Traffic conditions near the site.

This report presents the methodologies, analyses, and results of the Traffic Impact Study (TIS) for traffic generated by the proposed Casey's Development. The purpose of the TIS was to identify and mitigate traffic-related impacts associated with the Casey's Development during the weekday AM and PM peak hours of the adjacent street traffic, corresponding with the weekday AM and PM peak hours of operation for the Casey's Development. The following intersections were analyzed in the Traffic Impact Study:

- E 2nd Street & Eastlawn Drive (Signal Controlled).
- Walgreens Driveway & Eastlawn Drive (Stop-sign Controlled).

The following traffic scenarios were included in the analysis:

Existing Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that currently exist, without the proposed Casey's Development.

2026 No-Build Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that would exist during year 2026, without the proposed Casey's Development.

2026 Build Year Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that would exist during year 2026, with the proposed Casey's Development fully operational.

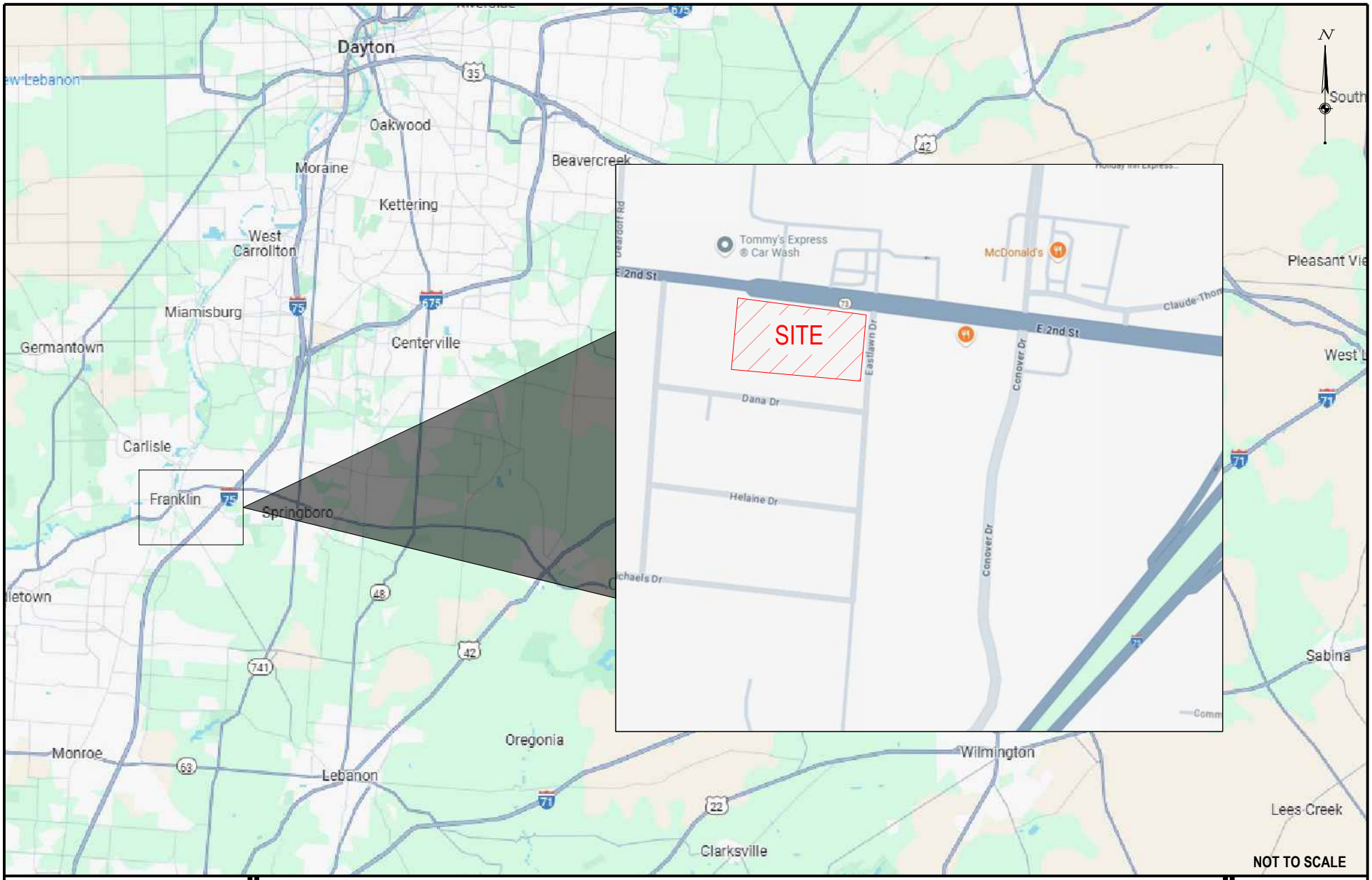
2036 No-Build Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that would exist during year 2036, without the proposed Casey's Development.

2036 Design Year Traffic Scenario – Represents traffic conditions during the weekday AM and PM peak hours of the adjacent roadway network that would exist during year 2036, with the proposed Casey's Development fully operational.

CESO evaluated two (2) different site access options for the North Driveway:

- Option A: Right-in only site driveway
- Option B: Right-in/Right-out site driveway

Figure 1 illustrates the Site Location with respect to the study area and Figure 2 illustrates the Site Plan with Option A for the proposed Casey's Development.



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SITE LOCATION

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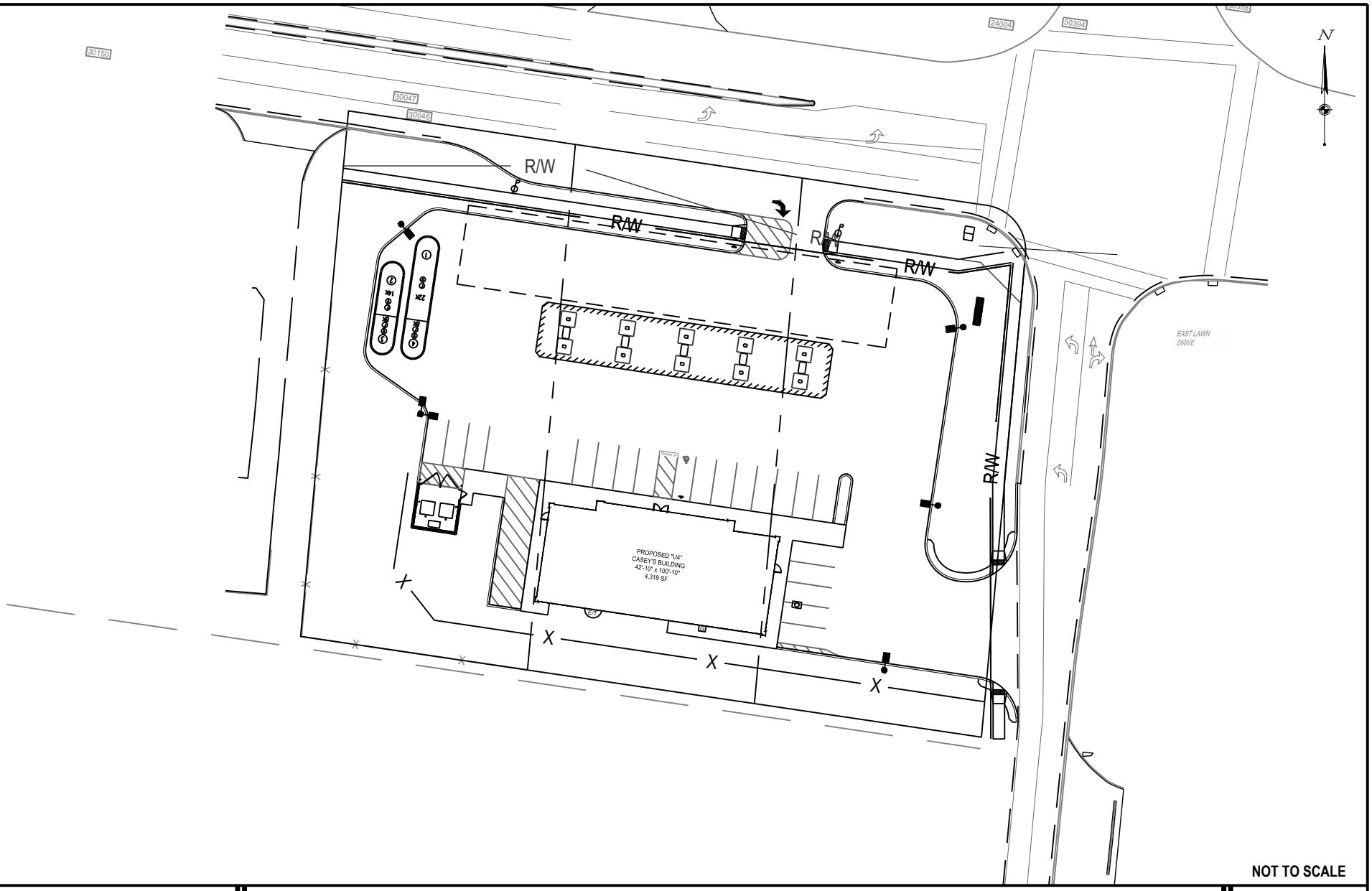

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SITE PLAN

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2.1. Study Procedure

The following studies and analyses were undertaken:

1. Traffic counts were conducted by Gewalt Hamilton Associates, Inc. (GHA) on Thursday, May 8th, 2025, between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the following intersections:

    - E 2nd Street & Eastlawn Drive (Signal Controlled).
    - Walgreens Driveway & Eastlawn Drive (Stop-sign Controlled).

2. The Existing Weekday Peak Hour Traffic Volumes (Year 2025) (Figure 4) were reviewed and balanced.

3. The 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 6) were calculated by applying a growth rate to the Existing Weekday Peak Hour Traffic Volumes (Year 2025) (Figure 4) and adding the generated traffic from the Frostwood Farms Development (Figure 5). A growth rate of 0.50 percent (%) per year was applied to all volumes within the study area for one (1) year (1.005 growth factor) to reach the 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 6).

4. Directional distribution analyses were conducted to determine the potential distribution of patrons for the proposed Casey's Development traffic for Option A and Option B (Figures 7.A-7.D).

5. Analyses were conducted to determine the potential traffic volumes generated by the proposed Casey's Development under the 2026 Build Year Traffic Scenario utilizing data provided in the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* (see Table 1).

6. Addition of the Casey's Development Generated Traffic Volumes (Figures 8.A-8.D) were added to the 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 6) to reflect the 2026 Build Year Weekday Peak Hour Traffic Volumes – Option A-B (Figure 9.A-9.B).

7. The 2036 No-Build Weekday Peak Hour Traffic Volumes (Figure 10) were calculated by applying a growth rate to the Existing Weekday Peak Hour Traffic Volumes (Year 2025) (Figure 4) and adding the generated traffic from the Frostwood Farms Development (Figure 5). A growth rate of 0.50 percent (%) per year was applied to all volumes within the study area for eleven (11) years (1.055 growth factor) to reach the 2036 No-Build Weekday Peak Hour Traffic Volumes (Figure 10).

8. Addition of the Casey's Development Generated Traffic Volumes– Option A-B (Figures 8.A-8.D) were added to the 2036 No-Build Weekday Peak Hour Traffic Volumes (Figure 10) to reflect the 2036 Design Year Weekday Peak Hour Traffic Volumes – Option A-B (Figure 11.A-11.B).

9. Capacity analyses of all traffic scenarios were completed to determine the capacity of the key study intersections during the Weekday AM and PM peak hours using Synchro V12.0.

10. Turn lane analyses were completed at all study intersections per ODOT standards and charts.

11. Recommendations for roadway improvements were generated under the 2026 Design Year traffic scenario based upon the capacity/queue length analyses of the surrounding roadway network. Application of the recommendations and evaluation of the capacity at the key study intersections, during the Weekday AM and PM peak hours, were completed using Synchro V12.0.

2.2. References

This report utilizes information provided by the following sources:

1. *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis.* Transportation Research Board, Washington, D.C., 2024.

2. *Trip Generation Manual*. 11th ed. Washington, DC: Institute of Transportation Engineers, 2022.

3. Most recent Site Plan obtained from CESO.

4. "City of Franklin, OH." 39°33'47" N and 84°16'41" W, *Google Earth*. April 19th, 2025.

5. *Location & Design Manual – Volume I (July 2022*). Ohio Department of Transportation (ODOT).

6. *State Highway Access Management Manual (July 2024).* Ohio Department of Transportation – Office of Roadway Engineering.

7. *ODOT Analysis and Traffic Simulation Manual (OATS, 2024)*. Ohio Department of Transportation (ODOT).

3. Roadway and Traffic Conditions in the Vicinity of the Site

3.1. Study Location and Area Land Use

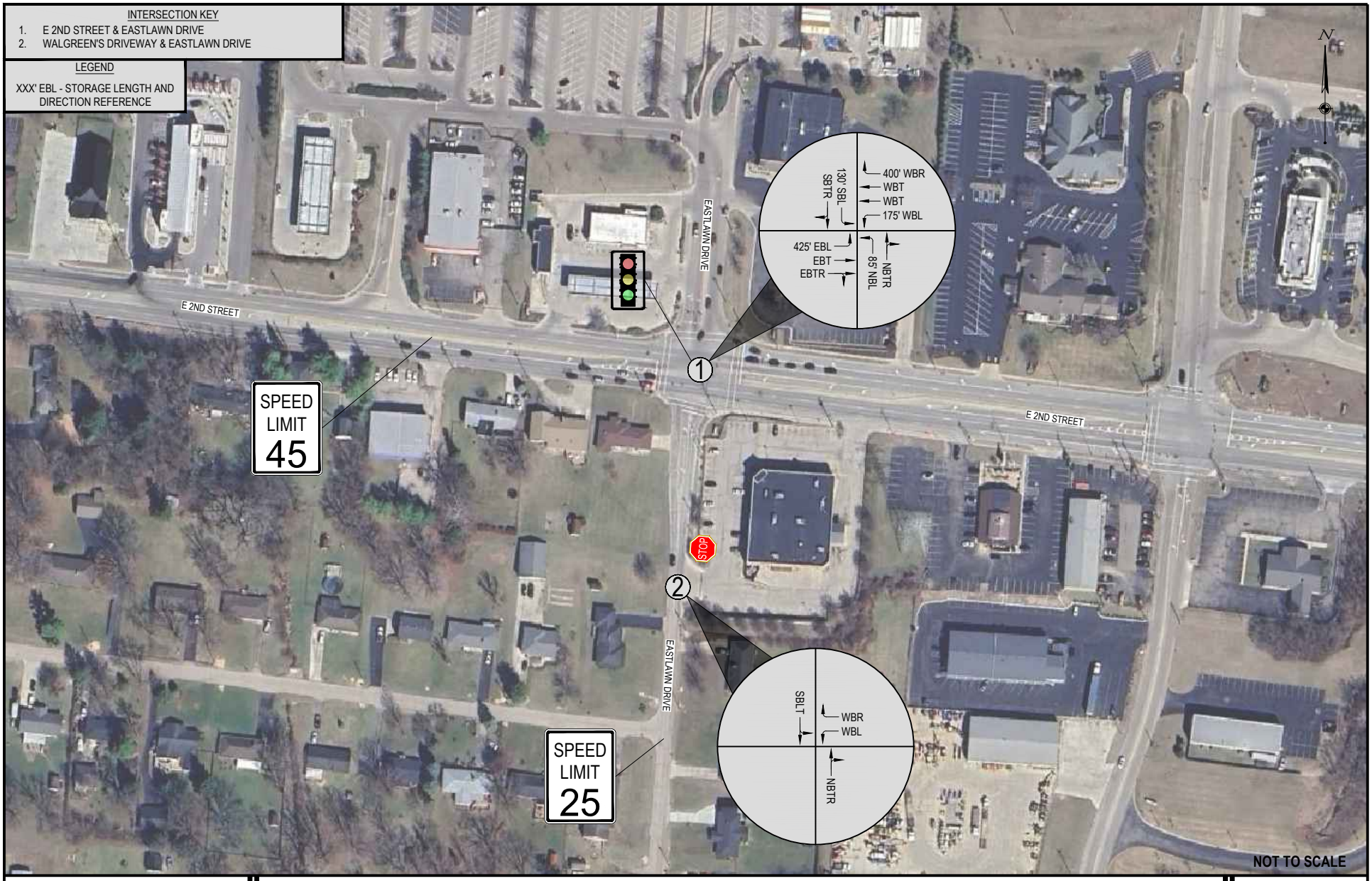
The proposed Casey's Development is proposed to be constructed on the southwest corner of E 2nd Street and Eastlawn Drive intersection within the City of Franklin, Warren County, OH. The proposed Casey's Development will consist of a 4,320 square-foot building, 5 stacked passenger car fueling dispensers (10 pumps), and associated parking. The existing land use in the area of the site is primarily commercial and residential.

3.2. Area Roadway Characteristics

E 2nd Street – E 2nd Street runs in an east/west direction in the vicinity of the site. E 2nd Street is a four-lane principal arterial roadway with dedicated turn lanes at the Eastlawn Drive intersection. E 2nd Street is under the jurisdiction of the City of Franklin. The posted speed limit on E 2nd Street in the area of the site is 45 mph.

Eastlawn Drive – Eastlawn Drive runs in a north/south direction in the vicinity of the site. Eastlawn Drive is a two-lane local roadway with dedicated turn lanes at the E 2nd Street intersection. Eastlawn Drive is under the jurisdiction of the City of Franklin. The posted speed limit on Eastlawn Drive in the area of the site is 25 mph.

The Existing Transportation System is shown on Figure 3 of the report.



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EXISTING TRANSPORTATION SYSTEM

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3.3. Existing Traffic Volumes

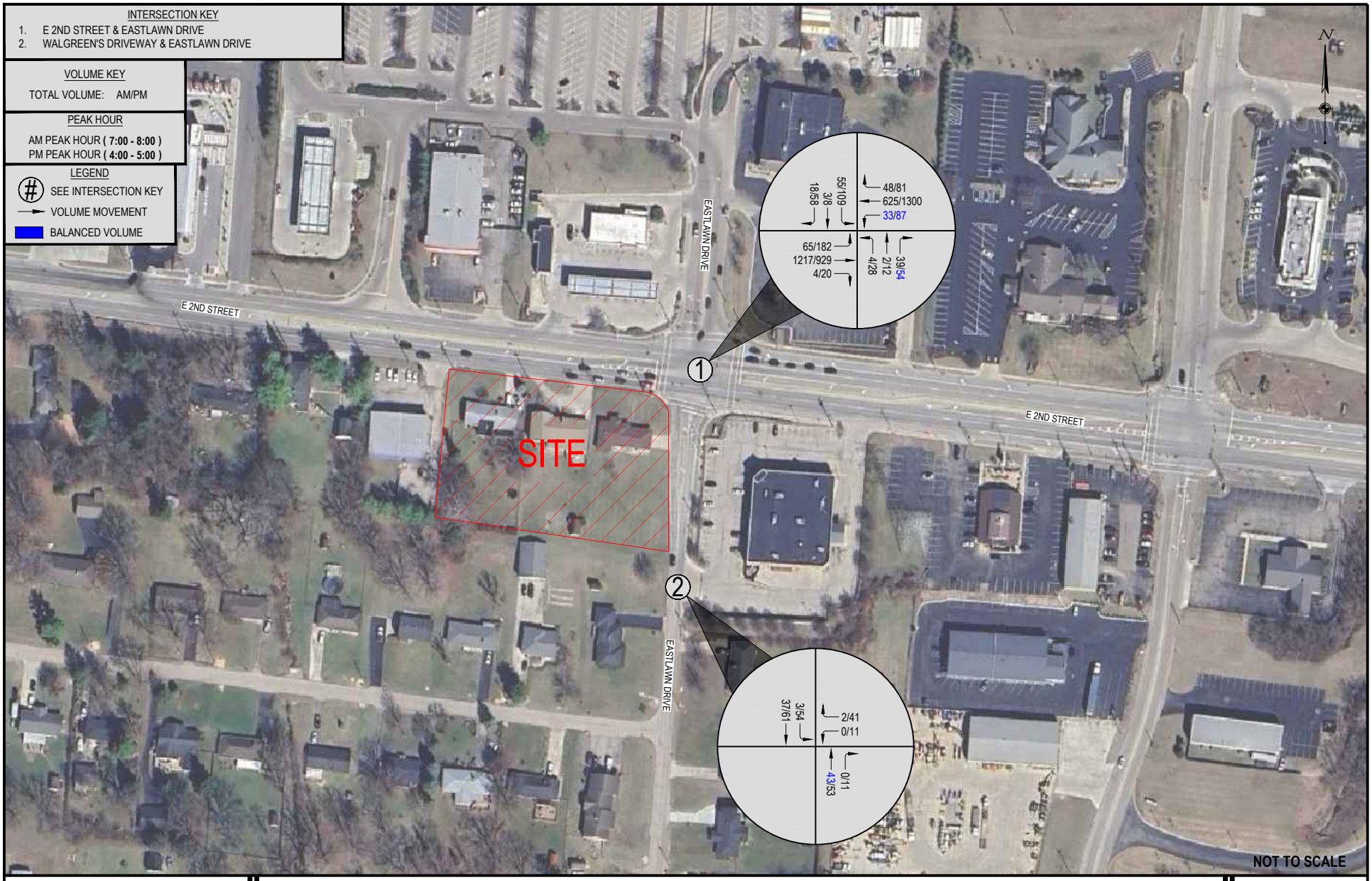
Traffic counts were conducted by Gewalt Hamilton Associates, Inc. (GHA) on Thursday, May 8th, 2025, between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the following intersections:

- E 2nd Street & Eastlawn Drive (Signal Controlled).
- Walgreens Driveway & Eastlawn Drive (Stop-sign Controlled).

The collected count data consists of turning movement counts with classification breakouts for lights, buses, and trucks. The Existing Traffic Count Data is located in Appendix B of the report. The Existing Weekday Peak Hour Traffic Volumes (Year 2025) are illustrated on Figure 4.

The peak hours for the study network are the following:

- AM Peak Hour: 7:00 AM to 8:00 AM
- PM Peak Hour: 4:00 PM to 5:00 PM



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EXISTING WEEKDAY PEAK HOUR TRAFFIC VOLUMES (YEAR 2025)

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4. Estimates of 2026 No-Build Traffic in the Vicinity of the Site

4.1. 2026 No-Build Traffic Volumes

The 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 6) were calculated by applying a growth rate to the Existing Weekday Traffic Volumes (Year 2025) (Figure 4) and adding the generated traffic from the Frostwood Farms Development (Figure 5). A growth rate of 0.50 percent (%) per year was applied to all volumes within the study area for one (1) year (1.005 growth factor) to reach the 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 6).

4.2. Frostwood Farms Development Generated Traffic Volumes

Per the request of the City of Franklin, CESO included the generated traffic volumes from the Frostwood Farms Development to the 2026 No-Build and 2036 No-Build traffic volumes. The Frostwood Farms Development Generated Traffic Volumes are illustrated on Figure 5.

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FROSTWOOD FARMS DEVELOPMENT GENERATED TRAFFIC VOLUMES

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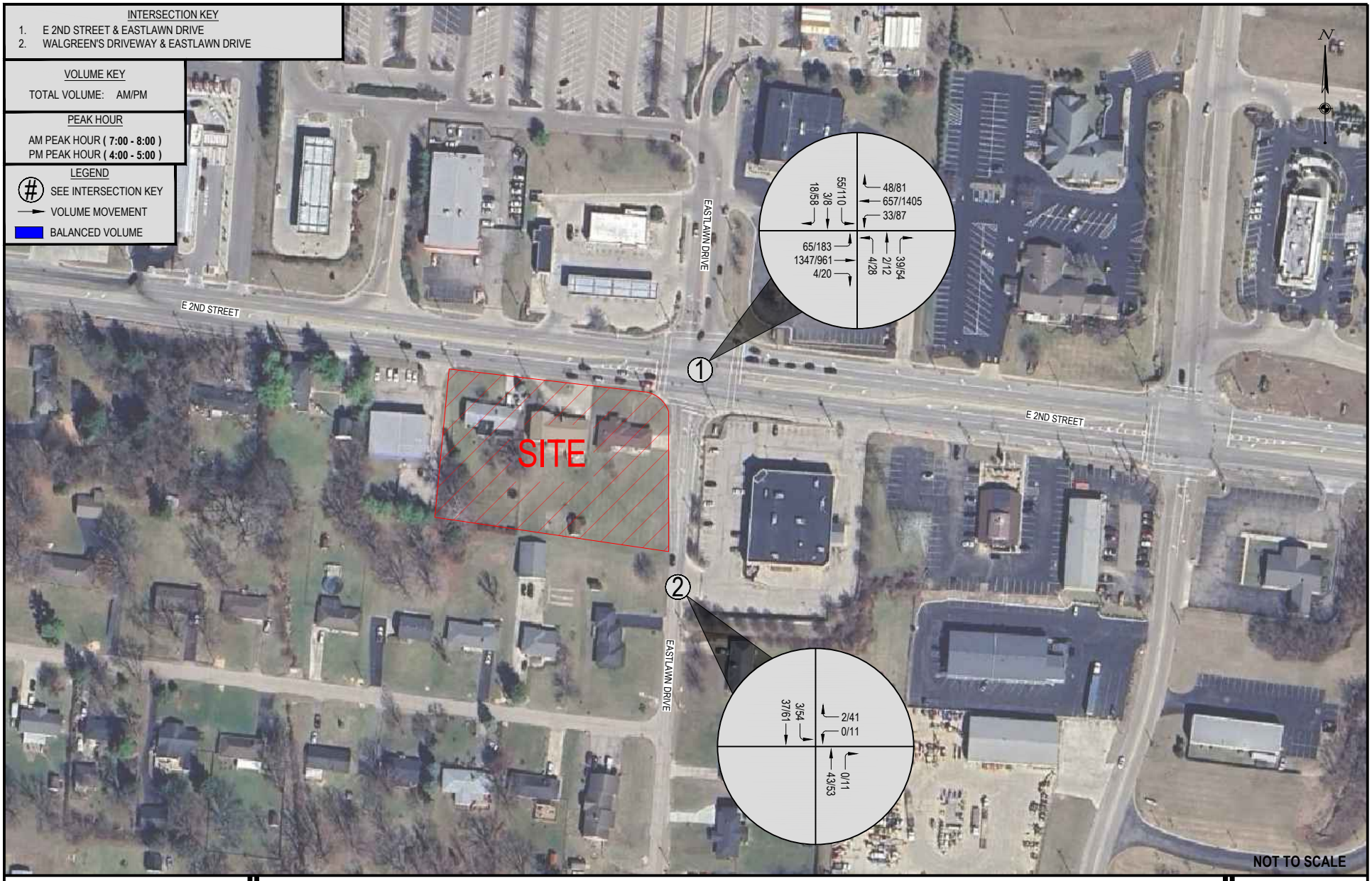

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2026 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES

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5. Trip Generation

5.1. Casey's Development Weekday Peak Hour Generated Traffic Volumes

Studies of similar developments throughout North America have shown that the amount of traffic generated will be functionally related to some unit of activity (i.e., number of fueling stations, square footage, etc.). In development, site traffic fluctuates substantially on different days and hours throughout the year. Therefore, it is imperative to select an appropriate hourly volume on which to base the design of the external roadway and site access facilities. The Weekday AM and PM Peak Hours were selected based on the adjacent street traffic during these hours.

The 2026 Build Year Traffic Scenario includes the proposed Casey's Development that will consist of:

- 4,320 square-foot building
- 5 stacked passenger car fueling dispensers (10 pumps)

For analysis purposes, the base variable units for the trip generation rates were square footage and fueling stations. The Casey's Development Generated Traffic Volumes were calculated by utilizing data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* in combination with methods outlined in the ITE *Trip Generation Handbook*. The Casey's Development Generated Traffic Volumes are presented below in Table 1. The sheets from the ITE *Trip Generation Manual, 11th Edition,* can be found in Appendix C.

Table 1
Casey's Development Generated Traffic Volumes

ITE Land Use Description	ITE Cat.	Size	Unit	Total Generated Trips										
				Weekday			AM Peak Hour				PM Peak Hour			
				Tot	In	Out	[A]Tot	In	Out	[B]PB	[A]Tot	In	Out	[B]PB
Passenger Cars														
Gasoline/Service Station with Convenience Market	945	10	Fuel Pos.	2,572	1,286	1,286	270	33	33	204	228	29	29	170
ITE Cat. 945 Entering (%)/Exiting (%)				*100%*	*50%*	*50%*	*100%*	*50%*	*50%*	[C]76%	*100%*	*50%*	*50%*	[C]75%

[A] – Primary Trips + Pass-by Trips, [B] – Pass-by Trips Generated, [C] – Percent (%) of [A]Tot

The proposed Casey's Development is anticipated to generate 2,572 trips per day on a typical weekday (1,286 inbound and 1,286 outbound), of which 270 total trips will be generated during the weekday AM peak hour (135 inbound and 135 outbound), and 228 total trips during the weekday PM peak hour (114 inbound and 114 outbound).

5.2. Directional Distribution of Casey's Development Generated Traffic Volumes

The directional distribution of the development-generated traffic is a function of several variables. The assumptions and methods used in estimating the direction in which traffic will approach and depart the Site varies with several location-specific conditions such as:

- Size and type of the proposed development.
- Population distribution within the defined area of influence.
- Prevailing operating conditions on the existing street system.

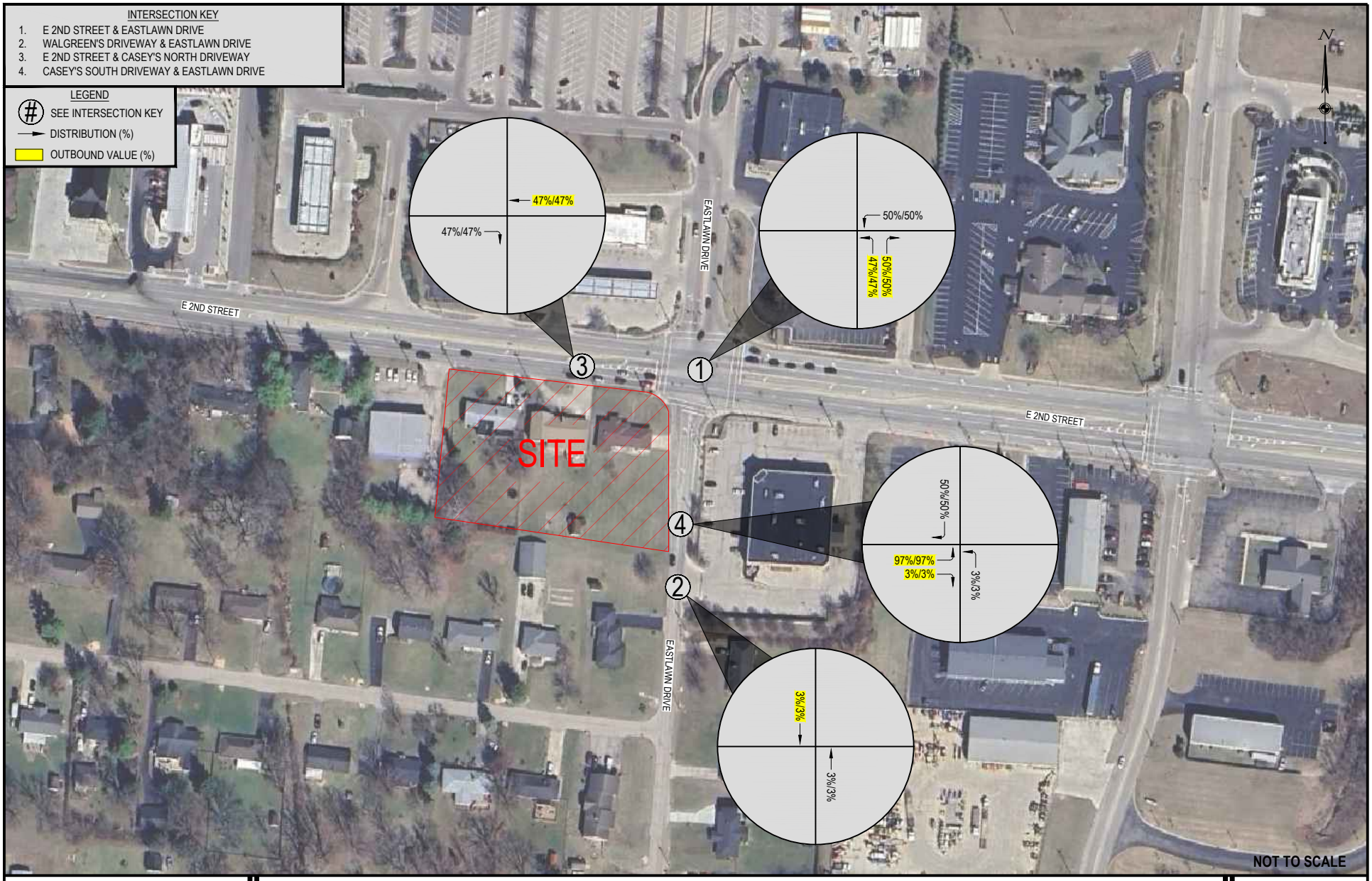
The analysis of directional distribution is based on the observation that drivers normally will choose the fastest (not necessarily the most direct) routes to and from a given traffic generator. Additionally, the land use of the traffic generator will determine the types of trips generated. The internal site trip assignment for the access drives was based upon the proposed Site Plan and understanding of the Casey's Development operation. The traffic entering and exiting the development will not always travel the most direct route.

The anticipated directional distribution of trips generated by the proposed Casey's Development is shown in Table 2.

Table 2
Directional Distribution of Casey's Development Generated Traffic Volumes

Route	Distribution Approach/Departure	
	Cars	
	AM Peak Hour	PM Peak Hour
Primary Trip Distribution	Primary Trip Percentages	
To/From the East on E 2nd Street	50%	50%
To/From the West on E 2nd Street	47%	47%
To/From the South on Eastlawn Drive	3%	3%
TOTAL	**100%/100%**	**100%/100%**
Pass-by/Diverted Trip Distribution	Pass-by Trip Percentages	
To the West from the East on E 2nd Street	34%	34%
To the East from the West on E 2nd Street	60%	60%
To the South from the North on Eastlawn Drive	3%	3%
To the North from the South on Eastlawn Drive	3%	3%
TOTAL	**100%/100%**	**100%/100%**

Figures 7.A-7.D illustrate the primary and pass-by/diverted trip directional distributions for the Casey's Development Generated Traffic Volumes for both Option A and Option B. Based upon the directional distributions listed in Table 2 and illustrated on Figures 7.A-7.D, the estimated Casey's Development Generated Traffic Volumes shown in Table 1 were distributed to the adjacent roadway system. The Casey's Development Generated Traffic Volumes are illustrated on Figures 8.A-8.D.



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DIRECTIONAL DISTRIBUTION FOR CASEY'S DEVELOPMENT GENERATED TRAFFIC VOLUMES (PRIMARY TRIPS) - OPTION A

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FIGURE 7.A

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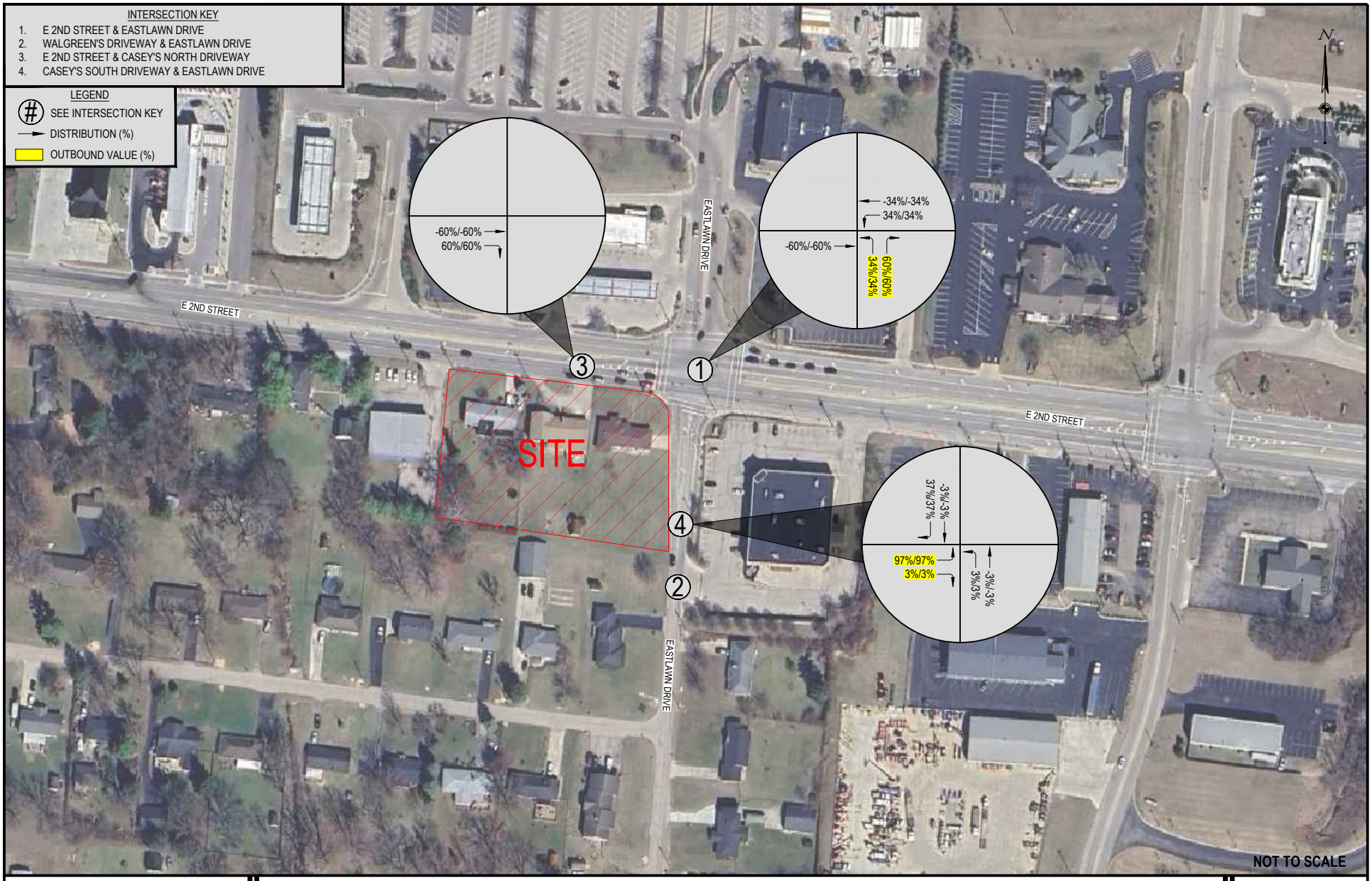

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DIRECTIONAL DISTRIBUTION FOR CASEY'S DEVELOPMENT GENERATED TRAFFIC VOLUMES (PASS-BY TRIPS) - OPTION A

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FIGURE 7.B

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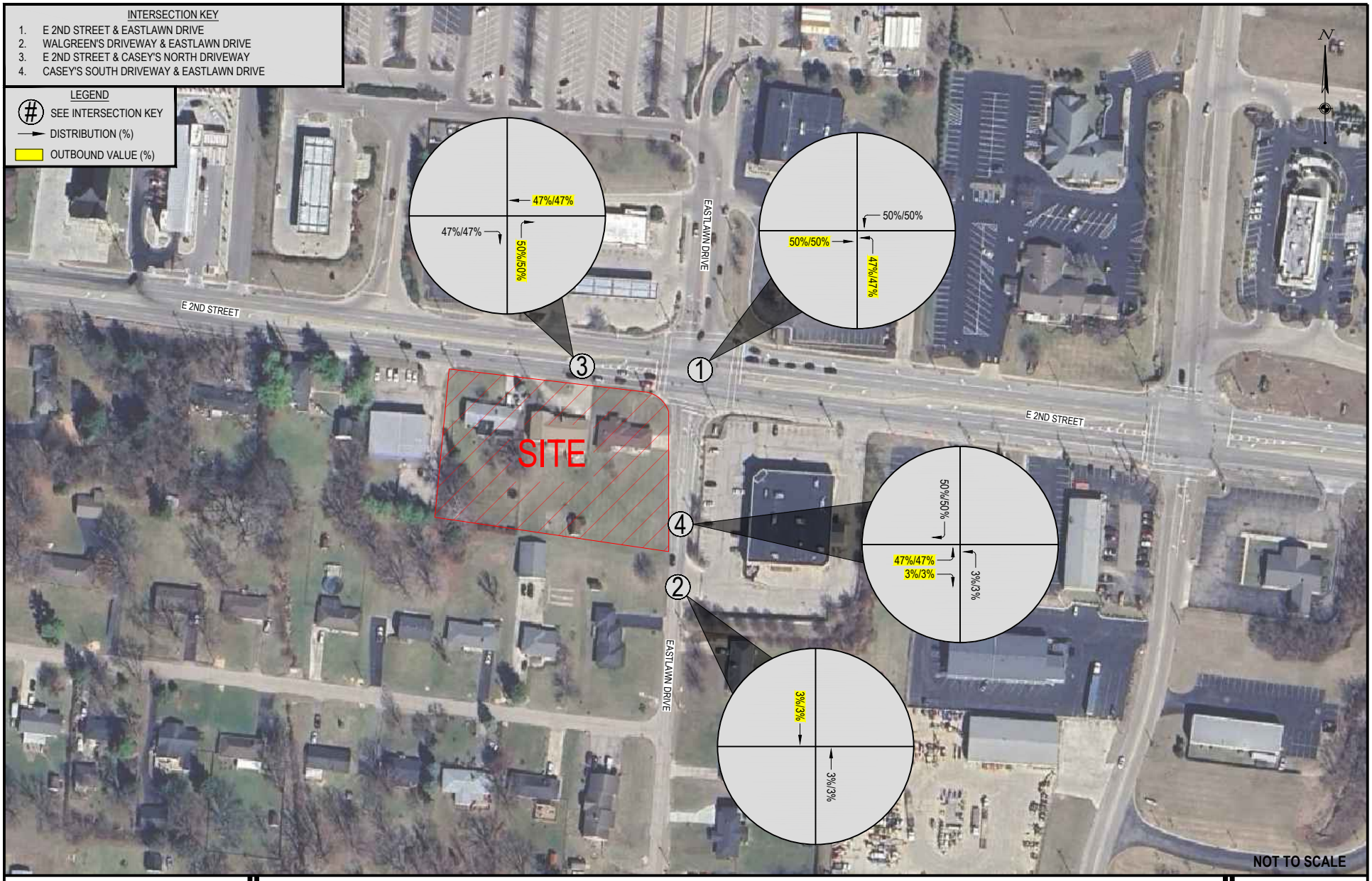

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DIRECTIONAL DISTRIBUTION FOR CASEY'S DEVELOPMENT GENERATED TRAFFIC VOLUMES (PRIMARY TRIPS) - OPTION B

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FIGURE 7.C

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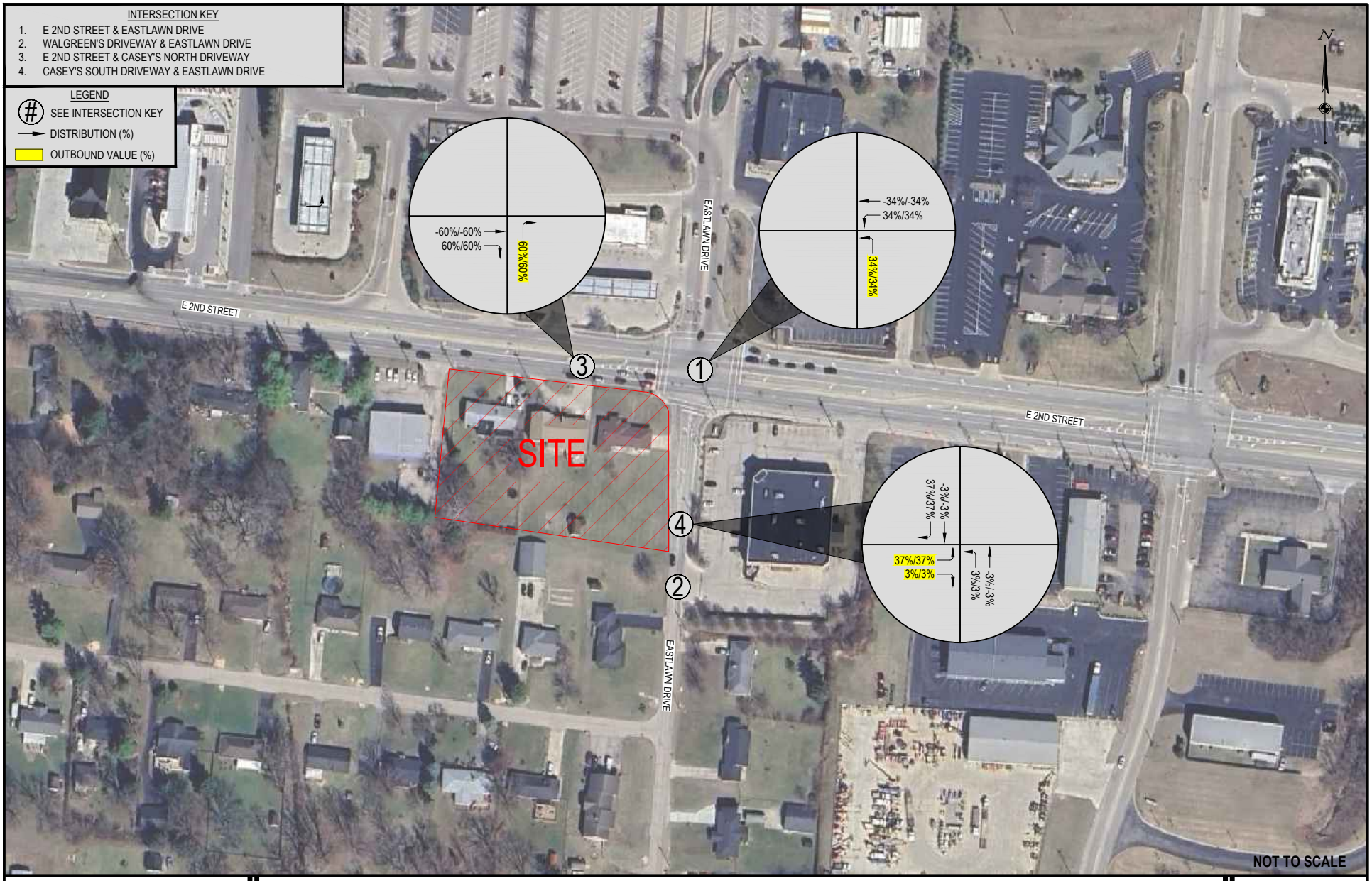

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DIRECTIONAL DISTRIBUTION FOR CASEY'S DEVELOPMENT GENERATED TRAFFIC VOLUMES (PASS-BY TRIPS) - OPTION B

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FIGURE 7.D

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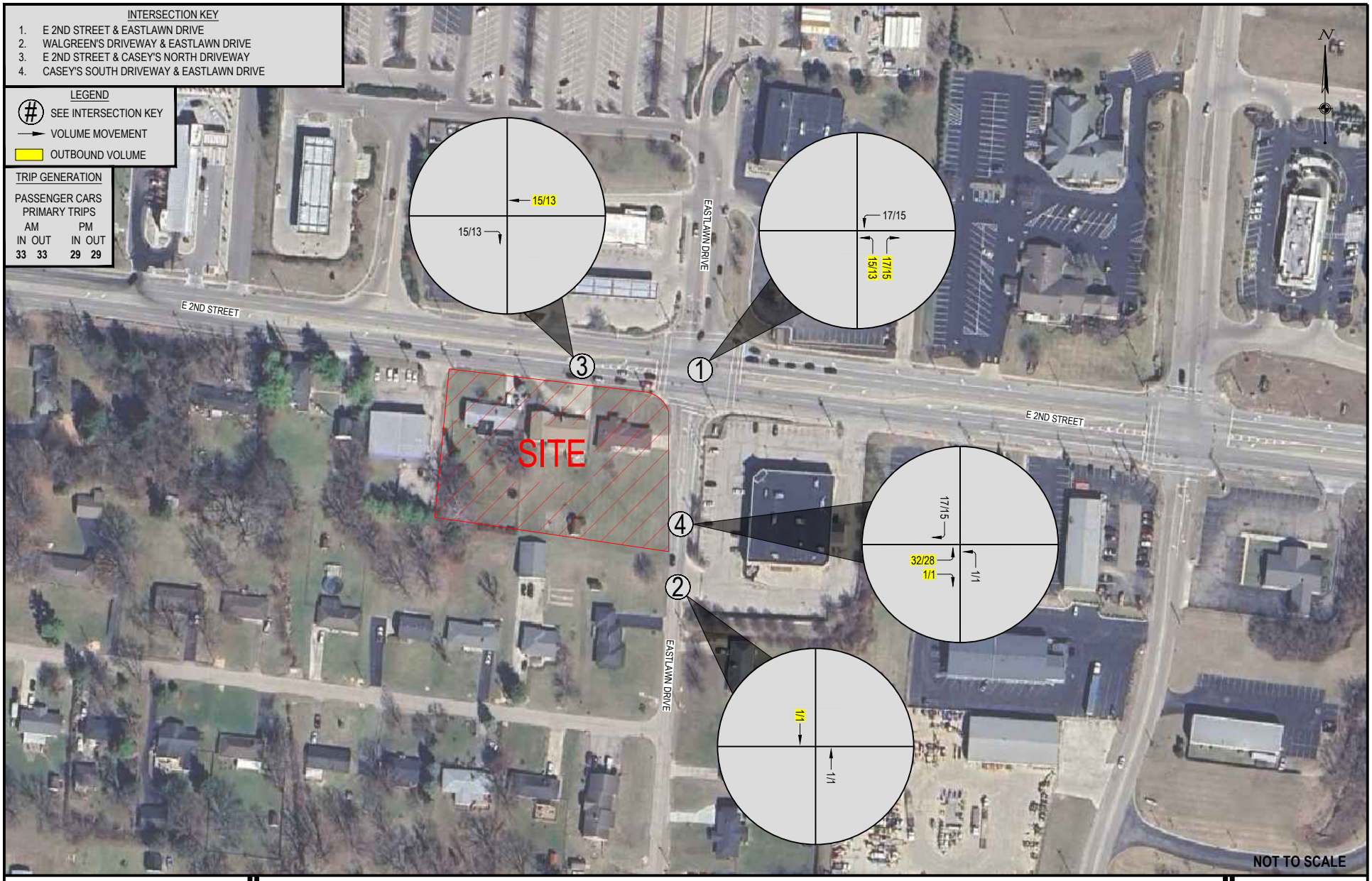

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CASEY'S DEVELOPMENT PEAK HOUR GENERATED TRAFFIC VOLUMES (PRIMARY TRIPS) - OPTION A

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FIGURE	8.A
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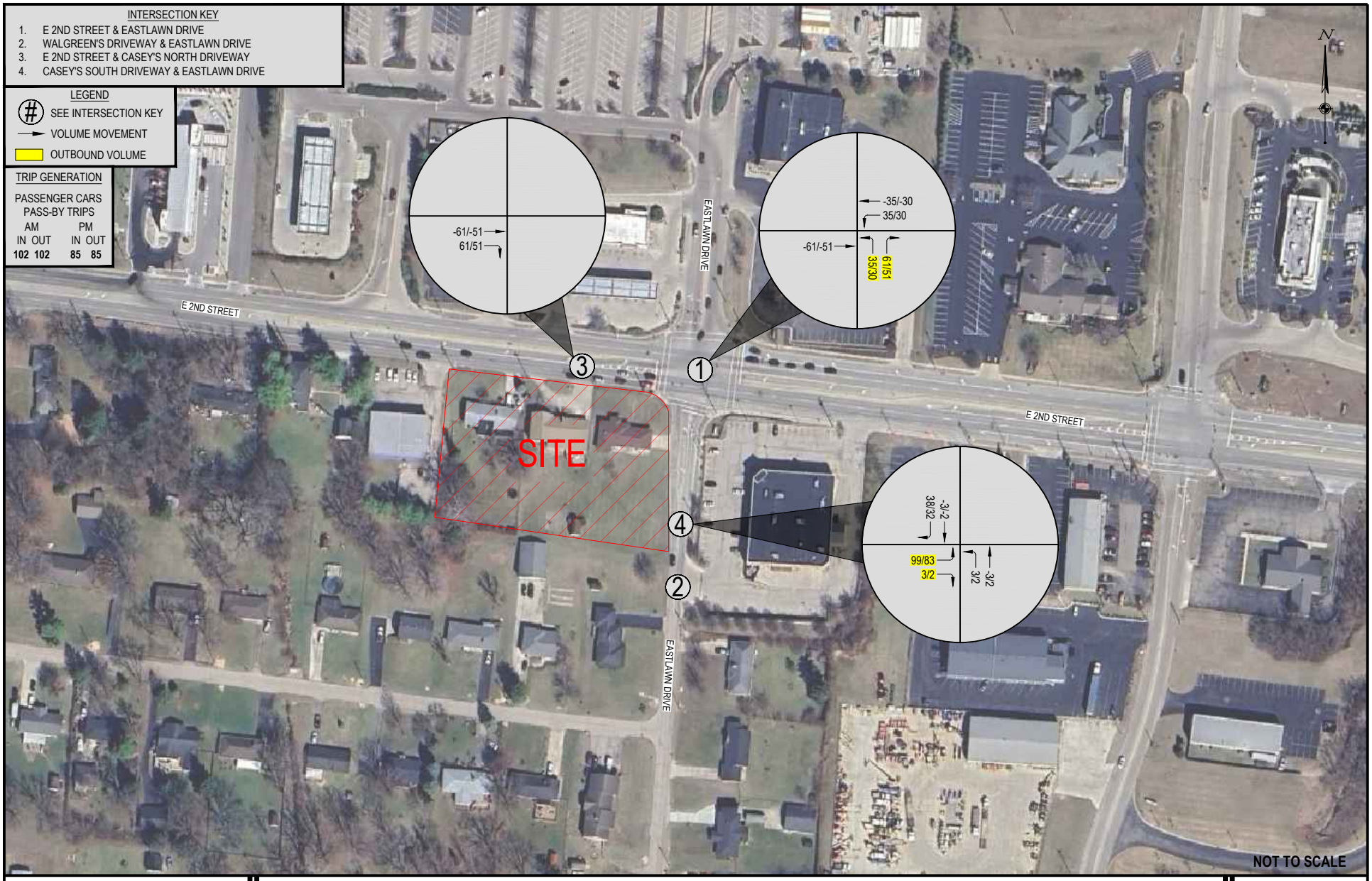

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CASEY'S DEVELOPMENT PEAK HOUR GENERATED TRAFFIC VOLUMES (PASS-BY TRIPS) - OPTION A

CASEY'S DEVELOPMENT

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FIGURE	8.B
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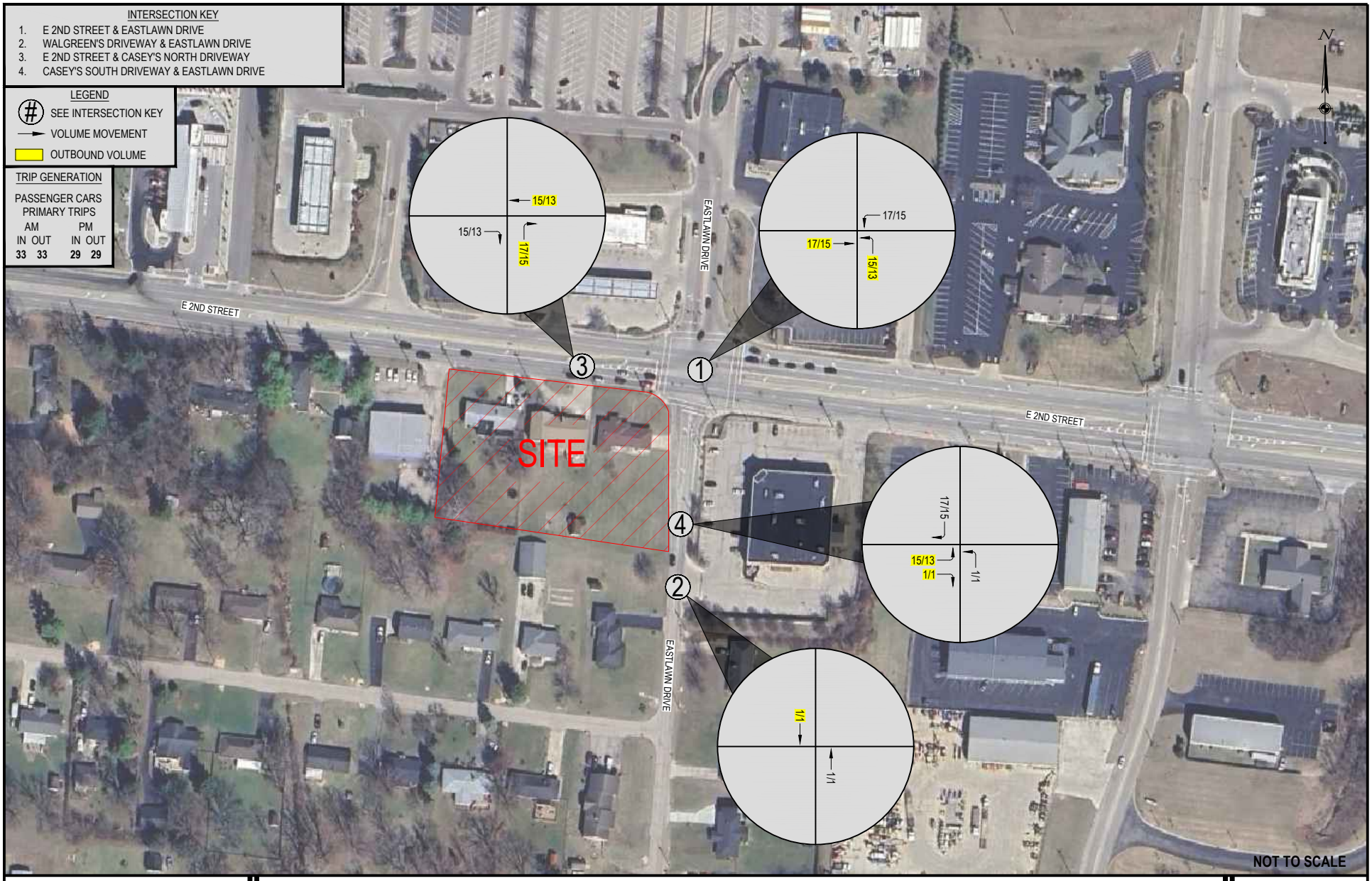

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CASEY'S DEVELOPMENT PEAK HOUR GENERATED TRAFFIC VOLUMES (PRIMARY TRIPS) - OPTION B

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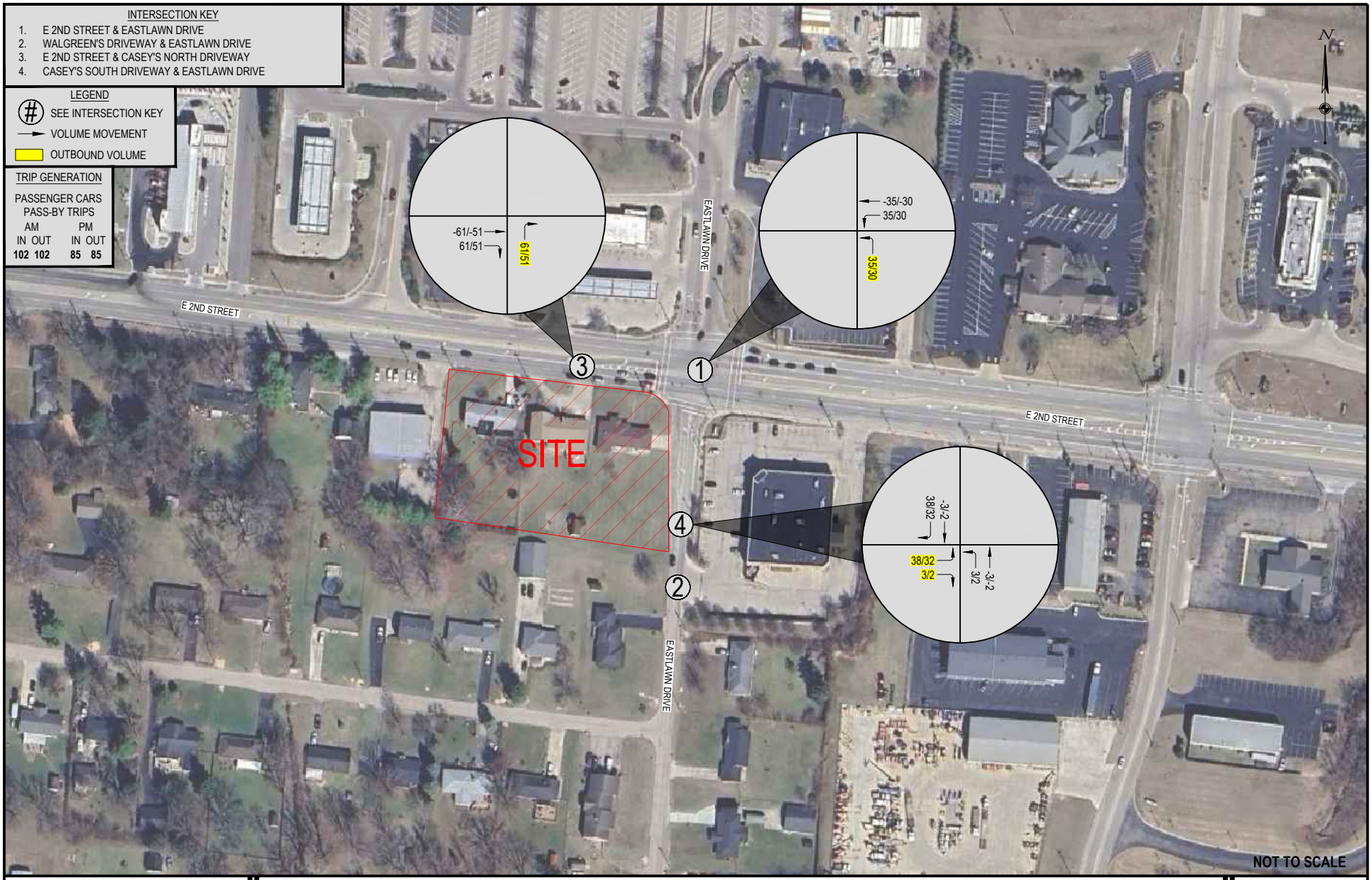

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CASEY'S DEVELOPMENT PEAK HOUR GENERATED TRAFFIC VOLUMES (PASS-BY TRIPS) - OPTION B

CASEY'S DEVELOPMENT

CITY OF FRANKLIN — WARREN COUNTY, OHIO

FIGURE	8.D
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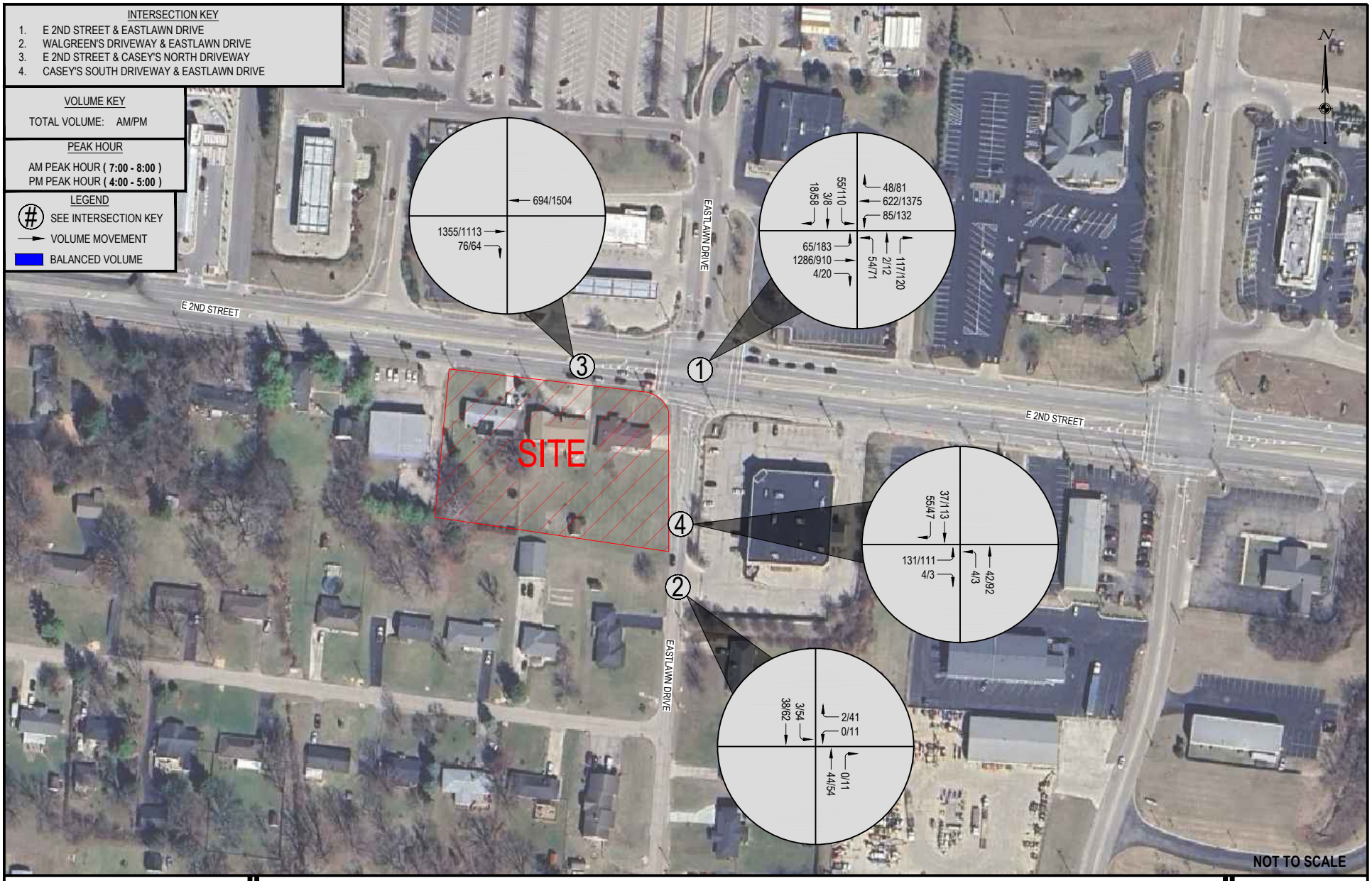
6. Estimates of 2026 Build Year Traffic in the Vicinity of the Site

6.1. 2026 Build Year Traffic Volumes

The 2026 Build Year Weekday Peak Hour Traffic Volumes in the vicinity of the proposed Casey's Development were calculated by adding the estimated Casey's Development Generated Traffic Volumes (Figures 8.A-8.D) to the 2026 No-Build Weekday Peak Hour Traffic Volumes (Figure 6). The 2026 Build Year Weekday Peak Hour Traffic Volumes are illustrated on Figure 9A-9.B.



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2026 BUILD YEAR WEEKDAY PEAK HOUR TRAFFIC VOLUMES - OPTION A

CASEY'S DEVELOPMENT

CITY OF FRANKLIN WARREN COUNTY, OHIO

FIGURE 9.A

DATE:	8/22/25
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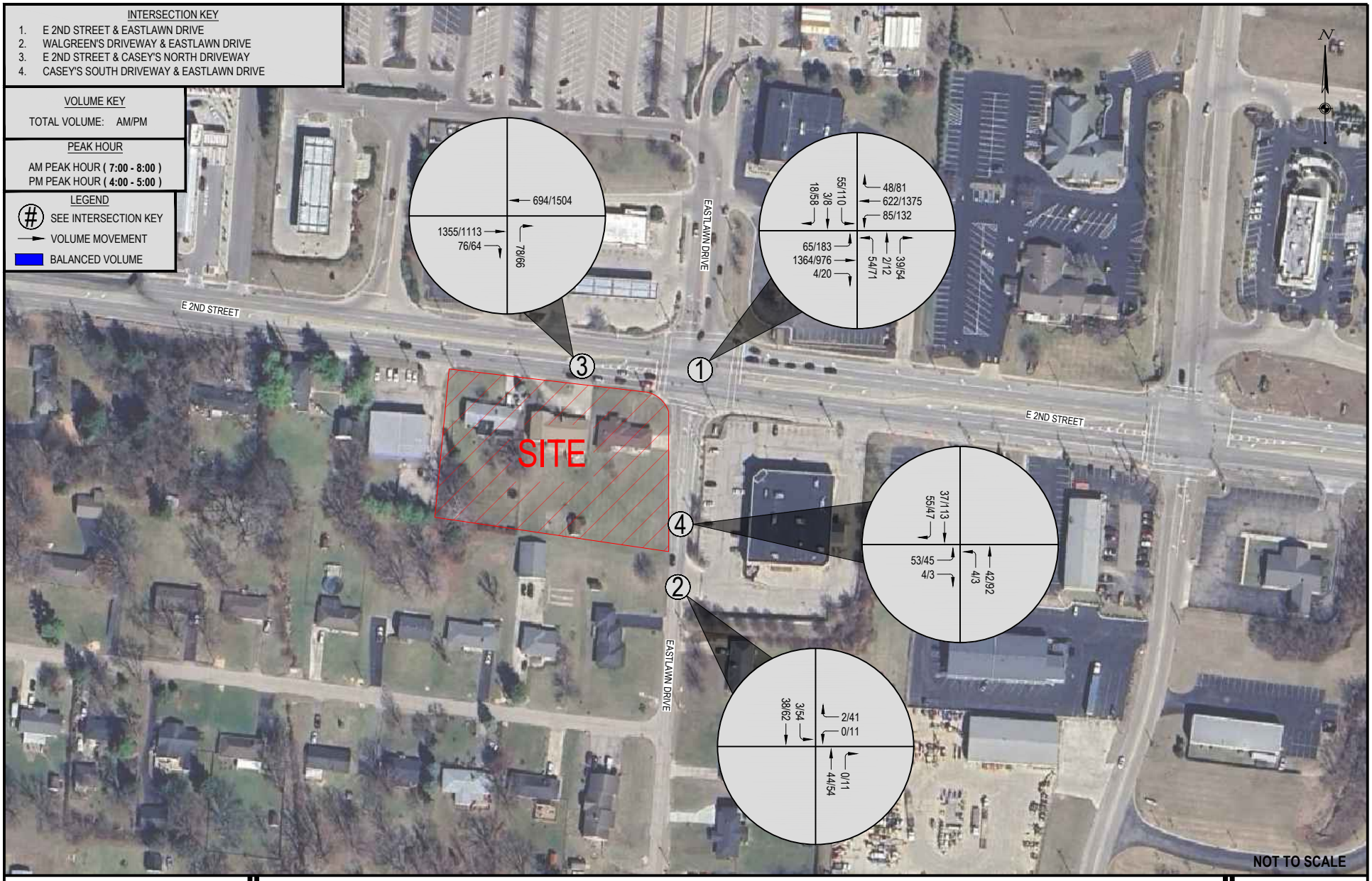

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2026 BUILD YEAR WEEKDAY PEAK HOUR TRAFFIC VOLUMES - OPTION B

CASEY'S DEVELOPMENT

CITY OF FRANKLIN WARREN COUNTY, OHIO

FIGURE	9.B
DATE:	8/22/25
JOB NO.:	766139
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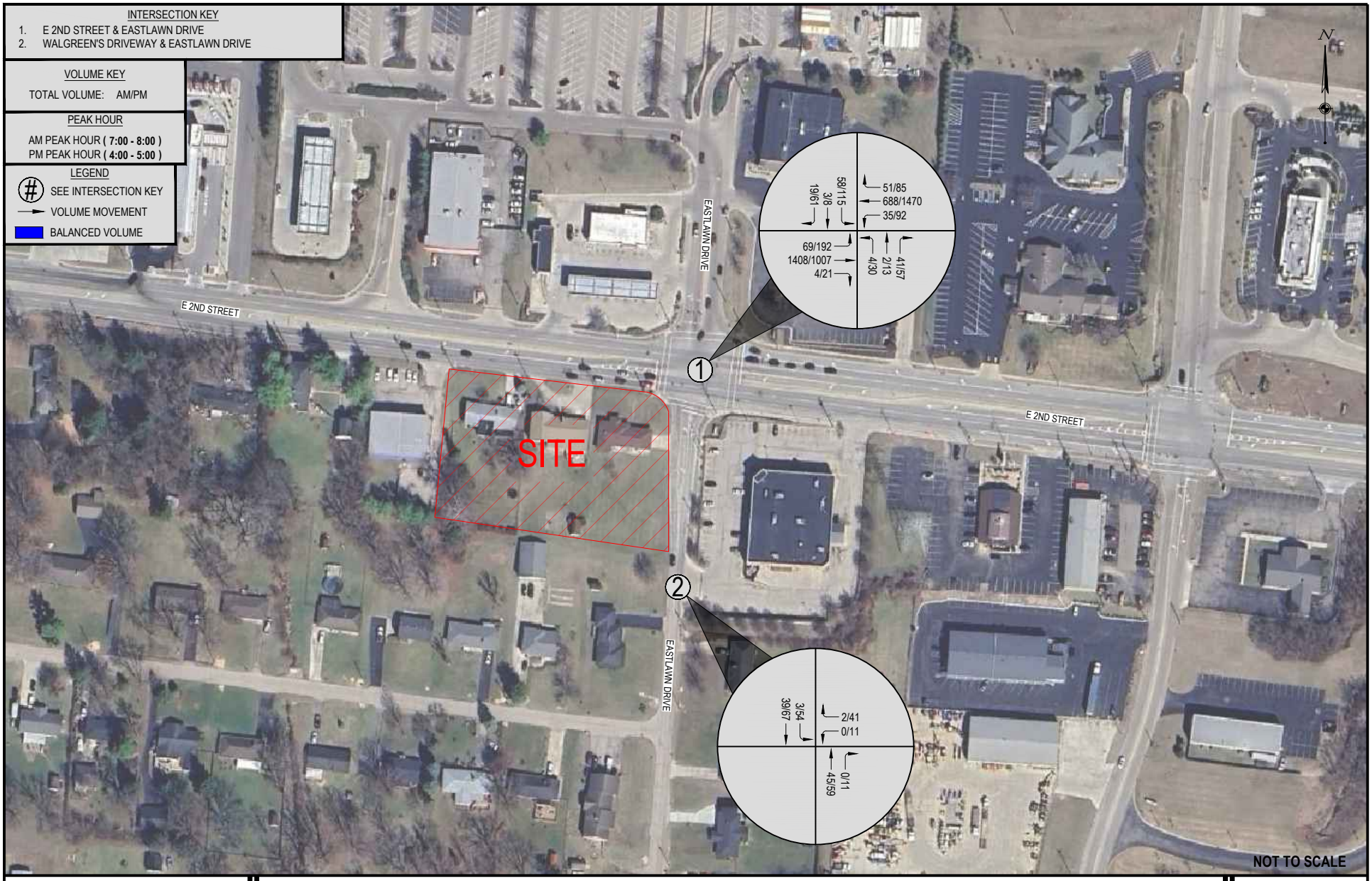
7. Estimates of 2036 No-Build Traffic in the Vicinity of the Site

7.1. 2036 No-Build Traffic Volumes

The 2036 No-Build Weekday Peak Hour Traffic Volumes (Figure 10) were calculated by applying a growth rate to the Existing Weekday Traffic Volumes (Year 2025) (Figure 4) and adding the generated traffic from the Frostwood Farms Development (Figure 5). A growth rate of 0.50 percent (%) per year was applied to all volumes within the study area for eleven (11) years (1.055 growth factor) to reach the 2036 No-Build Weekday Peak Hour Traffic Volumes (Figure 10).



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2036 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES

CASEY'S DEVELOPMENT

CITY OF FRANKLIN — WARREN COUNTY, OHIO

FIGURE	10
DATE:	8/22/25
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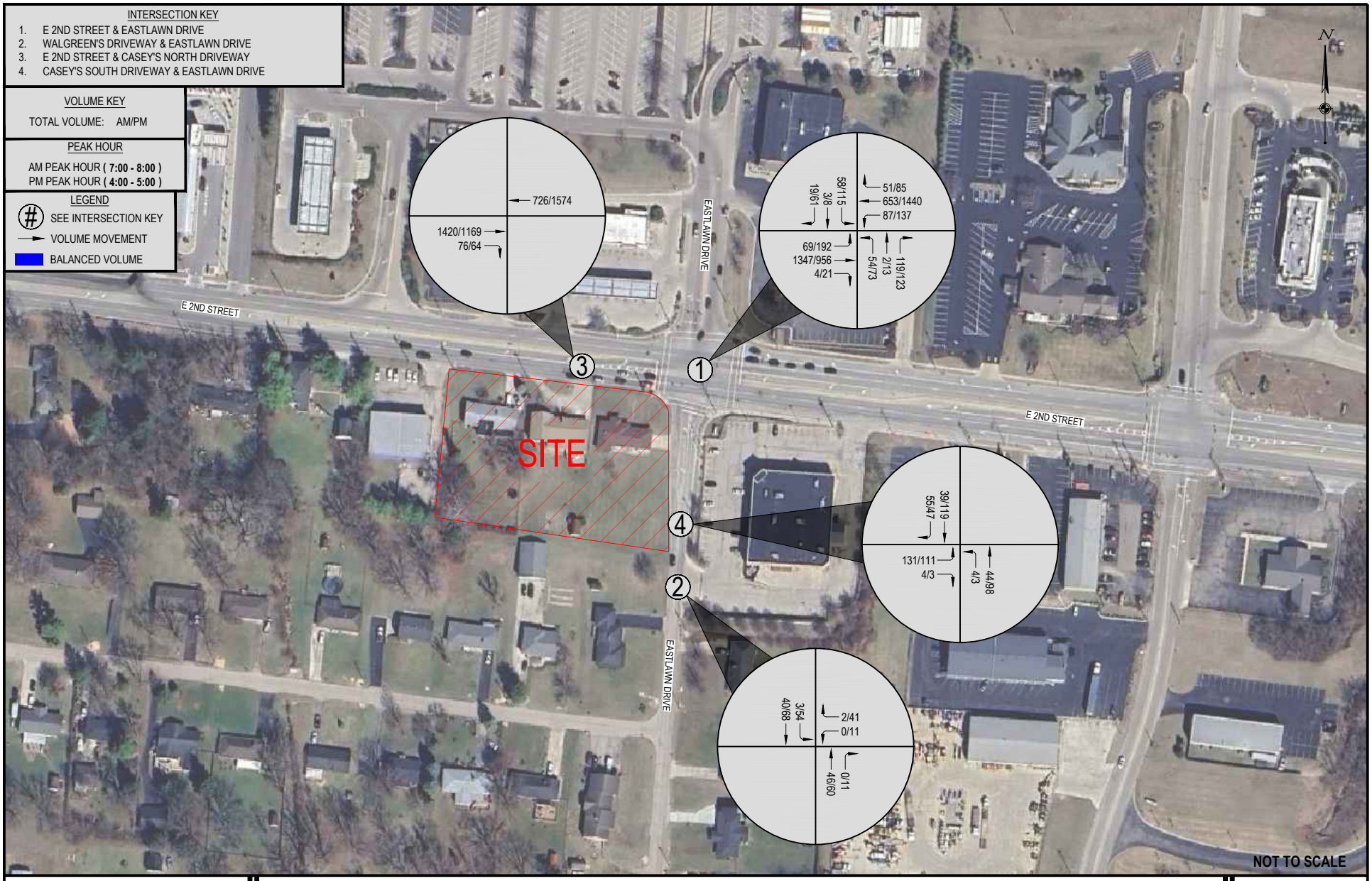
8. Estimates of 2036 Design Year Traffic in the Vicinity of the Site

8.1. 2036 Design Year Traffic Volumes

The 2036 Design Year Weekday Peak Hour Traffic Volumes in the vicinity of the proposed Casey's Development were calculated by adding the estimated Casey's Development Generated Traffic Volumes (Figures 8.A-8.D) to the 2036 No-Build Weekday Peak Hour Traffic Volumes (Figure 10). The 2036 Design Year Weekday Peak Hour Traffic Volumes are illustrated on Figure 11.A-11.B.



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2036 DESIGN YEAR WEEKDAY PEAK HOUR TRAFFIC VOLUMES - OPTION A

CASEY'S DEVELOPMENT

CITY OF FRANKLIN WARREN COUNTY, OHIO

FIGURE 11.A	
DATE:	8/22/25
JOB NO.:	766139
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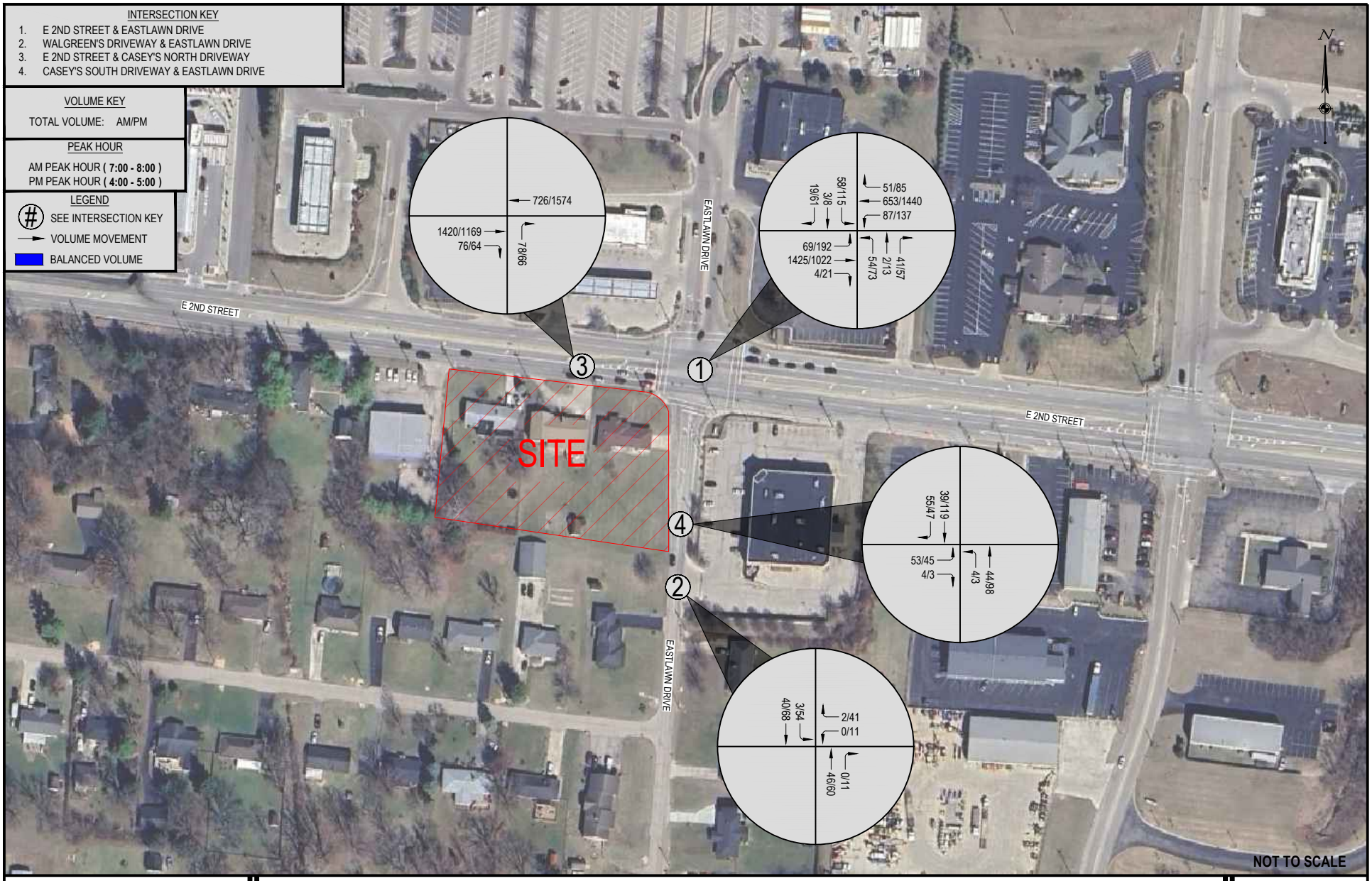

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2036 DESIGN YEAR WEEKDAY PEAK HOUR TRAFFIC VOLUMES - OPTION B

CASEY'S DEVELOPMENT

CITY OF FRANKLIN WARREN COUNTY, OHIO

FIGURE 11.B

DATE:	8/22/25
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9. Capacity Analysis

9.1. Capacity Analysis Parameters

The capacity of an intersection (signalized or unsignalized) can best be described by its corresponding level of service (LOS). The level of service of an intersection is a qualitative measure of the various attributes of an intersection. There are six levels of service ranging from "ideal" free flow conditions at LOS "A," to forced or "breakdown" conditions at LOS "F." The level of service for signalized intersections is based upon the average stopped delay per vehicle for various movements within the intersection. Although the Volume to Capacity Ratio (v/c) affects delay, there are other parameters that more strongly affect it, such as the quality of progression, length of green phases, cycle lengths, and others. Thus, for any given v/c ratio, a range of delay values may result, and vice versa.

The level of service for unsignalized intersections is based on total delay. Total delay is defined in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis*, as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. Table 3 summarizes the LOS definitions for unsignalized intersections. Throughout the report, "unsignalized intersections" are commonly referred to as "stop sign controlled."

Highway Capacity Manual 2024 (HCM 7th Edition) methodology was used in the Traffic Impact Study to remain consistent with "state-of-the-practice" professional standards. Table 3 summarizes the LOS definitions for unsignalized intersections and signalized intersections.

Table 3
Level of Service Criteria

Level of Service	**Unsignalized Intersection** Average Total Delay (Seconds/Vehicle)	**Signalized Intersection** Average Total Delay (Seconds/Vehicle)
A	≤ 10.0	< 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	≥ 50.0	> 80.0

Source: *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis*. Transportation Research Board.

9.2. Traffic Scenario Capacity Analysis -2026 Traffic Scenarios

Utilizing the traffic volumes shown on Figure 6 and Figures 9.A-9.B, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis (Transportation Research Board, 2024)*. The capacity analyses were completed using Synchro V12.0 methodology. Table 4 summarizes the capacity analysis results for 2026 traffic scenarios for the AM

peak hour, and Table 5 summarizes the capacity analysis results for 2026 traffic scenarios for the PM peak hour.

Table 4
Summary of Year 2026 Traffic Scenarios AM Peak Hour Capacity Analysis

Lane		2026 AM No-Build		2026 AM Build Year – Option A		2026 AM Build Year – Option B	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
E 2nd Street & Eastlawn Drive (Signal Controlled)							
Intersection Overall →		**A**	**9.4**	**B**	**13.8**	**B**	**10.8**
Eastbound	EBL	A	3.9	A	5.4	A	4.0
	EBT	A	9.8	B	12.2	B	10.1
	EBTR	A	9.8	B	12.1	B	10.0
Westbound	WBL	A	5.6	A	8.5	A	6.9
	WBT	A	6.0	A	7.9	A	6.0
	WBT	A	6.0	A	7.9	A	6.0
	WBR	A	4.8	A	6.4	A	4.9
Northbound	NBL	D	38.6	D	40.0	D	40.7
	NBTR	D	39.6	D	42.2	D	39.3
Southbound	SBL	D	42.6	D	47.1	D	42.3
	SBTR	D	38.4	D	37.6	D	38.2
Walgreen's Driveway & Eastlawn Drive (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Westbound	WBL	A	0.0	A	0.0	A	0.0
	WBR	A	8.6	A	8.6	A	8.6
Southbound	SBLT	A	7.4	A	7.4	A	7.4
Casey's North Driveway & E 2nd Street (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Northbound	NBR	--	--	--	--	C	22.4
Casey's South Driveway & Eastlawn Drive (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Eastbound	EBLR	--	--	A	10.0	A	9.4
Northbound	NBLT	--	--	A	7.4	A	7.4
***Delay in seconds L– Left T – Through R – Right**							

Table 5
Summary of Year 2026 Traffic Scenarios PM Peak Hour Capacity Analysis

Lane		2026 PM No-Build		2026 PM Build Year – Option A		2026 PM Build Year – Option B	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
E 2nd Street & Eastlawn Drive (Signal Controlled)							
Intersection Overall →		**B**	**14.6**	**B**	**17.8**	**B**	**15.4**
Eastbound	EBL	B	17.8	B	18.9	C	21.3
	EBT	B	10.6	B	12.6	B	11.2
	EBTR	B	10.5	B	12.5	B	11.1
Westbound	WBL	A	6.9	A	9.0	A	7.7
	WBT	B	13.7	B	16.6	B	13.9
	WBT	B	13.7	B	16.6	B	13.9
	WBR	A	7.6	A	9.4	A	7.5
Northbound	NBL	D	36.6	D	38.5	D	38.4
	NBTR	C	34.6	D	37.0	C	34.4
Southbound	SBL	D	40.6	D	45.4	D	40.4
	SBTR	C	34.7	C	34.7	C	34.5
Walgreen's Driveway & Eastlawn Drive (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Westbound	WBL	B	10.1	B	10.2	B	10.5
	WBR	A	8.8	A	8.8	A	8.8
Southbound	SBLT	A	7.4	A	7.4	A	7.5
Casey's North Driveway & E 2nd Street (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Northbound	NBR	--	--	--	--	C	17.5
Casey's South Driveway & Eastlawn Drive (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Eastbound	EBLR	--	--	B	10.9	B	10.2
Northbound	NBLT	--	--	A	7.6	A	7.6
***Delay in seconds L– Left T – Through R – Right**							

9.3. Traffic Scenario Capacity Analysis -2036 Traffic Scenarios

Utilizing the traffic volumes shown on Figure 10 and Figures 11.A-11.B, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis (Transportation Research Board, 2024)*. The capacity analyses were completed using Synchro V12.0 methodology. Table 6 summarizes the capacity analysis results for 2036 traffic scenarios for the AM peak hour, and Table 7 summarizes the capacity analysis results for 2036 traffic scenarios for the PM peak hour.

Table 6
Summary of 2036 Traffic Scenarios AM Peak Hour Capacity Analysis

Lane		2036 AM No-Build		2036 AM Build Year – Option A		2036 AM Build Year – Option B	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
E 2nd Street & Eastlawn Drive (Signal Controlled)							
Intersection Overall →		**A**	**10.0**	**B**	**14.3**	**B**	**11.3**
Eastbound	EBL	A	4.1	A	5.7	A	4.1
	EBT	A	9.6	B	13.1	B	10.9
	EBTR	A	9.5	B	13.0	B	10.8
Westbound	WBL	A	6.2	A	9.4	A	7.8
	WBT	A	6.3	A	8.2	A	6.3
	WBT	A	6.3	A	8.2	A	6.3
	WBR	A	5.0	A	6.6	A	5.0
Northbound	NBL	D	38.2	D	39.6	D	40.4
	NBTR	D	39.3	D	41.8	D	39.0
Southbound	SBL	D	42.5	D	47.0	D	42.2
	SBTR	D	38.0	D	37.2	D	37.8
Walgreen's Driveway & Eastlawn Drive (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Westbound	WBL	A	0.0	A	0.0	A	0.0
	WBR	A	8.6	A	8.6	A	8.6
Southbound	SBLT	A	7.4	A	7.4	A	7.4
Casey's North Driveway & E 2nd Street (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Northbound	NBR	--	--	--	--	C	23.7
Casey's South Driveway & Eastlawn Drive (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Eastbound	EBLR	--	--	B	10.0	A	9.5
Northbound	NBLT	--	--	A	7.4	A	7.4
***Delay in seconds L– Left T – Through R – Right**							

Table 7
Summary of 2036 Traffic Scenarios PM Peak Hour Capacity Analysis

Lane		2036 PM No-Build		2036 PM Build Year – Option A		2036 PM Build Year – Option B	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
E 2nd Street & Eastlawn Drive (Signal Controlled)							
Intersection Overall →		**B**	**15.9**	**B**	**19.1**	**B**	**16.8**
Eastbound	EBL	C	23.3	C	23.9	C	29.6
	EBT	B	11.3	B	13.5	B	12.0
	EBTR	B	11.2	B	13.5	B	11.9
Westbound	WBL	A	7.5	A	9.7	A	8.4
	WBT	B	15.1	B	18.3	B	15.3
	WBT	B	15.1	B	18.3	B	15.3
	WBR	A	8.0	A	9.9	A	7.8
Northbound	NBL	D	36.3	D	38.1	D	38.0
	NBTR	C	34.2	D	36.5	C	34.0
Southbound	SBL	D	40.4	D	45.2	D	40.3
	SBTR	C	34.2	C	34.2	C	34.0
Walgreen's Driveway & Eastlawn Drive (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Westbound	WBL	B	10.2	B	10.3	B	10.6
	WBR	A	8.8	A	8.8	A	8.9
Southbound	SBLT	A	7.5	A	7.5	A	7.6
Casey's North Driveway & E 2nd Street (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Northbound	NBR	--	--	--	--	C	18.3
Casey's South Driveway & Eastlawn Drive (Stop-sign Controlled)							
Intersection Overall →		**--**	**--**	**--**	**--**	**--**	**--**
Eastbound	EBLR	--	--	B	11.0	B	10.3
Northbound	NBLT	--	--	A	7.6	A	7.6
***Delay in seconds L– Left T – Through R – Right**							

In comparison between the **No-Build Traffic Scenarios** and both **Build/Design Year Traffic Scenarios**, the Casey's Development has minimal impact on the study intersections and the surrounding roadway network.

Under all year traffic scenarios, the signalized E 2nd Street & Eastlawn Drive intersection operates at LOS "B" or better during the AM and PM peak hours. Also, all individual movements at the stop-controlled intersections operate at LOS "D" or better during the AM and PM peak hours. All Traffic Scenario Capacity Analysis Summary Sheets are contained in Appendix D.

10. Turn Lane Length Analysis

Left and right-turn lane analyses were completed using the turn lane warrant charts from the ODOT *Location & Design Manual – Volume I (January 2025)* and capacity analysis results. With the posted 45 mph speed limit along E 2nd Street, CESO used the high-speed charts for the turn lane analysis along E 2nd Street. With the posted 25 mph speed limit along Eastlawn Drive, CESO used the low-speed charts for the turn lane analysis along Eastlawn Drive. ODOT Turn Lane Resources are located in Appendix E of the report.

10.1. Left-Turn Lane Analysis

Table 8 provides a summary of the data and results utilized in the review of each study location for a left-turn lane. ODOT Chart 401-5a was used to determine if left-turn lanes were warranted at the applicable study locations.

Table 8
Left-Turn Lane Warrant Review

Intersection and Traffic Scenario	Lane	*Advancing Traffic (am/pm)	Opposing Traffic (am/pm)	Left-Turn (am/pm)	% Left	Method or Chart Used	Warranted
2026 Build Year Traffic Scenario – Option A & B							
Casey's South Driveway & Eastlawn Drive	NBL	46/95	92/160	4/3	8.7/3.2	401-5a	**No/No**
2036 Design Year Traffic Scenario – Option A & B							
Casey's South Driveway & Eastlawn Drive	NBL	48/101	94/166	4/3	8.3/3.0	401-5a	**No/No**

* Includes Left Turns

10.2. Left-Turn Lane Warrant Review Summary

According to ODOT Chart 401-5a, a left-turn lane **is not warranted** at the Casey's South Driveway & Eastlawn Drive intersection under the 2026 Build and 2036 Design Year traffic scenarios.

10.3. Right-Turn Lane Analysis

Table 9 provides a summary of the data and results utilized in the review of each study location for a right-turn lane. ODOT Charts 401-6a and 401-6d were used to determine if right-turn lanes were warranted at the applicable study locations.

Table 9
Right-Turn Lane Warrant Review

Intersection and Traffic Scenario	Direction	*Advancing Traffic (am/pm)	Right-Turn (am/pm)	Method or Chart Used	Warranted
2026 Build Traffic Scenario – Option A & B					
E 2nd Street & Casey's North Driveway	EBR	1431/1177	76/64	401-6d	**Yes/Yes**
Casey's South Driveway & Eastlawn Drive	SBR	92/160	55/47	401-6a	**No/No**
2036 Design Year Traffic Scenario – Option A & B					
E 2nd Street & Casey's North Driveway	EBR	1496/1233	76/64	401-6d	**Yes/Yes**
Casey's South Driveway & Eastlawn Drive	SBR	94/166	55/47	401-6a	**No/No**

* Includes Right Turns

10.4. Right-Turn Lane Warrant Review Summary

According to ODOT Chart 401-6b, a right-turn lane **is warranted** at the E 2nd Street & Casey's North Driveway intersection under the 2026 Build and 2036 Design Year traffic scenarios during the AM and PM Peak Hours.

According to ODOT Chart 401-6a, a right-turn lane **is not warranted** at the Casey's South Driveway & Eastlawn Drive intersection under the 2026 Build and 2036 Design Year traffic scenarios.

11. Queue Length Analysis

11.1. 95th Percentile Queue Lengths

The 95th percentile queue lengths for the key study intersections were calculated using SimTraffic V12.0 CESO reviewed all traffic scenarios. The results of the analyses are listed below in Table 10 and Table 11. The Detail SimTraffic Queue Length Reports can be found in Appendix F.

Table 10
Queue Lengths – All AM Peak Hour Traffic Scenarios

Location	Movement (proposed)	Storage Length Ex (Prop)	All No-Build and Build Year Traffic Scenario					
			95th Percentile Queue Length (ft)					
			AM Peak Hour					
Traffic Scenario →			2026 No-Build	2026 Build – Option A	2026 Build – Option B	2036 No-Build	2036 Build – Option A	2036 Build – Option B
E 2nd Street & Eastlawn Drive (Signal Controlled)	EBL	*425'*	57	61	57	63	65	61
	EBT	---	181	131	217	195	128	223
	EBTR	---	166	130	197	191	133	200
	WBL	*180'*	53	78	82	54	81	85
	WBT	---	116	136	120	127	133	127
	WBT	---	79	108	89	100	102	92
	WBR	*400'*	28	28	29	30	29	30
	NBL	*85'*	19	86	81	17	87	80
	NBTR	---	58	81	55	56	84	58
	SBL	*135'*	84	85	79	89	85	82
	SBTR	---	43	39	36	45	39	37
Walgreens Driveway & Eastlawn Drive (Stop Controlled)	WBL	---	0	0	0	0	0	0
	WBR	---	16	14	14	14	13	15
	NBTR	---	0	0	0	0	0	4
	SBLT	---	5	3	0	4	0	3
E 2nd Street & Casey's North Driveway (Stop Controlled)	EBT	---	---	18	12	---	29	19
	EBT	---	---	189	100	---	211	118
	EBTR	---	---	137	36	---	165	60
	WBT	---	---	6	0	---	3	0
	WBT	---	---	3	0	---	6	0
	NBR	---	---	---	71	---	---	69
Casey's South Driveway & Eastlawn Drive (Stop Controlled)	EBLR	---	---	69	50	---	71	51
	NBLT	---	---	8	4	---	12	7
	SBTR	---	---	4	10	---	7	3
(xx) – with Improvements								

Table 11
Queue Lengths – All PM Peak Hour Traffic Scenarios

Location	Movement (proposed)	Storage Length Ex (Prop)	All No-Build and Build Year Traffic Scenario					
			95th Percentile Queue Length (ft)					
			PM Peak Hour					
Traffic Scenario →			2026 No-Build	2026 Build – Option A	2026 Build – Option B	2036 No-Build	2036 Build – Option A	2036 Build – Option B
E 2nd Street & Eastlawn Drive (Signal Controlled)	EBL	*425'*	128	124	136	146	119	147
	EBT	---	190	142	205	203	135	218
	EBTR	---	183	136	186	190	133	196
	WBL	*180'*	137	154	164	165	205	193
	WBT	---	314	318	346	359	360	368
	WBT	---	298	311	333	344	348	357
	WBR	*400'*	49	60	63	80	66	64
	NBL	*85'*	55	92	97	58	103	97
	NBTR	---	73	95	71	72	97	75
	SBL	*135'*	116	126	126	118	129	125
	SBTR	---	74	72	68	77	71	75
Walgreens Driveway & Eastlawn Drive (Stop Controlled)	WBL	---	32	31	31	32	32	30
	WBR	---	49	49	49	48	49	49
	NBTR	---	0	0	9	2	4	8
	SBLT	---	20	20	23	18	17	28
E 2nd Street & Casey's North Driveway (Stop Controlled)	EBT	---	---	41	14	---	58	16
	EBT	---	---	142	60	---	157	83
	EBTR	---	---	89	15	---	100	27
	WBT	---	---	13	6	---	19	27
	WBT	---	---	16	0	---	18	0
	NBR	---	---	---	62	---	---	64
Casey's South Driveway & Eastlawn Drive (Stop Controlled)	EBLR	---	---	66	51	---	65	53
	NBLT	---	---	18	10	---	18	13
	SBTR	---	---	7	28	---	15	37
(xx) – with Improvements								

11.2. Queue Length Analysis Summary

CESO reviewed all study locations to determine if calculated queue lengths exceed existing storage lengths. The queue length analysis showed that the projected queue lengths for two left-turn lanes at the signalized intersection of E 2nd Street and Eastlawn Drive exceed the available storage length. The Casey's Development has a minimal impact on the other existing queues within the study network.

12. Safety Analysis

12.1. Crash Data

Reportable crash data history was obtained from the ODOT GCAT and Crash Analysis Module (CAM) tools from January 1, 2022, to December 31, 2024, for the intersections of E 2nd Street & Eastlawn Drive and Walgreen's Driveway & Eastlawn Drive. A copy of the crash summary sheets is provided in Appendix G of the report. Table 12 provides a summary of the historical crash data at the study intersections in the vicinity of the site.

Table 12
Crash Data Summary – Crash Type

Location	Rear End	Left Turn	**Total**
E 2nd Street & Eastlawn Drive	1	2	**3**
Walgreen's Driveway & Eastlawn Drive	0	0	**0**

Table 13 provides a summary of the severity level of crashes occurring at the study intersections.

Table 13
Crash Data Summary – Crash Severity Level

Location	Property Damage Only	Possible Injury	Minor Injury	Fatality	**Total**
E 2nd Street & Eastlawn Drive	3	0	0	0	**3**
Walgreen's Driveway & Eastlawn Drive	0	0	0	0	**0**

12.2. Crash Analysis Summary

The reportable crash data history from 2022 to 2024 revealed the following:

- Three (3) total crashes were reported over the three-year period.
- The majority of reported crashes were left turn crashes.
- All three crashes were reported as property damage only with no injuries.

13. Summary of Recommendations

13.1. Recommendations

The following summary of recommendations was generated based on the findings in the Traffic Impact Study.

2026 No-Build Traffic Scenario (Responsibility – Others):

No improvements are required or recommended.

2026 Build Year Traffic Scenario (Responsibility – Casey's):

Option A:
Casey's South Driveway and Eastlawn Drive

- Construct Casey's South Driveway with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control Casey's South Driveway with one (1) stop sign.

E 2nd Street & Casey's North Driveway

- Construct Casey's North Driveway with one (1) ingress lane to allow right-in movements.
- Construct a 175-foot eastbound to southbound right turn lane (125 feet of storage plus a 50-foot taper).

Option B:
Casey's South Driveway and Eastlawn Drive

- Construct Casey's South Driveway with one (1) egress lane and one (1) ingress lane to allow right-in, right-out, left-in, and left-out movements. Control Casey's South Driveway with one (1) stop sign.

E 2nd Street & Casey's North Driveway

- Construct Casey's North Driveway with one (1) egress lane and one (1) ingress lane to allow right-in and right-out movements. Control Casey's North Driveway with one (1) stop sign.
- Construct a 175-foot eastbound to southbound right turn lane (125 feet of storage plus a 50-foot taper).

2036 No-Build Traffic Scenario (Responsibility – Others):

No improvements are required or recommended.

2036 Design Year Traffic Scenario (Responsibility – Casey's):

No improvements are required or recommended.

APPENDIX A
Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

TO: Barry Conway, P.E., City of Franklin City Engineer
Jay Korros, P.E., Verdantas, Traffic Project Manager
Brian Clarke, P.E., Verdantas, Traffic Engineer

CC: Justin Elam, P.E., CPESC, CESO Senior Engineer
Kelly Schwieterman, P.E., CESO Senior Project Manager

FROM: Robert Matko, P.E., P.S., PTOE, CESO Senior Engineering Manager

DATE: June 11, 2025

SUBJECT: C-Store Development – Franklin, Ohio Traffic Impact Study Scope

The following Traffic Impact Study Scope was prepared based on past experience with the preparation of traffic impact studies in the surrounding area and a scoping call with the, City of Franklin, and Verdantas on Monday, April 28, 2025. Please review the following tasks and provide your concurrence prior to commencing with the study.

Traffic Impact Study Scope
Key Items:

- The proposed development is anticipated to open during 2026. Based on this information, CESO proposes the following five (5) traffic scenarios:
  - 2025 Existing
  - 2026 No-Build
  - 2026 Build
  - 2036 No-Build
  - 2036 Design Year
- Synchro Version 12.0 shall be used for all analysis.
- ITE 11th Edition shall be used to determine the site generated traffic volumes. ITE land use code 945 (Gasoline/Service Station with Convenience Market).
- Growth rate of 0.50% to be used for each study roadway.
- Frostwood Farms Development traffic to be included in the No-Build Traffic Scenario as background development.

I. Traffic Counts

1. **Conduct Existing weekday (Tuesday – Thursday) peak hour (7:00 – 9:00 am and 4:00 – 6:00 pm) turning movement traffic counts at the following study intersections.**

   (1) E. 2nd Street (SR 73) & East Lawn Drive (Signal Controlled).
   (2) East Lawn Drive & Walgreens Site Driveway (Stop Sign Controlled).

- Note: Counts will not be taken during inclement weather and during holidays. CESO will contact the City of Franklin of the dates the Counts will be performed.
- Traffic counts will be collected by our sub-consultant (Miovision) and video collected for twelve (12) hours.

II. Traffic Impact Study

Study Scenarios:

(1) Existing Traffic Scenario
(2) 2026 No-Build Traffic Scenario
(3) 2026 Build Traffic Scenario
(4) 2036 No-Build Traffic Scenario
(5) 2036 Design Year Traffic Scenario

Intersections included in the analysis:

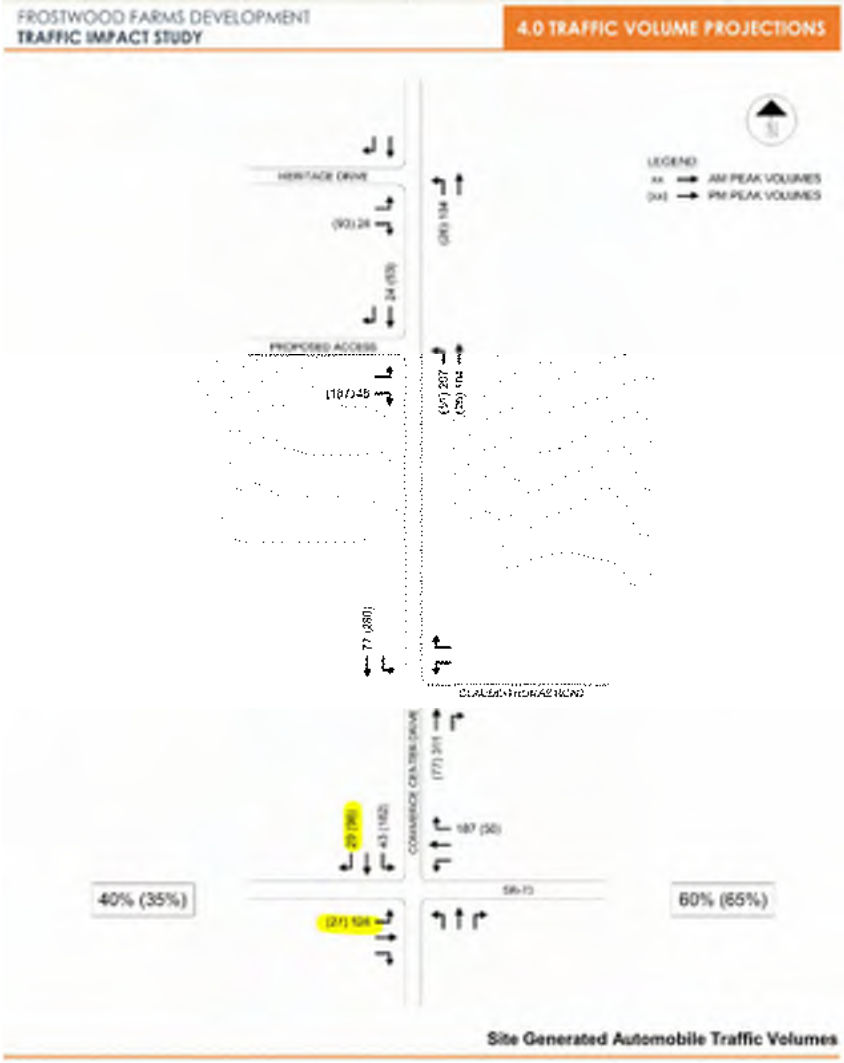
(a) E. 2nd Street (SR 73) & East Lawn Drive.
(b) East Lawn Drive & Walgreens Site Driveway.
(c) East Lawn Drive & Site Driveway
(d) E. 2nd Street (SR 73) & Site Driveway

1. **Inventory the existing roadway system (existing traffic controls, signage, and lane geometry).**

2. **Growth Rates**
   Use a 0.50% growth rate. CESO will confirm growth rate based on comparing the traffic count from the GetGo TIS with the new traffic counts. This growth rate will be applied to the 2025 Existing Peak Hour Traffic Volumes to arrive at 2026 No-Build Traffic Volumes.

3. **2026 No-Build Traffic Volumes**
   Apply growth rate from #2 to the 2025 Existing Peak Hour Traffic Volumes for one (1) year to arrive at 2026 No-Build Traffic Volumes.

   NOTE: At the direction of Verdantas and the City of Franklin, the proposed Frostwood Farms Development traffic shall be included in the No-Build Traffic Scenario as background development.



4. **Perform capacity analysis (No-Build Traffic Scenario ~ 2026) at the key study intersections during the peak study hours.**
   Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual* and using Synchro Version 12.0 at the key study intersections utilizing 2026 No-Build Traffic Volumes during the study peak hour time periods.

5. **Prepare trip generation**
   Prepare trip generation for the proposed development using the *Institute of Transportation Engineers Trip Generation Manual, 11th Edition*.

   Pass-By/Diverted
   Pass-By/Diverted trips will be applied and will be based on percentages found in the ITE Trip Generation Handbook, 3rd Edition.

6. **Determine directional distribution of development traffic**
   The directional distribution site traffic will be based on population and existing traffic patterns within the study area.

7. **Assign project traffic to surrounding road network.**
   Based on the traffic projections, the development generated traffic volumes will be assigned to the adjacent street network.

8. **2026 Build Traffic Volumes**
   Add the 2026 No-Build Traffic Volumes to the Site Generated Traffic Volumes to arrive at 2026 Build Traffic Volumes.

9. **Perform capacity analysis (Build Traffic Scenario ~ 2026) at the key study intersections and site driveways during the peak study hours.**
   Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual* and using Synchro Version 12.0 at the key study intersections and site driveways utilizing 2026 Build Traffic Volumes during the study peak hour time periods.

10. **2036 No-Build Traffic Volumes**
    Apply growth rate from #2 to the 2026 No-Build Weekday Peak Hour Traffic Volumes for ten (10) years to arrive at 2036 No-Build Traffic Volumes.

11. **Perform capacity analysis (No-Build Traffic Scenario ~ 2036) at the key study intersections during the peak study hours.**
    Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual* and using Synchro Version 12.0 at the key study intersections utilizing 2036 No-Build Traffic Volumes during the study peak hour time periods.

12. **2036 Design Year Traffic Volumes**
    Add the 2036 No-Build Traffic Volumes to the Site Generated Traffic Volumes to arrive at 2036 Design Year Traffic Volumes.

13. **Perform capacity analysis (Design Year Traffic Scenario ~ 2036) at the key study intersections and site driveways during the peak study hours.**
    Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual* and using Synchro Version 12.0 at the key study intersections and site driveways utilizing 2036 Design Year Traffic Volumes during the study peak hour time periods.

14. **Perform turn lane warrant/queuing analysis.**
    Perform turn lane warrant/queuing analysis to determine if turn lanes or turn lane extensions are required at the study intersections. ODOT methodology (L&D Vol. 1, Figures 401-5a-5c and 401-6a-

6d) will be used. ODOT L&D Vol. 1, Figure 401-9 and 401-10 will be used for turn lane storage lengths at the key study intersections and site driveway(s).

15. **Based on Projected traffic volumes, recommend geometry for the proposed project.**
    Based on the projected volumes from the analysis, CESO will recommend the geometry for the proposed Development including turn lane length calculations at the key study intersections and site driveway(s). A figure showing the conceptual geometry will be included.

    According to the City of Franklin, recommendations shall be made in the TIS for the site access points and external roadway improvements (such as additional through lanes, turn lanes, and traffic control devices) necessitated as a result of the proposed development. The traffic impacts of the proposed/planned development must be properly mitigated. Suggested improvements/modifications must be practical and acceptable to the appropriate agency/jurisdiction.

    A scaled concept sketch or (at least a schematic figure) shall be provided illustrating the improvements/modifications that properly mitigate the traffic impacts of the proposed development.

16. **Prepare a written report summarizing the study process, conclusions, and recommendations.**
    Prepare a detailed report and submit to the City of Franklin for review and approval.

    Pdf file of report and all Synchro V12.0 files will be submitted via email to the City of Franklin and Verdantas for review.

APPENDIX B
Existing Traffic Count Data
& Growth Rate Documentation

E 2nd Street & Eastlawn Drive - TMC

Thu May 8, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291349, Location: 39.563469, -84.277437

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

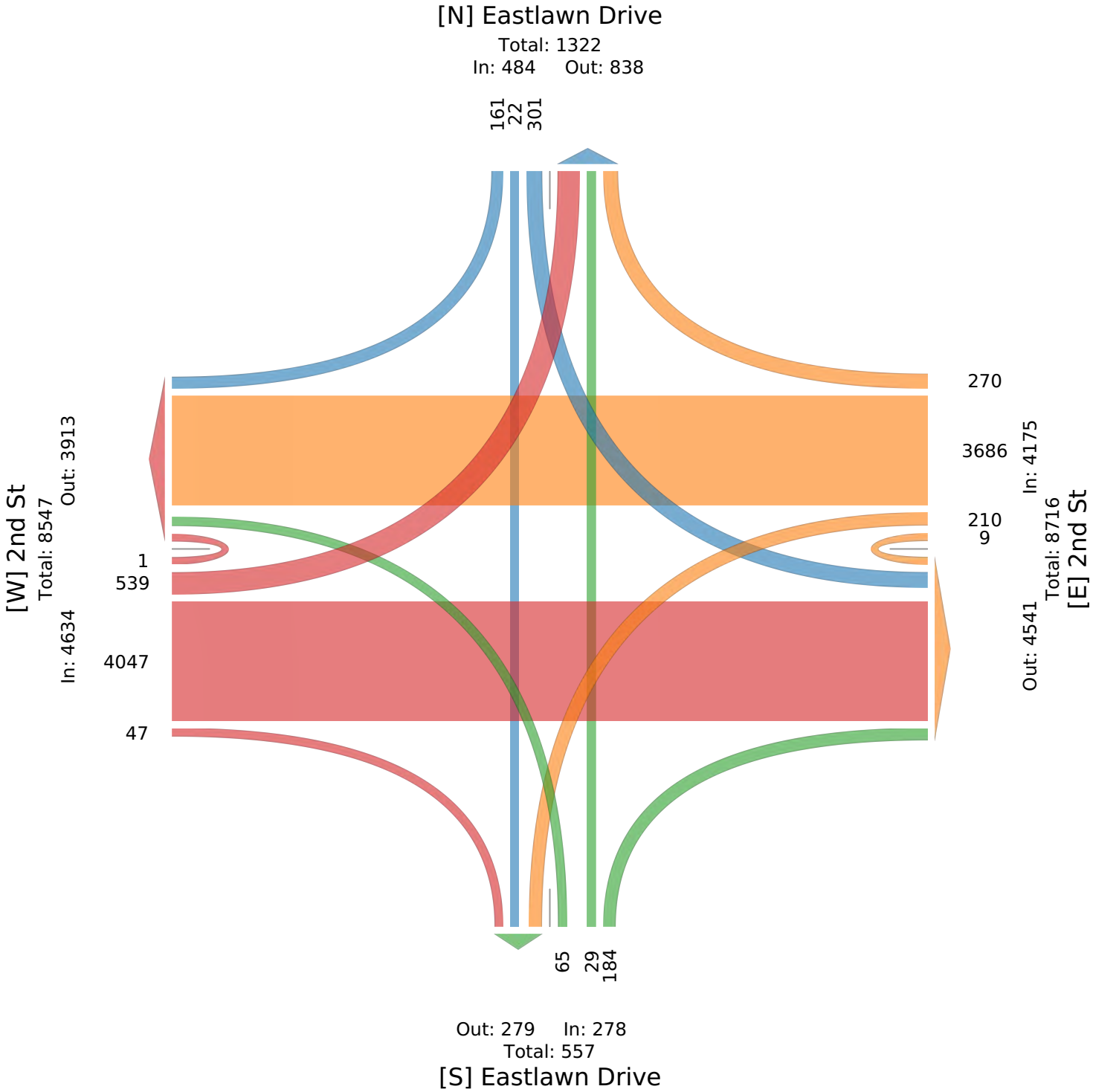
Leg	2nd St					2nd St					Eastlawn Drive					Eastlawn Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-05-08 7:00AM	11	300	2	0	**313**	4	155	8	0	**167**	3	0	9	0	**12**	11	1	8	0	**20**	**512**
7:15AM	17	310	1	0	**328**	4	137	13	0	**154**	0	0	9	0	**9**	16	0	1	0	**17**	**508**
7:30AM	15	309	0	0	**324**	6	151	8	0	**165**	1	0	14	0	**15**	18	1	2	0	**21**	**525**
7:45AM	22	298	1	0	**321**	15	182	19	0	**216**	0	2	7	0	**9**	10	1	7	0	**18**	**564**
Hourly Total	65	1217	4	0	**1286**	29	625	48	0	**702**	4	2	39	0	**45**	55	3	18	0	**76**	**2109**
8:00AM	19	262	2	0	**283**	13	138	5	0	**156**	0	1	10	0	**11**	10	0	1	0	**11**	**461**
8:15AM	25	246	1	0	**272**	15	141	6	0	**162**	2	3	19	0	**24**	16	0	2	0	**18**	**476**
8:30AM	25	278	0	0	**303**	10	162	11	0	**183**	2	3	9	0	**14**	11	0	0	0	**11**	**511**
8:45AM	27	246	2	0	**275**	6	167	13	0	**186**	2	1	10	0	**13**	21	1	0	0	**22**	**496**
Hourly Total	96	1032	5	0	**1133**	44	608	35	0	**687**	6	8	48	0	**62**	58	1	3	0	**62**	**1944**
4:00PM	50	256	6	0	**312**	17	349	10	0	**376**	6	4	7	0	**17**	24	3	16	0	**43**	**748**
4:15PM	42	243	3	0	**288**	20	329	23	3	**375**	11	4	14	0	**29**	26	1	19	0	**46**	**738**
4:30PM	38	204	5	0	**247**	18	304	38	0	**360**	8	1	14	0	**23**	24	0	11	0	**35**	**665**
4:45PM	52	226	6	0	**284**	20	318	10	1	**349**	3	3	17	0	**23**	35	4	12	0	**51**	**707**
Hourly Total	182	929	20	0	**1131**	75	1300	81	4	**1460**	28	12	52	0	**92**	109	8	58	0	**175**	**2858**
5:00PM	60	192	7	0	**259**	8	297	27	0	**332**	7	3	10	0	**20**	19	4	22	0	**45**	**656**
5:15PM	43	258	5	0	**306**	16	301	26	3	**346**	8	3	10	0	**21**	18	0	25	0	**43**	**716**
5:30PM	41	213	2	1	**257**	11	292	29	2	**334**	7	1	11	0	**19**	23	3	16	0	**42**	**652**
5:45PM	52	206	4	0	**262**	27	263	24	0	**314**	5	0	14	0	**19**	19	3	19	0	**41**	**636**
Hourly Total	196	869	18	1	**1084**	62	1153	106	5	**1326**	27	7	45	0	**79**	79	10	82	0	**171**	**2660**
Total	539	4047	47	1	**4634**	210	3686	270	9	**4175**	65	29	184	0	**278**	301	22	161	0	**484**	**9571**
% Approach	11.6%	87.3%	1.0%	0%	**-**	5.0%	88.3%	6.5%	0.2%	**-**	23.4%	10.4%	66.2%	0%	**-**	62.2%	4.5%	33.3%	0%	**-**	-
% Total	5.6%	42.3%	0.5%	0%	**48.4%**	2.2%	38.5%	2.8%	0.1%	**43.6%**	0.7%	0.3%	1.9%	0%	**2.9%**	3.1%	0.2%	1.7%	0%	**5.1%**	-
Lights	535	3924	44	1	**4504**	201	3547	264	9	**4021**	65	29	182	0	**276**	295	22	160	0	**477**	9278
% Lights	99.3%	97.0%	93.6%	100%	**97.2%**	95.7%	96.2%	97.8%	100%	**96.3%**	100%	100%	98.9%	0%	**99.3%**	98.0%	100%	99.4%	0%	**98.6%**	96.9%
Articulated Trucks and Single-Unit Trucks	3	110	1	0	**114**	4	115	2	0	**121**	0	0	1	0	**1**	5	0	1	0	**6**	242
% Articulated Trucks and Single-Unit Trucks	0.6%	2.7%	2.1%	0%	**2.5%**	1.9%	3.1%	0.7%	0%	**2.9%**	0%	0%	0.5%	0%	**0.4%**	1.7%	0%	0.6%	0%	**1.2%**	2.5%
Buses	1	13	2	0	**16**	5	24	4	0	**33**	0	0	1	0	**1**	1	0	0	0	**1**	51
% Buses	0.2%	0.3%	4.3%	0%	**0.3%**	2.4%	0.7%	1.5%	0%	**0.8%**	0%	0%	0.5%	0%	**0.4%**	0.3%	0%	0%	0%	**0.2%**	0.5%

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

E 2nd Street & Eastlawn Drive - TMC

Thu May 8, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291349, Location: 39.563469, -84.277437

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



E 2nd Street & Eastlawn Drive - TMC

Thu May 8, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291349, Location: 39.563469, -84.277437

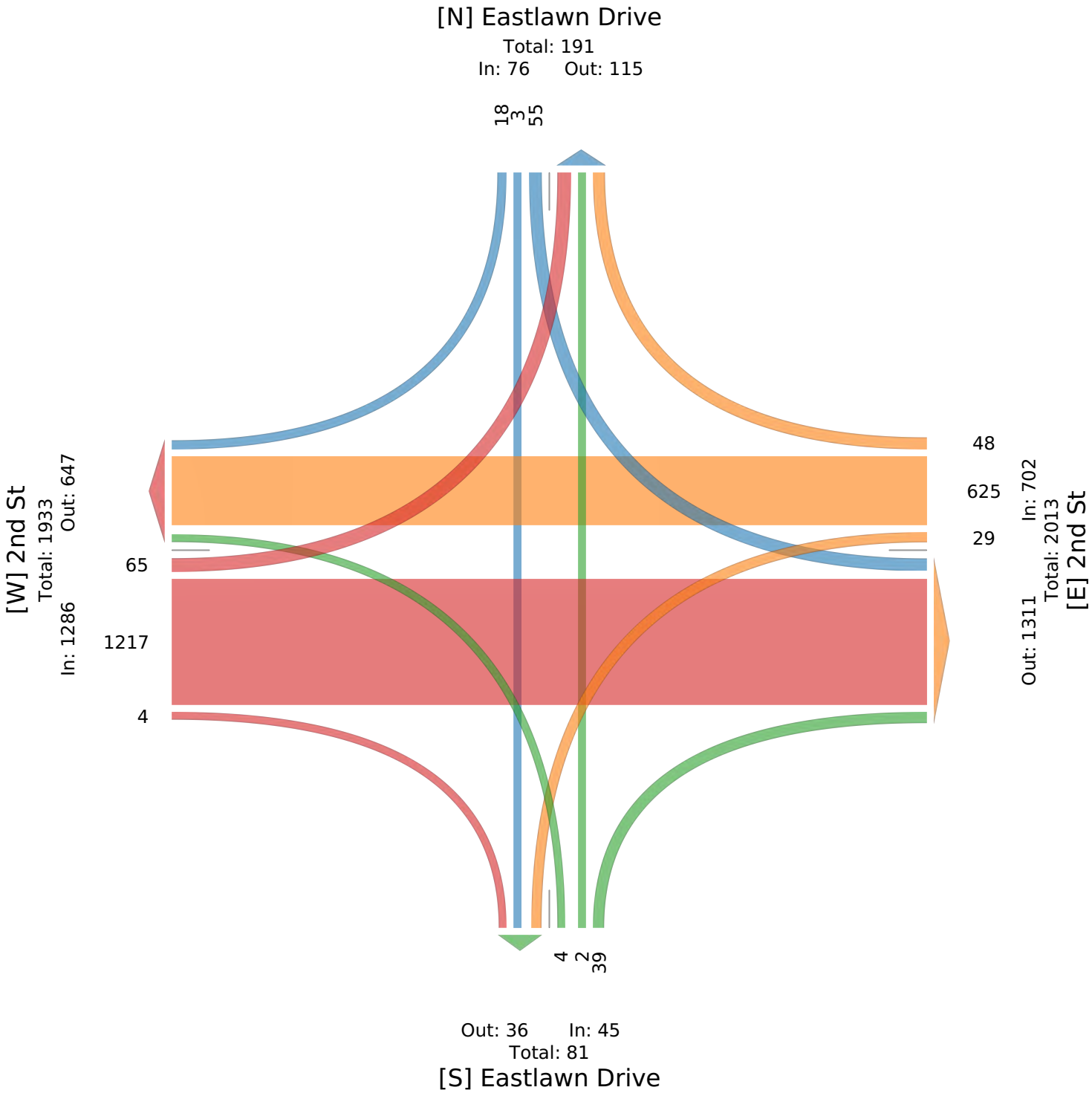
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	2nd St					2nd St					Eastlawn Drive					Eastlawn Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-05-08 7:00AM	11	300	2	0	**313**	4	155	8	0	**167**	3	0	9	0	**12**	11	1	8	0	**20**	**512**
7:15AM	17	310	1	0	**328**	4	137	13	0	**154**	0	0	9	0	**9**	16	0	1	0	**17**	**508**
7:30AM	15	309	0	0	**324**	6	151	8	0	**165**	1	0	14	0	**15**	18	1	2	0	**21**	**525**
7:45AM	22	298	1	0	**321**	15	182	19	0	**216**	0	2	7	0	**9**	10	1	7	0	**18**	**564**
Total	65	1217	4	0	**1286**	29	625	48	0	**702**	4	2	39	0	**45**	55	3	18	0	**76**	**2109**
% Approach	5.1%	94.6%	0.3%	0%	**-**	4.1%	89.0%	6.8%	0%	**-**	8.9%	4.4%	86.7%	0%	**-**	72.4%	3.9%	23.7%	0%	**-**	-
% Total	3.1%	57.7%	0.2%	0%	**61.0%**	1.4%	29.6%	2.3%	0%	**33.3%**	0.2%	0.1%	1.8%	0%	**2.1%**	2.6%	0.1%	0.9%	0%	**3.6%**	-
PHF	0.739	0.981	0.500	-	**0.980**	0.483	0.859	0.632	-	**0.813**	0.333	0.250	0.696	-	**0.750**	0.764	0.750	0.563	-	**0.905**	0.935
Lights	64	1177	4	0	**1245**	27	588	44	0	**659**	4	2	38	0	**44**	54	3	17	0	**74**	2022
% Lights	98.5%	96.7%	100%	0%	**96.8%**	93.1%	94.1%	91.7%	0%	**93.9%**	100%	100%	97.4%	0%	**97.8%**	98.2%	100%	94.4%	0%	**97.4%**	95.9%
Articulated Trucks and Single-Unit Trucks	0	38	0	0	**38**	2	22	0	0	**24**	0	0	0	0	**0**	0	0	1	0	**1**	63
% Articulated Trucks and Single-Unit Trucks	0%	3.1%	0%	0%	**3.0%**	6.9%	3.5%	0%	0%	**3.4%**	0%	0%	0%	0%	**0%**	0%	0%	5.6%	0%	**1.3%**	3.0%
Buses	1	2	0	0	**3**	0	15	4	0	**19**	0	0	1	0	**1**	1	0	0	0	**1**	24
% Buses	1.5%	0.2%	0%	0%	**0.2%**	0%	2.4%	8.3%	0%	**2.7%**	0%	0%	2.6%	0%	**2.2%**	1.8%	0%	0%	0%	**1.3%**	1.1%

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

E 2nd Street & Eastlawn Drive - TMC
Thu May 8, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291349, Location: 39.563469, -84.277437

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



E 2nd Street & Eastlawn Drive - TMC

Thu May 8, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291349, Location: 39.563469, -84.277437

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

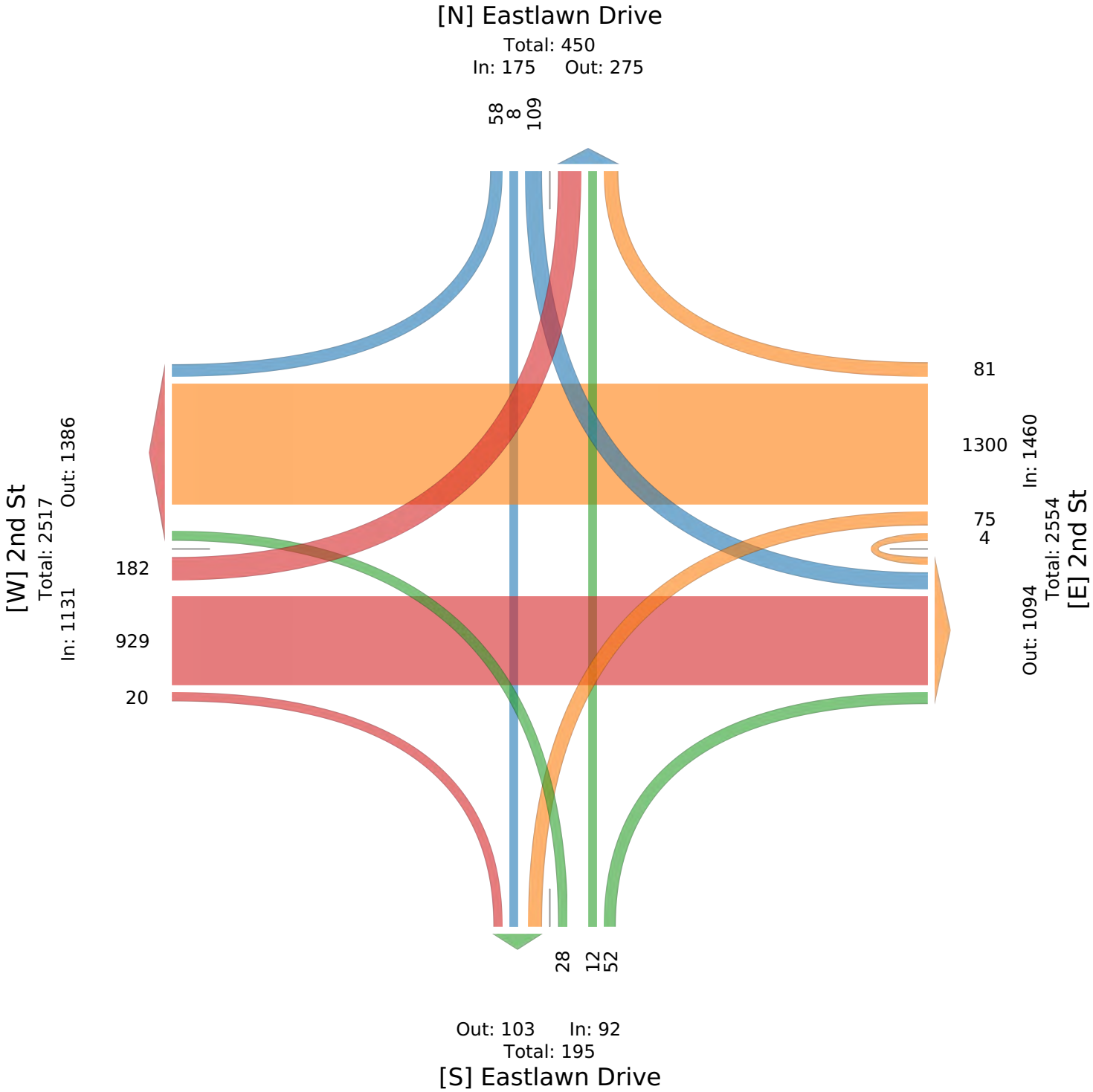
Leg / Direction	2nd St Eastbound					2nd St Westbound					Eastlawn Drive Northbound					Eastlawn Drive Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-05-08 4:00PM	50	256	6	0	**312**	17	349	10	0	**376**	6	4	7	0	**17**	24	3	16	0	**43**	**748**
4:15PM	42	243	3	0	**288**	20	329	23	3	**375**	11	4	14	0	**29**	26	1	19	0	**46**	**738**
4:30PM	38	204	5	0	**247**	18	304	38	0	**360**	8	1	14	0	**23**	24	0	11	0	**35**	**665**
4:45PM	52	226	6	0	**284**	20	318	10	1	**349**	3	3	17	0	**23**	35	4	12	0	**51**	**707**
Total	182	929	20	0	**1131**	75	1300	81	4	**1460**	28	12	52	0	**92**	109	8	58	0	**175**	**2858**
% Approach	16.1%	82.1%	1.8%	0%	**-**	5.1%	89.0%	5.5%	0.3%	**-**	30.4%	13.0%	56.5%	0%	**-**	62.3%	4.6%	33.1%	0%	**-**	-
% Total	6.4%	32.5%	0.7%	0%	**39.6%**	2.6%	45.5%	2.8%	0.1%	**51.1%**	1.0%	0.4%	1.8%	0%	**3.2%**	3.8%	0.3%	2.0%	0%	**6.1%**	-
PHF	0.875	0.907	0.833	-	**0.906**	0.938	0.931	0.533	0.333	**0.971**	0.636	0.750	0.765	-	**0.793**	0.779	0.500	0.763	-	**0.858**	0.955
Lights	182	897	20	0	**1099**	74	1270	81	4	**1429**	28	12	51	0	**91**	109	8	58	0	**175**	2794
% Lights	100%	96.6%	100%	0%	**97.2%**	98.7%	97.7%	100%	100%	**97.9%**	100%	100%	98.1%	0%	**98.9%**	100%	100%	100%	0%	**100%**	97.8%
Articulated Trucks and Single-Unit Trucks	0	26	0	0	**26**	1	25	0	0	**26**	0	0	1	0	**1**	0	0	0	0	**0**	53
% Articulated Trucks and Single-Unit Trucks	0%	2.8%	0%	0%	**2.3%**	1.3%	1.9%	0%	0%	**1.8%**	0%	0%	1.9%	0%	**1.1%**	0%	0%	0%	0%	**0%**	1.9%
Buses	0	6	0	0	**6**	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	11
% Buses	0%	0.6%	0%	0%	**0.5%**	0%	0.4%	0%	0%	**0.3%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.4%

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

E 2nd Street & Eastlawn Drive - TMC

Thu May 8, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291349, Location: 39.563469, -84.277437

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



Walgreens Driveway& Eastlawn Drive - TMC

Thu May 8, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291350, Location: 39.562635, -84.277513

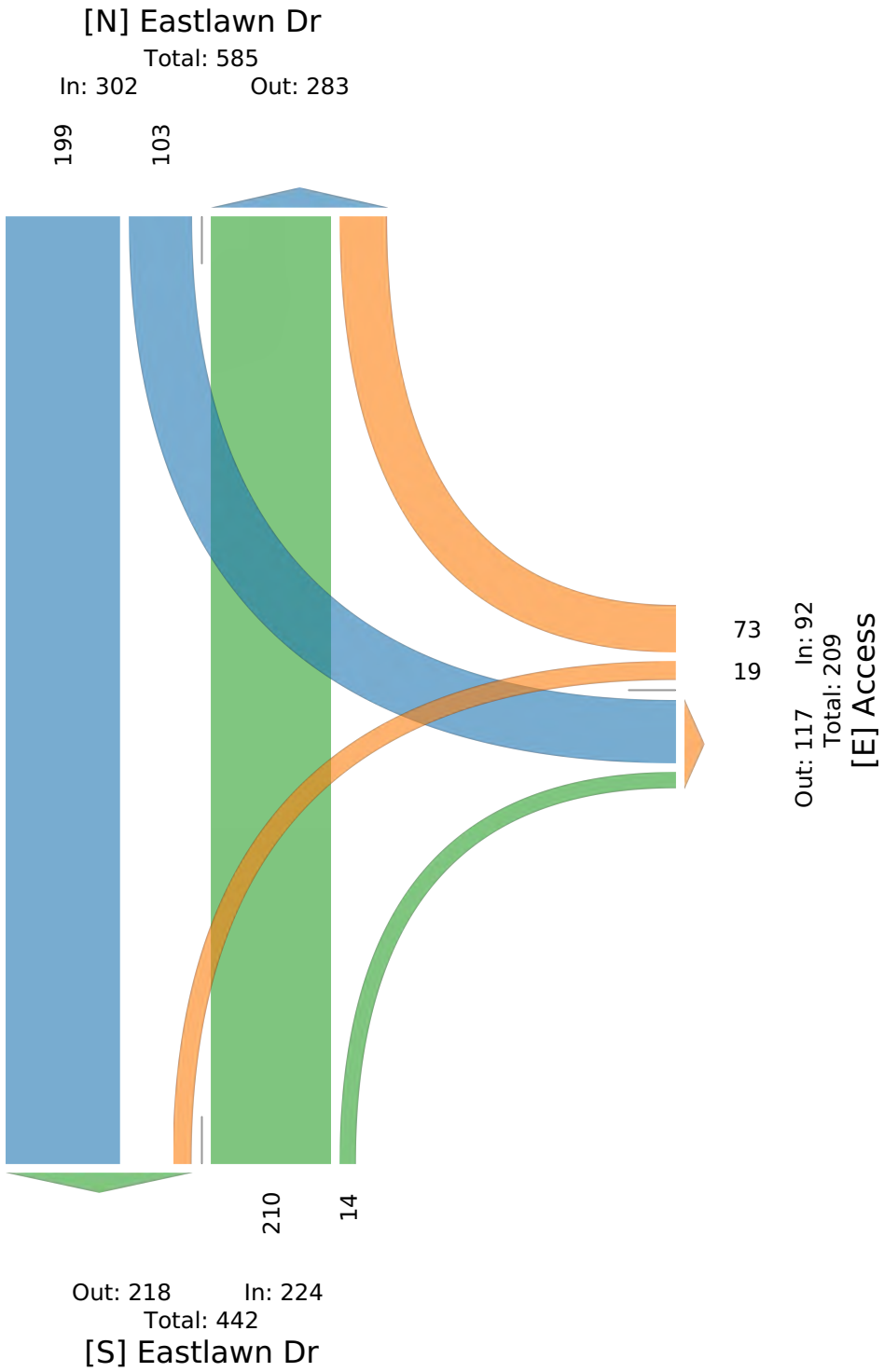
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Access				Eastlawn Dr				Eastlawn Dr				
Direction	Westbound				Northbound				Southbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2025-05-08 7:00AM	0	0	0	**0**	11	0	0	**11**	0	8	0	**8**	**19**
7:15AM	0	0	0	**0**	9	0	0	**9**	0	7	0	**7**	**16**
7:30AM	0	1	0	**1**	14	0	0	**14**	1	7	0	**8**	**23**
7:45AM	0	1	0	**1**	8	0	0	**8**	2	15	0	**17**	**26**
Hourly Total	0	2	0	**2**	42	0	0	**42**	3	37	0	**40**	**84**
8:00AM	0	0	0	**0**	13	0	0	**13**	1	14	0	**15**	**28**
8:15AM	0	0	0	**0**	22	0	0	**22**	1	14	0	**15**	**37**
8:30AM	0	1	0	**1**	14	0	0	**14**	3	7	0	**10**	**25**
8:45AM	0	1	0	**1**	11	0	0	**11**	4	3	0	**7**	**19**
Hourly Total	0	2	0	**2**	60	0	0	**60**	9	38	0	**47**	**109**
4:00PM	3	7	0	**10**	10	4	0	**14**	17	8	0	**25**	**49**
4:15PM	2	13	0	**15**	15	1	0	**16**	12	17	0	**29**	**60**
4:30PM	5	10	0	**15**	16	5	0	**21**	12	15	0	**27**	**63**
4:45PM	1	11	0	**12**	12	1	0	**13**	13	21	0	**34**	**59**
Hourly Total	11	41	0	**52**	53	11	0	**64**	54	61	0	**115**	**231**
5:00PM	1	10	0	**11**	12	0	0	**12**	11	13	0	**24**	**47**
5:15PM	0	7	0	**7**	17	0	0	**17**	9	17	0	**26**	**50**
5:30PM	5	5	0	**10**	12	3	0	**15**	7	10	0	**17**	**42**
5:45PM	2	6	0	**8**	14	0	0	**14**	10	23	0	**33**	**55**
Hourly Total	8	28	0	**36**	55	3	0	**58**	37	63	0	**100**	**194**
Total	19	73	0	**92**	210	14	0	**224**	103	199	0	**302**	**618**
% Approach	20.7%	79.3%	0%	**-**	93.8%	6.3%	0%	**-**	34.1%	65.9%	0%	**-**	-
% Total	3.1%	11.8%	0%	**14.9%**	34.0%	2.3%	0%	**36.2%**	16.7%	32.2%	0%	**48.9%**	-
Lights	19	73	0	**92**	208	14	0	**222**	101	189	0	**290**	604
% Lights	100%	100%	0%	**100%**	99.0%	100%	0%	**99.1%**	98.1%	95.0%	0%	**96.0%**	97.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	1	0	0	**1**	2	4	0	**6**	7
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	0.5%	0%	0%	**0.4%**	1.9%	2.0%	0%	**2.0%**	1.1%
Buses	0	0	0	**0**	1	0	0	**1**	0	6	0	**6**	7
% Buses	0%	0%	0%	**0%**	0.5%	0%	0%	**0.4%**	0%	3.0%	0%	**2.0%**	1.1%

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

Walgreens Driveway& Eastlawn Drive - TMC
Thu May 8, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291350, Location: 39.562635, -84.277513

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



Walgreens Driveway& Eastlawn Drive - TMC

Thu May 8, 2025
Forced Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291350, Location: 39.562635, -84.277513

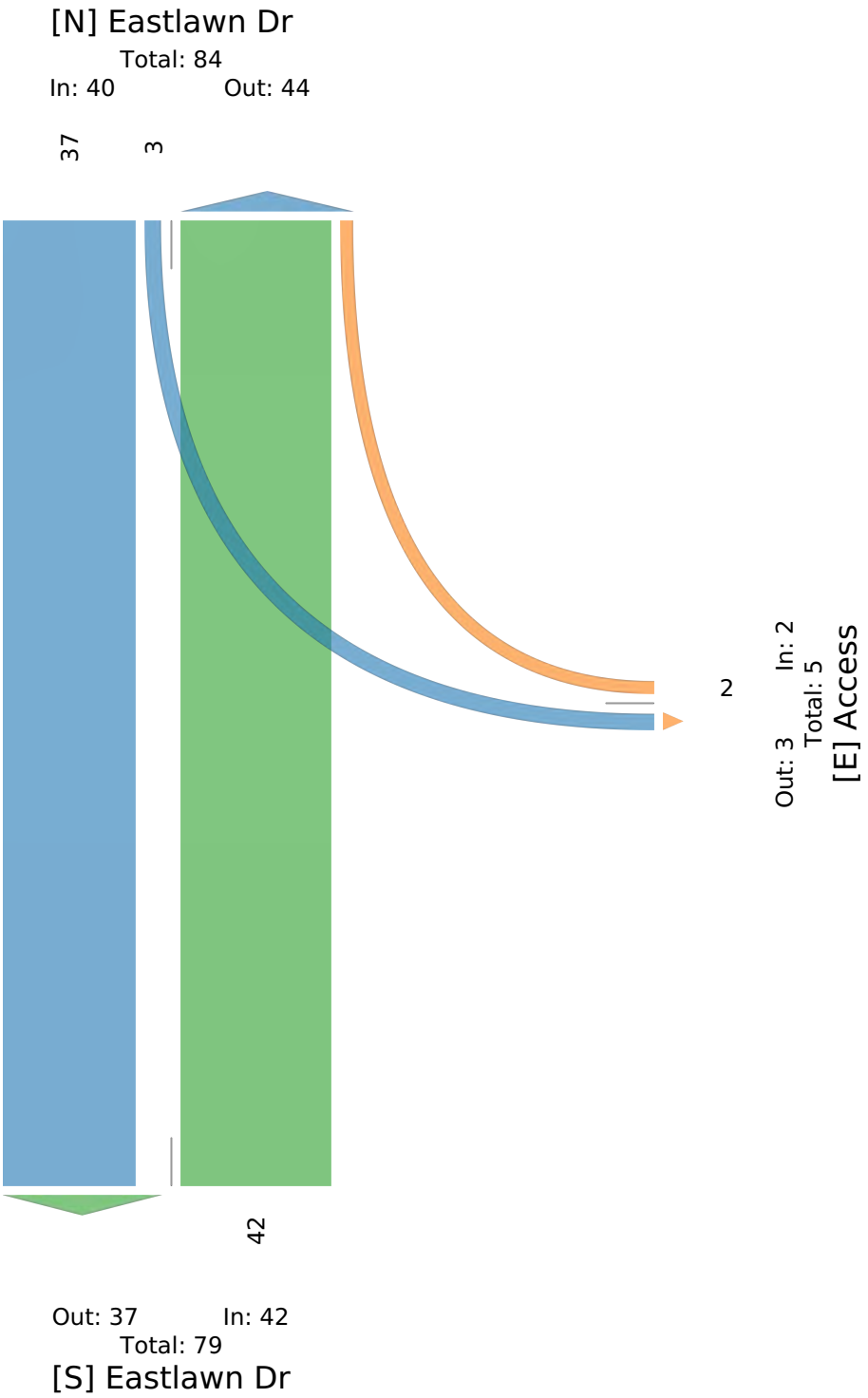
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Access				Eastlawn Dr				Eastlawn Dr				
Direction	Westbound				Northbound				Southbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2025-05-08 7:00AM	0	0	0	**0**	11	0	0	**11**	0	8	0	**8**	**19**
7:15AM	0	0	0	**0**	9	0	0	**9**	0	7	0	**7**	**16**
7:30AM	0	1	0	**1**	14	0	0	**14**	1	7	0	**8**	**23**
7:45AM	0	1	0	**1**	8	0	0	**8**	2	15	0	**17**	**26**
Total	0	2	0	**2**	42	0	0	**42**	3	37	0	**40**	**84**
% Approach	0%	100%	0%	**-**	100%	0%	0%	**-**	7.5%	92.5%	0%	**-**	-
% Total	0%	2.4%	0%	**2.4%**	50.0%	0%	0%	**50.0%**	3.6%	44.0%	0%	**47.6%**	-
PHF	-	0.500	-	**0.500**	0.750	-	-	**0.750**	0.375	0.617	-	**0.588**	0.808
Lights	0	2	0	**2**	41	0	0	**41**	3	34	0	**37**	80
% Lights	0%	100%	0%	**100%**	97.6%	0%	0%	**97.6%**	100%	91.9%	0%	**92.5%**	95.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	3
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%	8.1%	0%	**7.5%**	3.6%
Buses	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	1
% Buses	0%	0%	0%	**0%**	2.4%	0%	0%	**2.4%**	0%	0%	0%	**0%**	1.2%

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

Walgreens Driveway& Eastlawn Drive - TMC
Thu May 8, 2025
Forced Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291350, Location: 39.562635, -84.277513

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



Walgreens Driveway& Eastlawn Drive - TMC

Thu May 8, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291350, Location: 39.562635, -84.277513

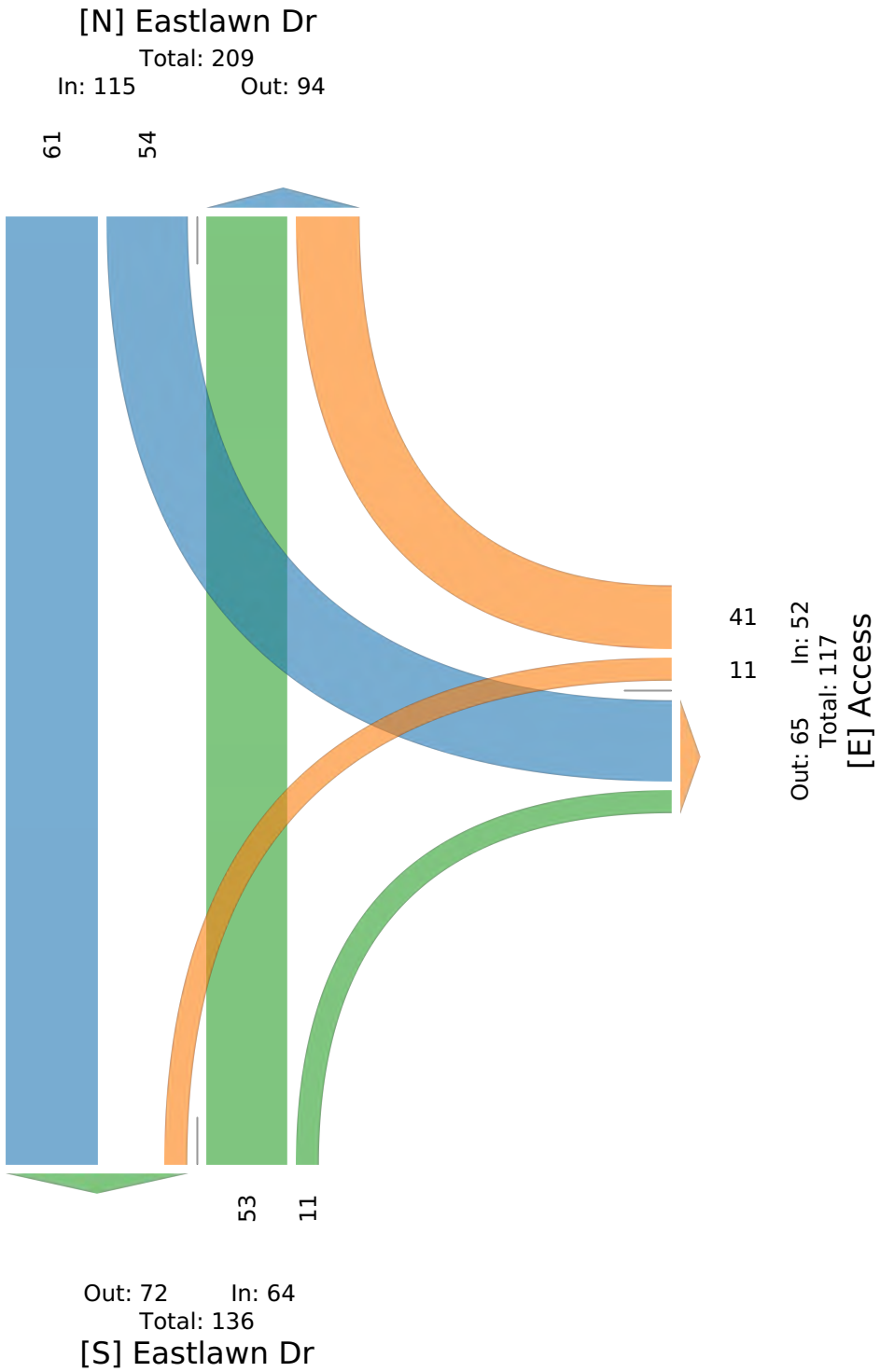
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Access				Eastlawn Dr				Eastlawn Dr				
Direction	Westbound				Northbound				Southbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2025-05-08 4:00PM	3	7	0	**10**	10	4	0	**14**	17	8	0	**25**	**49**
4:15PM	2	13	0	**15**	15	1	0	**16**	12	17	0	**29**	**60**
4:30PM	5	10	0	**15**	16	5	0	**21**	12	15	0	**27**	**63**
4:45PM	1	11	0	**12**	12	1	0	**13**	13	21	0	**34**	**59**
Total	11	41	0	**52**	53	11	0	**64**	54	61	0	**115**	**231**
% Approach	21.2%	78.8%	0%	**-**	82.8%	17.2%	0%	**-**	47.0%	53.0%	0%	**-**	-
% Total	4.8%	17.7%	0%	**22.5%**	22.9%	4.8%	0%	**27.7%**	23.4%	26.4%	0%	**49.8%**	-
PHF	0.550	0.788	-	**0.867**	0.828	0.550	-	**0.762**	0.794	0.726	-	**0.846**	0.917
Lights	11	41	0	**52**	52	11	0	**63**	52	61	0	**113**	228
% Lights	100%	100%	0%	**100%**	98.1%	100%	0%	**98.4%**	96.3%	100%	0%	**98.3%**	98.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	3
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	1.9%	0%	0%	**1.6%**	3.7%	0%	0%	**1.7%**	1.3%
Buses	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0
% Buses	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%

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

Walgreens Driveway& Eastlawn Drive - TMC
Thu May 8, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1291350, Location: 39.562635, -84.277513

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



APPENDIX C
ITE Trip Generation Sheets

Convenience Store/Gas Station - GFA (4-5.5k)
(945)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday**

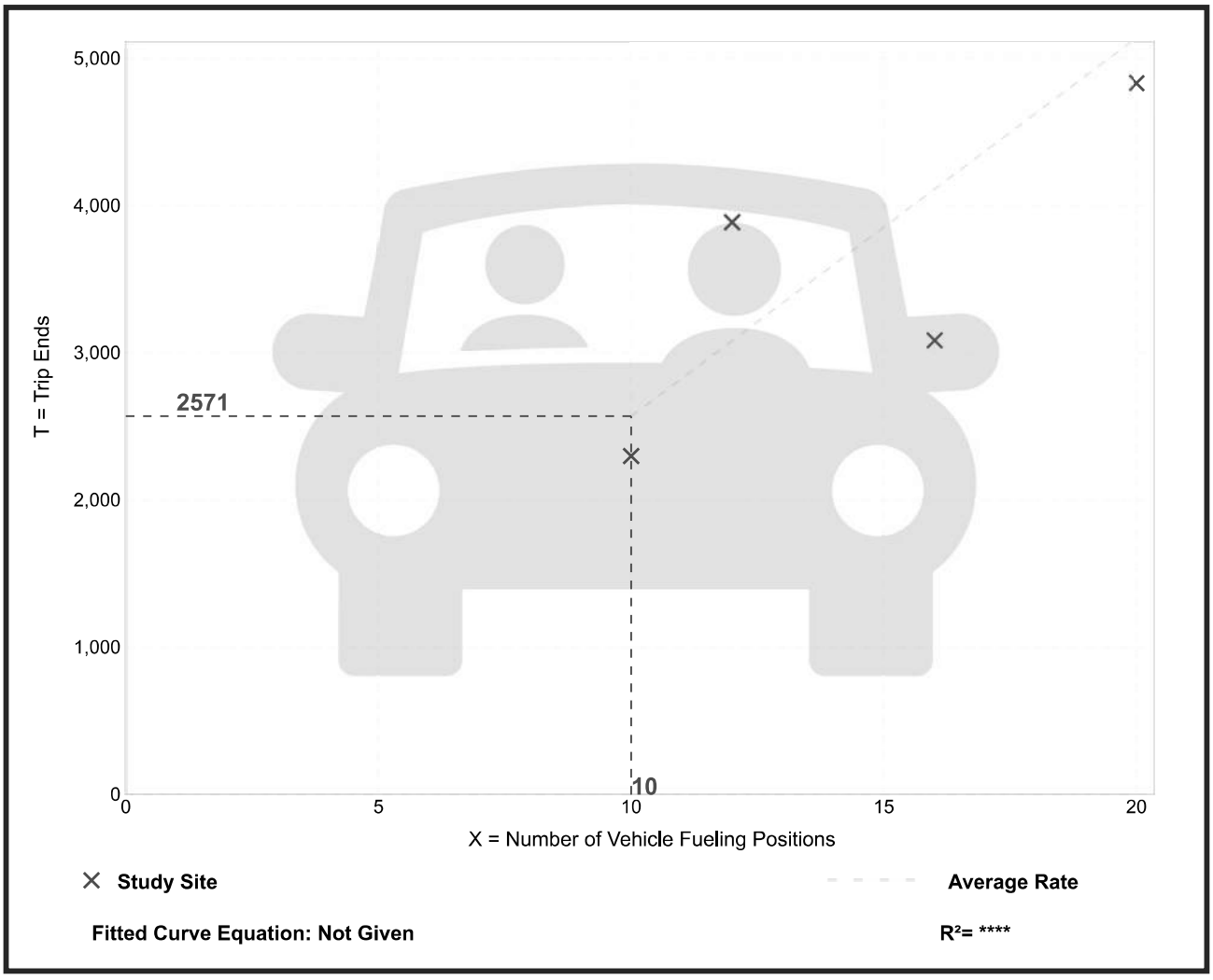
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
257.13	193.00 - 324.17	57.53

Data Plot and Equation

Caution – Small Sample Size



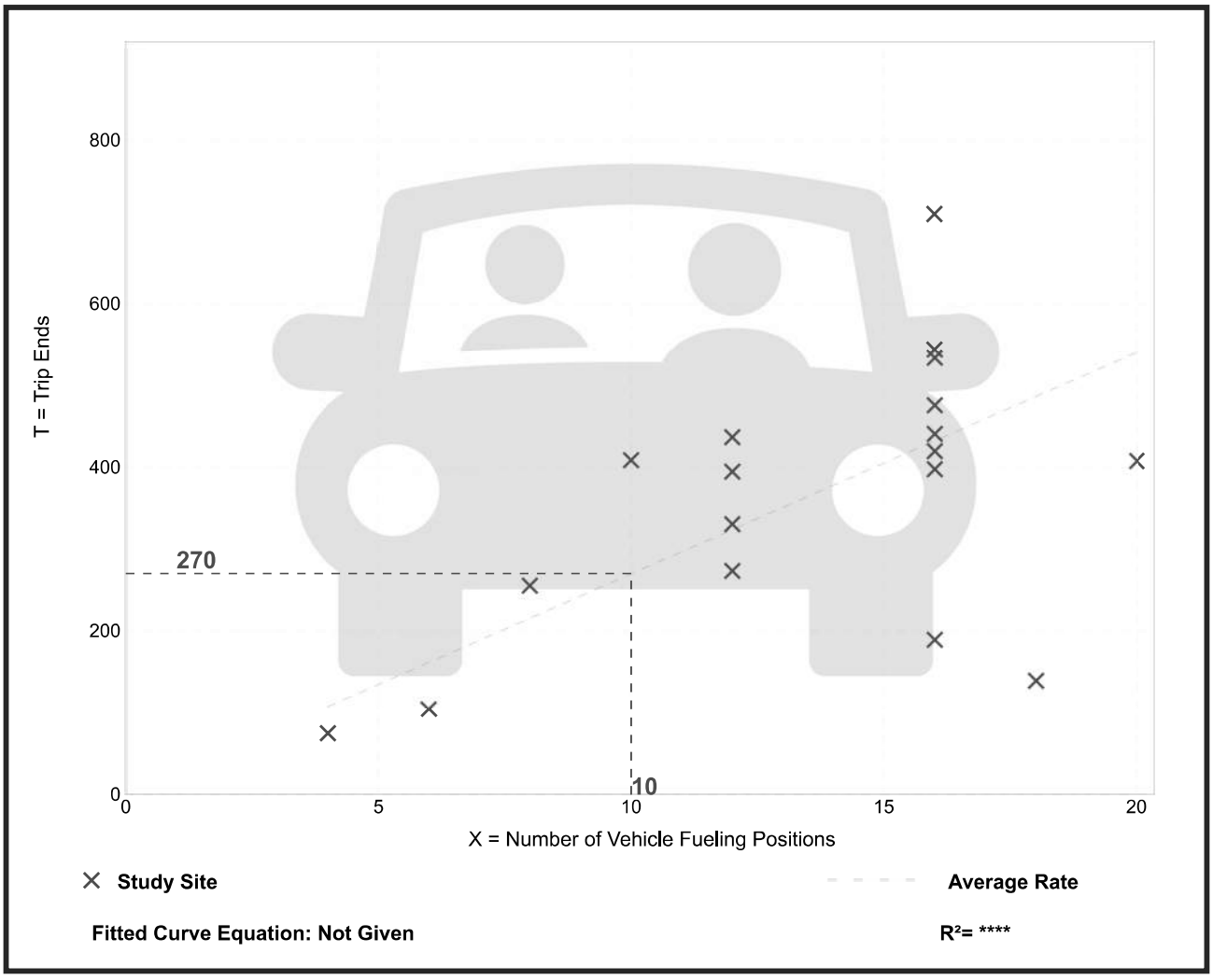
Convenience Store/Gas Station - GFA (4-5.5k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	18
Avg. Num. of Vehicle Fueling Positions:	13
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
27.04	7.78 - 44.38	9.88

Data Plot and Equation



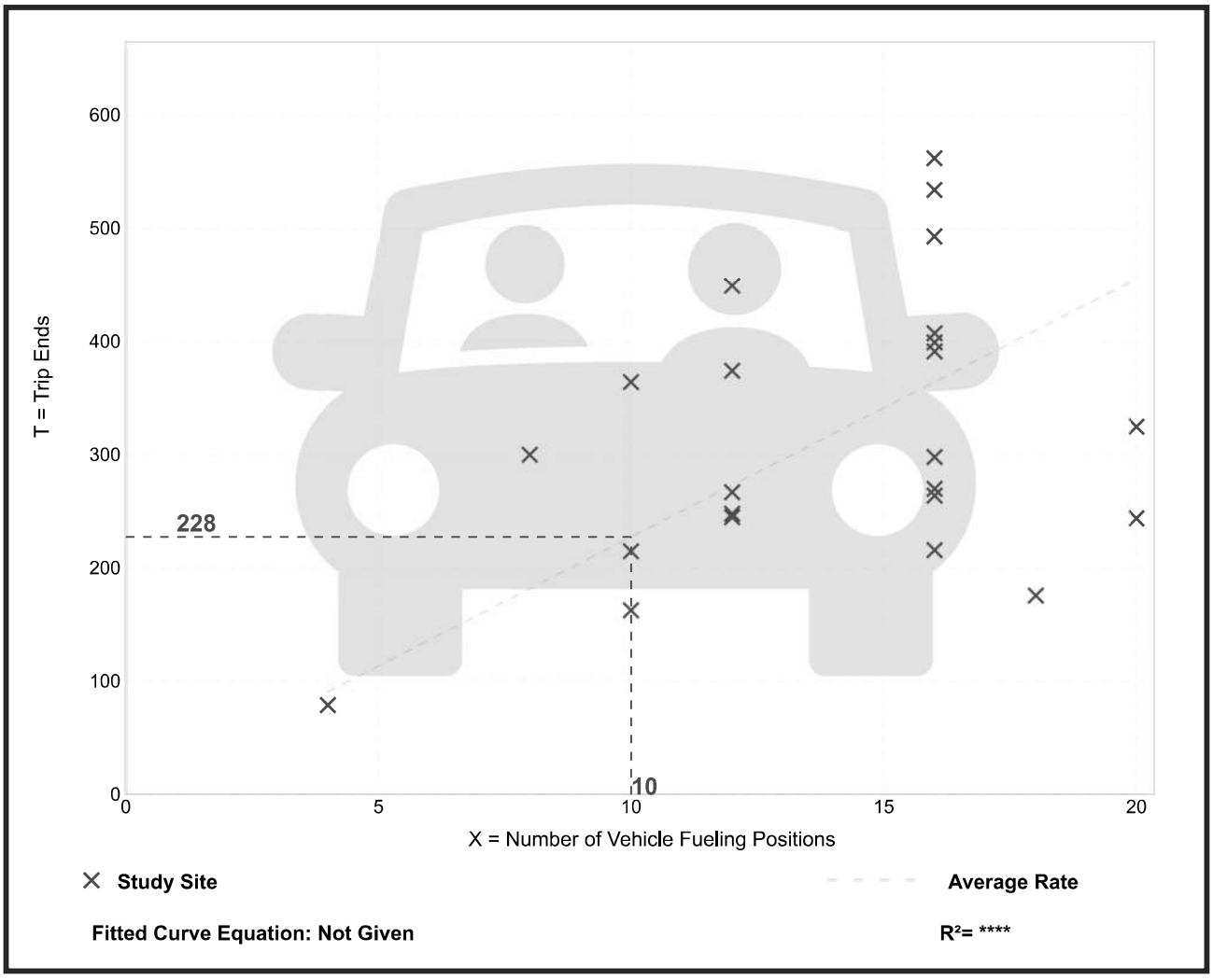
Convenience Store/Gas Station - GFA (4-5.5k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 4 and 6 p.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	23
Avg. Num. of Vehicle Fueling Positions:	14
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.76	9.78 - 37.50	8.49

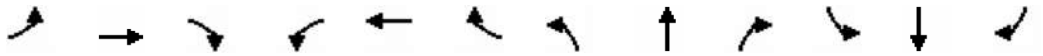
Data Plot and Equation



APPENDIX D
All Traffic Scenarios
Capacity Analysis Summary Sheets

2026 AM Peak Hour Scenarios

NO-BUILD

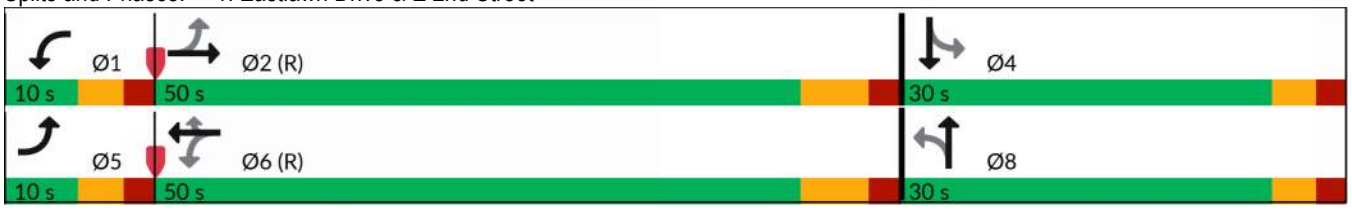


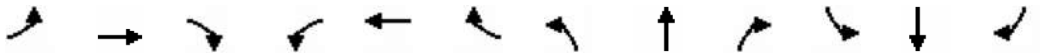
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1347	4	33	657	48	4	2	39	55	3	18
Future Volume (vph)	65	1347	4	33	657	48	4	2	39	55	3	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	180		0	85		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.857			0.870	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	0	1703	3406	1524	1770	1596	0	1752	1605	0
Flt Permitted	0.369			0.146			0.743			0.729		
Satd. Flow (perm)	681	3505	0	262	3406	1524	1384	1596	0	1345	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						85		41			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1165			1135			304			327	
Travel Time (s)		26.5			25.8			6.9			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	69	1433	4	35	699	51	4	2	41	59	3	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1437	0	35	699	51	4	43	0	59	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	50.0		10.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	55.6%		11.1%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	5.0	43.5		5.0	43.5	43.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	70.1	65.8		68.4	63.3	63.3	9.4	9.4		9.4	9.4	
Actuated g/C Ratio	0.78	0.73		0.76	0.70	0.70	0.10	0.10		0.10	0.10	
v/c Ratio	0.11	0.56		0.12	0.29	0.05	0.03	0.21		0.42	0.12	
Control Delay (s/veh)	3.2	9.4		3.7	7.5	0.8	34.3	14.7		46.0	18.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.2	9.4		3.7	7.5	0.8	34.3	14.7		46.0	18.4	
LOS	A	A		A	A	A	C	B		D	B	
Approach Delay (s/veh)		9.1			6.9			16.4			38.5	
Approach LOS		A			A			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1347	4	33	657	48	4	2	39	55	3	18
Future Volume (veh/h)	65	1347	4	33	657	48	4	2	39	55	3	18
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	1856	1856	1856	1811	1811	1811	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	69	1433	4	35	699	51	4	2	41	59	3	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	3	3	3
Cap, veh/h	586	2509	7	314	2348	1047	185	7	135	166	19	123
Arrive On Green	0.05	0.70	0.70	0.03	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1767	3606	10	1725	3441	1535	1390	74	1522	1353	219	1387
Grp Volume(v), veh/h	69	700	737	35	699	51	4	0	43	59	0	22
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1725	1721	1535	1390	0	1596	1353	0	1606
Q Serve(g_s), s	1.0	18.1	18.1	0.5	7.3	1.0	0.2	0.0	2.3	3.8	0.0	1.1
Cycle Q Clear(g_c), s	1.0	18.1	18.1	0.5	7.3	1.0	1.4	0.0	2.3	6.1	0.0	1.1
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.95	1.00		0.86
Lane Grp Cap(c), veh/h	586	1226	1290	314	2348	1047	185	0	141	166	0	142
V/C Ratio(X)	0.12	0.57	0.57	0.11	0.30	0.05	0.02	0.00	0.30	0.36	0.00	0.15
Avail Cap(c_a), veh/h	603	1226	1290	354	2348	1047	448	0	443	422	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	6.9	6.9	5.5	5.7	4.7	38.5	0.0	38.4	41.3	0.0	37.9
Incr Delay (d2), s/veh	0.1	1.9	1.8	0.2	0.3	0.1	0.0	0.0	1.2	1.3	0.0	0.5
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	6.1	6.4	0.2	2.3	0.3	0.1	0.0	0.9	1.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.9	8.8	8.8	5.6	6.0	4.8	38.6	0.0	39.6	42.6	0.0	38.4
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1506			785			47			81	
Approach Delay, s/veh		8.6			5.9			39.5			41.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	69.1		13.0	9.1	67.9		13.0				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	5.0	43.5		25.0	5.0	43.5		25.0				
Max Q Clear Time (g_c+I1), s	2.5	20.1		8.1	3.0	9.3		4.3				
Green Ext Time (p_c), s	0.0	11.5		0.2	0.0	5.8		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.4									
HCM 7th LOS			A									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	43	0	3	37
Future Volume (vph)	0	2	43	0	3	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						0.996
Satd. Flow (prot)	1863	1583	1863	0	0	1752
Flt Permitted						0.996
Satd. Flow (perm)	1863	1583	1863	0	0	1752
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			304
Travel Time (s)	4.4		4.6			6.9
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	8%	8%
Adj. Flow (vph)	0	2	53	0	4	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	53	0	0	50
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	43	0	3	37
Future Vol, veh/h	0	2	43	0	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	0	2	53	0	4	46

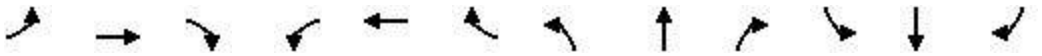
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	106	53	0	0	53	0
Stage 1	53	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	891	1014	-	-	1515	-
Stage 1	969	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	889	1014	-	-	1515	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.56	0	0.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	1014	135	-
HCM Lane V/C Ratio	-	-	-	0.002	0.002	-
HCM Ctrl Dly (s/v)	-	-	0	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0	-

2026 AM Peak Hour Scenarios

BUILD OPTION A

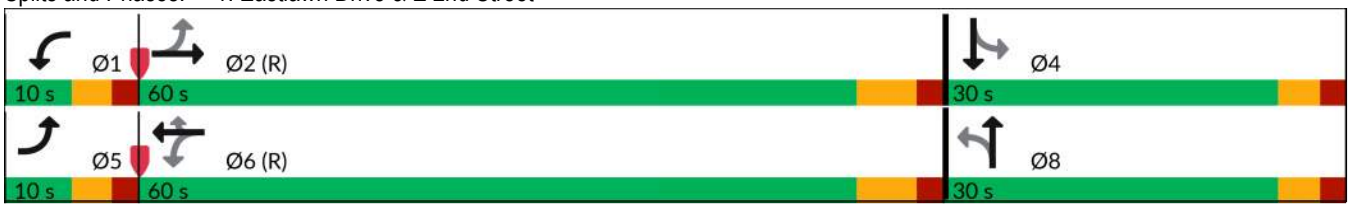


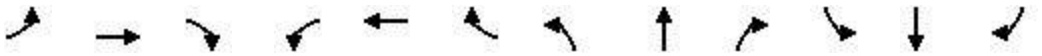
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1286	4	85	622	48	54	2	117	55	3	18
Future Volume (vph)	65	1286	4	85	622	48	54	2	117	55	3	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	180		0	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.852			0.870	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	0	1703	3406	1524	1770	1587	0	1752	1605	0
Flt Permitted	0.395			0.152			0.743			0.560		
Satd. Flow (perm)	729	3505	0	272	3406	1524	1384	1587	0	1033	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						76		124			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			1135			208			327	
Travel Time (s)		3.3			25.8			4.7			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	69	1368	4	90	662	51	57	2	124	59	3	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1372	0	90	662	51	57	126	0	59	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	60.0		10.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	10.0%	60.0%		10.0%	60.0%	60.0%	30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	5.0	53.5		5.0	53.5	53.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	75.4	68.6		76.2	69.0	69.0	10.2	10.2		10.2	10.2	
Actuated g/C Ratio	0.75	0.69		0.76	0.69	0.69	0.10	0.10		0.10	0.10	
v/c Ratio	0.11	0.57		0.30	0.28	0.05	0.40	0.46		0.56	0.12	
Control Delay (s/veh)	3.2	10.6		5.3	7.3	1.0	49.2	13.3		61.9	19.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.2	10.6		5.3	7.3	1.0	49.2	13.3		61.9	19.7	
LOS	A	B		A	A	A	D	B		E	B	
Approach Delay (s/veh)		10.2			6.7			24.5			50.4	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1286	4	85	622	48	54	2	117	55	3	18
Future Volume (veh/h)	65	1286	4	85	622	48	54	2	117	55	3	18
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	1856	1856	1856	1811	1811	1811	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	69	1368	4	90	662	51	57	2	124	59	3	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	3	3	3
Cap, veh/h	563	2335	7	317	2240	999	252	4	221	157	31	196
Arrive On Green	0.04	0.65	0.65	0.05	0.65	0.65	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3606	11	1725	3441	1535	1390	25	1564	1255	219	1387
Grp Volume(v), veh/h	69	669	703	90	662	51	57	0	126	59	0	22
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1725	1721	1535	1390	0	1589	1255	0	1606
Q Serve(g_s), s	1.3	21.5	21.5	1.7	8.3	1.2	3.7	0.0	7.4	4.6	0.0	1.2
Cycle Q Clear(g_c), s	1.3	21.5	21.5	1.7	8.3	1.2	4.9	0.0	7.4	12.0	0.0	1.2
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.98	1.00		0.86
Lane Grp Cap(c), veh/h	563	1142	1201	317	2240	999	252	0	225	157	0	227
V/C Ratio(X)	0.12	0.59	0.59	0.28	0.30	0.05	0.23	0.00	0.56	0.38	0.00	0.10
Avail Cap(c_a), veh/h	576	1142	1201	324	2240	999	403	0	397	293	0	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	10.0	10.0	8.0	7.5	6.3	39.5	0.0	40.0	45.6	0.0	37.4
Incr Delay (d2), s/veh	0.1	2.2	2.1	0.5	0.3	0.1	0.5	0.0	2.2	1.5	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.1	8.5	0.6	2.9	0.4	1.3	0.0	3.0	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	12.2	12.1	8.5	7.9	6.4	40.0	0.0	42.2	47.1	0.0	37.6
LnGrp LOS	A	B	B	A	A	A	D		D	D		D
Approach Vol, veh/h		1441			803			183			81	
Approach Delay, s/veh		11.8			7.9			41.5			44.5	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	71.3		19.1	9.3	71.6		19.1				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	5.0	53.5		25.0	5.0	53.5		25.0				
Max Q Clear Time (g_c+I1), s	3.7	23.5		14.0	3.3	10.3		9.4				
Green Ext Time (p_c), s	0.0	12.0		0.2	0.0	5.5		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.8									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	44	0	3	38
Future Volume (vph)	0	2	44	0	3	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						0.996
Satd. Flow (prot)	1863	1583	1863	0	0	1752
Flt Permitted						0.996
Satd. Flow (perm)	1863	1583	1863	0	0	1752
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			96
Travel Time (s)	4.4		4.6			2.2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	8%	8%
Adj. Flow (vph)	0	2	54	0	4	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	54	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	44	0	3	38
Future Vol, veh/h	0	2	44	0	3	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	0	2	54	0	4	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	54	0	0	54	0
Stage 1	54	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	889	1013	-	-	1513	-
Stage 1	968	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	886	1013	-	-	1513	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.56	0	0.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	1013	132	-
HCM Lane V/C Ratio	-	-	-	0.002	0.002	-
HCM Ctrl Dly (s/v)	-	-	0	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1355	76	0	694	0	0
Future Volume (vph)	1355	76	0	694	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.992					
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	879			147	226	
Travel Time (s)	20.0			3.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1473	83	0	754	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1556	0	0	754	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	131	4	4	42	37	55
Future Volume (vph)	131	4	4	42	37	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.919	
Flt Protected	0.954			0.996		
Satd. Flow (prot)	1770	0	0	1855	1712	0
Flt Permitted	0.954			0.996		
Satd. Flow (perm)	1770	0	0	1855	1712	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			96	208	
Travel Time (s)	3.3			2.2	4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	4	4	46	40	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	0	0	50	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	131	4	4	42	37	55
Future Vol, veh/h	131	4	4	42	37	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	4	4	46	40	60

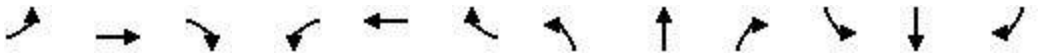
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	124	70	100	0	-	0
Stage 1	70	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	870	993	1493	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	868	993	1493	-	-	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.97	0.65	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	157	-	871	-	-
HCM Lane V/C Ratio	0.003	-	0.168	-	-
HCM Ctrl Dly (s/v)	7.4	0	10	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

2026 AM Peak Hour Scenarios

BUILD OPTION B

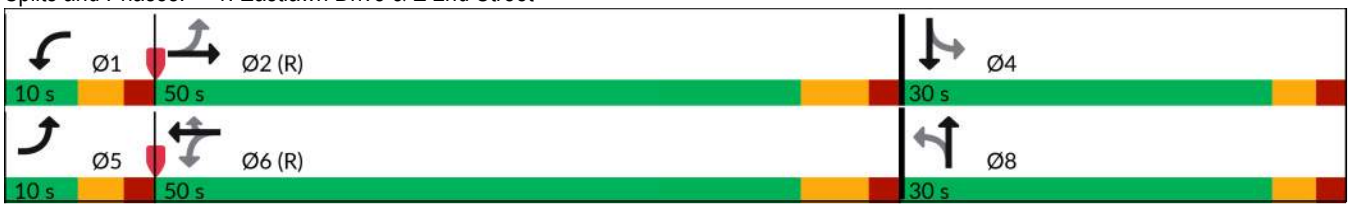


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1364	4	85	622	48	54	2	39	55	3	18
Future Volume (vph)	65	1364	4	85	622	48	54	2	39	55	3	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	180		0	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.857			0.870	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	0	1703	3406	1524	1770	1596	0	1752	1605	0
Flt Permitted	0.400			0.130			0.743			0.729		
Satd. Flow (perm)	738	3505	0	233	3406	1524	1384	1596	0	1345	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						85		41			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		247			1135			208			327	
Travel Time (s)		5.6			25.8			4.7			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	69	1451	4	90	662	51	57	2	41	59	3	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1455	0	90	662	51	57	43	0	59	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	50.0		10.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	55.6%		11.1%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	5.0	43.5		5.0	43.5	43.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	68.1	62.6		69.4	63.3	63.3	9.4	9.4		9.4	9.4	
Actuated g/C Ratio	0.76	0.70		0.77	0.70	0.70	0.10	0.10		0.10	0.10	
v/c Ratio	0.11	0.60		0.31	0.28	0.05	0.40	0.21		0.42	0.12	
Control Delay (s/veh)	3.3	11.4		5.5	7.4	0.8	44.7	14.7		46.0	18.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.3	11.4		5.5	7.4	0.8	44.7	14.7		46.0	18.4	
LOS	A	B		A	A	A	D	B		D	B	
Approach Delay (s/veh)		11.1			6.7			31.8			38.5	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1364	4	85	622	48	54	2	39	55	3	18
Future Volume (veh/h)	65	1364	4	85	622	48	54	2	39	55	3	18
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	1856	1856	1856	1811	1811	1811	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	69	1451	4	90	662	51	57	2	41	59	3	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	3	3	3
Cap, veh/h	602	2437	7	328	2339	1043	189	7	139	169	20	126
Arrive On Green	0.05	0.68	0.68	0.05	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1767	3607	10	1725	3441	1535	1390	74	1522	1353	219	1387
Grp Volume(v), veh/h	69	709	746	90	662	51	57	0	43	59	0	22
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1725	1721	1535	1390	0	1596	1353	0	1606
Q Serve(g_s), s	1.0	19.6	19.6	1.4	6.9	1.0	3.5	0.0	2.3	3.8	0.0	1.1
Cycle Q Clear(g_c), s	1.0	19.6	19.6	1.4	6.9	1.0	4.7	0.0	2.3	6.1	0.0	1.1
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.95	1.00		0.86
Lane Grp Cap(c), veh/h	602	1191	1253	328	2339	1043	189	0	146	169	0	146
V/C Ratio(X)	0.11	0.60	0.60	0.27	0.28	0.05	0.30	0.00	0.30	0.35	0.00	0.15
Avail Cap(c_a), veh/h	620	1191	1253	338	2339	1043	448	0	443	422	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	7.9	7.9	6.5	5.7	4.8	39.8	0.0	38.2	41.0	0.0	37.7
Incr Delay (d2), s/veh	0.1	2.2	2.1	0.4	0.3	0.1	0.9	0.0	1.1	1.2	0.0	0.5
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	6.9	7.2	0.4	2.2	0.3	1.2	0.0	0.9	1.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.0	10.1	10.0	6.9	6.0	4.9	40.7	0.0	39.3	42.3	0.0	38.2
LnGrp LOS	A	B	B	A	A	A	D		D	D		D
Approach Vol, veh/h		1524			803			100			81	
Approach Delay, s/veh		9.8			6.0			40.1			41.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	67.3		13.2	9.1	67.7		13.2				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	5.0	43.5		25.0	5.0	43.5		25.0				
Max Q Clear Time (g_c+I1), s	3.4	21.6		8.1	3.0	8.9		6.7				
Green Ext Time (p_c), s	0.0	11.2		0.2	0.0	5.4		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.8									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	44	0	3	38
Future Volume (vph)	0	2	44	0	3	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						0.996
Satd. Flow (prot)	1863	1583	1863	0	0	1752
Flt Permitted						0.996
Satd. Flow (perm)	1863	1583	1863	0	0	1752
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			96
Travel Time (s)	4.4		4.6			2.2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	8%	8%
Adj. Flow (vph)	0	2	54	0	4	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	54	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	44	0	3	38
Future Vol, veh/h	0	2	44	0	3	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	0	2	54	0	4	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	54	0	0	54	0
Stage 1	54	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	889	1013	-	-	1513	-
Stage 1	968	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	886	1013	-	-	1513	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.56	0	0.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	1013	132	-
HCM Lane V/C Ratio	-	-	-	0.002	0.002	-
HCM Ctrl Dly (s/v)	-	-	0	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1355	76	0	694	0	78
Future Volume (vph)	1355	76	0	694	0	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.992					0.865
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	506			247	217	
Travel Time (s)	11.5			5.6	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1473	83	0	754	0	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1556	0	0	754	0	85
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1355	76	0	694	0	78
Future Vol, veh/h	1355	76	0	694	0	78
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	1473	83	0	754	0	85

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	778
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	291
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	291
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	22.37
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	291	-	-	-
HCM Lane V/C Ratio	0.291	-	-	-
HCM Ctrl Dly (s/v)	22.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	4	4	42	37	55
Future Volume (vph)	53	4	4	42	37	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.919	
Flt Protected	0.955			0.996		
Satd. Flow (prot)	1763	0	0	1855	1712	0
Flt Permitted	0.955			0.996		
Satd. Flow (perm)	1763	0	0	1855	1712	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			96	208	
Travel Time (s)	3.3			2.2	4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	4	4	46	40	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	50	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	4	4	42	37	55
Future Vol, veh/h	53	4	4	42	37	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	4	4	46	40	60

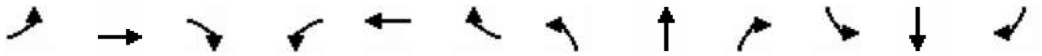
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	124	70	100	0	-	0
Stage 1	70	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	870	993	1493	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	868	993	1493	-	-	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.42	0.65	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	157	-	876	-	-
HCM Lane V/C Ratio	0.003	-	0.071	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

2026 PM Peak Hour Scenarios

NO-BUILD

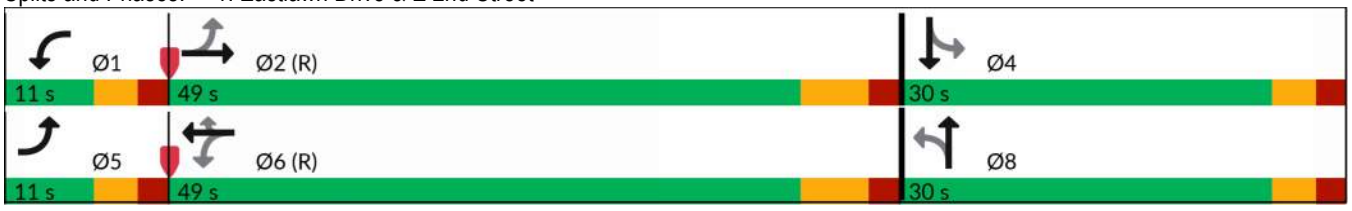


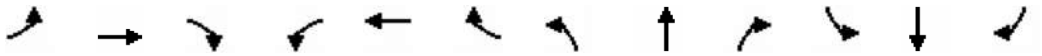
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	961	20	87	1405	81	28	12	54	110	8	58
Future Volume (vph)	183	961	20	87	1405	81	28	12	54	110	8	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	180		0	85		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.878			0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3494	0	1770	3539	1583	1770	1635	0	1770	1617	0
Flt Permitted	0.089			0.267			0.713			0.712		
Satd. Flow (perm)	164	3494	0	497	3539	1583	1328	1635	0	1326	1617	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				85		56			60	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1165			1135			304			327	
Travel Time (s)		26.5			25.8			6.9			7.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	191	1001	21	91	1464	84	29	13	56	115	8	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	1022	0	91	1464	84	29	69	0	115	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	11.0	49.0		11.0	49.0	49.0	30.0	30.0		30.0	30.0	
Total Split (%)	12.2%	54.4%		12.2%	54.4%	54.4%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	6.0	42.5		6.0	42.5	42.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	69.0	59.4		59.8	51.5	51.5	12.7	12.7		13.1	13.1	
Actuated g/C Ratio	0.77	0.66		0.66	0.57	0.57	0.14	0.14		0.15	0.15	
v/c Ratio	0.59	0.44		0.21	0.72	0.09	0.16	0.25		0.60	0.24	
Control Delay (s/veh)	19.9	11.2		5.7	19.1	3.3	33.2	14.0		47.9	12.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.9	11.2		5.7	19.1	3.3	33.2	14.0		47.9	12.5	
LOS	B	B		A	B	A	C	B		D	B	
Approach Delay (s/veh)		12.6			17.6			19.7			34.7	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 16.7		Intersection LOS: B	
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	961	20	87	1405	81	28	12	54	110	8	58
Future Volume (veh/h)	183	961	20	87	1405	81	28	12	54	110	8	58
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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	1001	21	91	1464	84	29	12	56	115	8	60
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	2182	46	426	2152	960	228	43	200	229	28	212
Arrive On Green	0.06	0.62	0.62	0.05	0.61	0.61	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1767	3531	74	1781	3554	1585	1333	287	1341	1333	190	1424
Grp Volume(v), veh/h	191	500	522	91	1464	84	29	0	68	115	0	68
Grp Sat Flow(s),veh/h/ln	1767	1763	1842	1781	1777	1585	1333	0	1629	1333	0	1614
Q Serve(g_s), s	3.6	13.6	13.6	1.7	24.9	2.0	1.8	0.0	3.3	7.5	0.0	3.4
Cycle Q Clear(g_c), s	3.6	13.6	13.6	1.7	24.9	2.0	5.1	0.0	3.3	10.9	0.0	3.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.82	1.00		0.88
Lane Grp Cap(c), veh/h	299	1089	1138	426	2152	960	228	0	242	229	0	240
V/C Ratio(X)	0.64	0.46	0.46	0.21	0.68	0.09	0.13	0.00	0.28	0.50	0.00	0.28
Avail Cap(c_a), veh/h	307	1089	1138	456	2152	960	400	0	452	401	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	9.2	9.2	6.7	11.9	7.4	36.3	0.0	34.0	38.9	0.0	34.0
Incr Delay (d2), s/veh	4.2	1.4	1.3	0.2	1.8	0.2	0.2	0.0	0.6	1.7	0.0	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	2.2	5.1	5.3	0.6	9.2	0.7	0.6	0.0	1.3	2.5	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.8	10.6	10.5	6.9	13.7	7.6	36.6	0.0	34.6	40.6	0.0	34.7
LnGrp LOS	B	B	B	A	B	A	D		C	D		C
Approach Vol, veh/h		1213			1639			97			183	
Approach Delay, s/veh		11.7			13.0			35.2			38.4	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	62.1		18.4	10.6	61.0		18.4				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	6.0	42.5		25.0	6.0	42.5		25.0				
Max Q Clear Time (g_c+I1), s	3.7	15.6		12.9	5.6	26.9		7.1				
Green Ext Time (p_c), s	0.0	7.6		0.5	0.0	9.9		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.6									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	41	53	11	54	61
Future Volume (vph)	11	41	53	11	54	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.977			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1770	1583	1820	0	0	1820
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1770	1583	1820	0	0	1820
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			304
Travel Time (s)	4.4		4.6			6.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	45	58	12	59	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	45	70	0	0	125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	41	53	11	54	61
Future Vol, veh/h	11	41	53	11	54	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	45	58	12	59	66

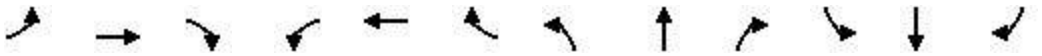
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	247	64	0	0	70	0
Stage 1	64	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	1001	-	-	1531	-
Stage 1	959	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	712	1001	-	-	1531	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.06	0	3.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	712	1001	845	-
HCM Lane V/C Ratio	-	-	0.017	0.045	0.038	-
HCM Ctrl Dly (s/v)	-	-	10.1	8.8	7.4	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

2026 PM Peak Hour Scenarios

BUILD OPTION A

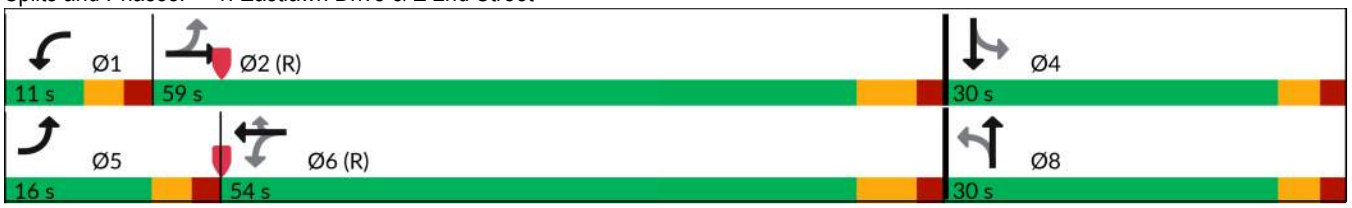


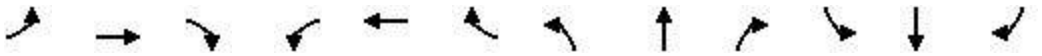
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	910	20	132	1375	81	71	12	120	110	8	58
Future Volume (vph)	183	910	20	132	1375	81	71	12	120	110	8	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	180		0	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.864			0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3494	0	1770	3539	1583	1770	1609	0	1770	1617	0
Flt Permitted	0.102			0.267			0.713			0.577		
Satd. Flow (perm)	188	3494	0	497	3539	1583	1328	1609	0	1075	1617	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				84		125			60	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		153			1135			203			327	
Travel Time (s)		3.5			25.8			4.6			7.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	191	948	21	138	1432	84	74	13	125	115	8	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	969	0	138	1432	84	74	138	0	115	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	16.0	59.0		11.0	54.0	54.0	30.0	30.0		30.0	30.0	
Total Split (%)	16.0%	59.0%		11.0%	54.0%	54.0%	30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	11.0	52.5		6.0	47.5	47.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	73.3	60.9		66.6	57.5	57.5	15.0	15.0		15.0	15.0	
Actuated g/C Ratio	0.73	0.61		0.67	0.58	0.58	0.15	0.15		0.15	0.15	
v/c Ratio	0.62	0.46		0.32	0.70	0.09	0.37	0.40		0.71	0.23	
Control Delay (s/veh)	19.4	12.4		6.8	19.4	3.4	41.9	11.5		63.2	12.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.4	12.4		6.8	19.4	3.4	41.9	11.5		63.2	12.9	
LOS	B	B		A	B	A	D	B		E	B	
Approach Delay (s/veh)		13.5			17.5			22.1			44.5	
Approach LOS		B			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 17.9		Intersection LOS: B	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	910	20	132	1375	81	71	12	120	110	8	58
Future Volume (veh/h)	183	910	20	132	1375	81	71	12	120	110	8	58
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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	948	21	138	1432	84	74	12	125	115	8	60
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	2102	47	421	2066	922	276	27	277	214	36	269
Arrive On Green	0.06	0.60	0.60	0.05	0.58	0.58	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	3526	78	1781	3554	1585	1333	141	1466	1252	190	1424
Grp Volume(v), veh/h	191	474	495	138	1432	84	74	0	137	115	0	68
Grp Sat Flow(s),veh/h/ln	1767	1763	1841	1781	1777	1585	1333	0	1607	1252	0	1614
Q Serve(g_s), s	4.3	14.9	14.9	3.1	28.3	2.3	5.0	0.0	7.6	9.0	0.0	3.6
Cycle Q Clear(g_c), s	4.3	14.9	14.9	3.1	28.3	2.3	8.5	0.0	7.6	16.5	0.0	3.6
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.91	1.00		0.88
Lane Grp Cap(c), veh/h	288	1051	1097	421	2066	922	276	0	303	214	0	305
V/C Ratio(X)	0.66	0.45	0.45	0.33	0.69	0.09	0.27	0.00	0.45	0.54	0.00	0.22
Avail Cap(c_a), veh/h	369	1051	1097	438	2066	922	358	0	402	290	0	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	11.2	11.2	8.5	14.7	9.3	38.0	0.0	36.0	43.3	0.0	34.3
Incr Delay (d2), s/veh	2.9	1.4	1.3	0.5	1.9	0.2	0.5	0.0	1.1	2.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.8	6.1	1.1	11.0	0.8	1.7	0.0	3.0	2.9	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	12.6	12.5	9.0	16.6	9.4	38.5	0.0	37.0	45.4	0.0	34.7
LnGrp LOS	B	B	B	A	B	A	D		D	D		C
Approach Vol, veh/h		1160			1654			211			183	
Approach Delay, s/veh		13.6			15.6			37.5			41.4	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	66.1		23.9	11.5	64.6		23.9				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	6.0	52.5		25.0	11.0	47.5		25.0				
Max Q Clear Time (g_c+I1), s	5.1	16.9		18.5	6.3	30.3		10.5				
Green Ext Time (p_c), s	0.0	7.6		0.4	0.2	10.3		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.8									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	41	54	11	54	62
Future Volume (vph)	11	41	54	11	54	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.977			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1770	1583	1820	0	0	1820
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1770	1583	1820	0	0	1820
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			101
Travel Time (s)	4.4		4.6			2.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	45	59	12	59	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	45	71	0	0	126
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	41	54	11	54	62
Future Vol, veh/h	11	41	54	11	54	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	45	59	12	59	67

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	249	65	0	0	71	0
Stage 1	65	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	739	999	-	-	1530	-
Stage 1	958	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	710	999	-	-	1530	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.06	0	3.47
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	710	999	838	-
HCM Lane V/C Ratio	-	-	0.017	0.045	0.038	-
HCM Ctrl Dly (s/v)	-	-	10.2	8.8	7.4	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1113	64	0	1504	0	0
Future Volume (vph)	1113	64	0	1504	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.992					
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	879			153	223	
Travel Time (s)	20.0			3.5	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1210	70	0	1635	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1280	0	0	1635	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	111	3	3	92	113	47
Future Volume (vph)	111	3	3	92	113	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.960	
Flt Protected	0.953			0.999		
Satd. Flow (prot)	1770	0	0	1861	1788	0
Flt Permitted	0.953			0.999		
Satd. Flow (perm)	1770	0	0	1861	1788	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	140			101	203	
Travel Time (s)	3.2			2.3	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	3	3	100	123	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	0	103	174	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	3	3	92	113	47
Future Vol, veh/h	111	3	3	92	113	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	3	3	100	123	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	255	148	174	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	734	898	1403	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	732	898	1403	-	-	-
Mov Cap-2 Maneuver	732	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.88	0.24	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	57	-	736	-	-
HCM Lane V/C Ratio	0.002	-	0.168	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

2026 PM Peak Hour Scenarios

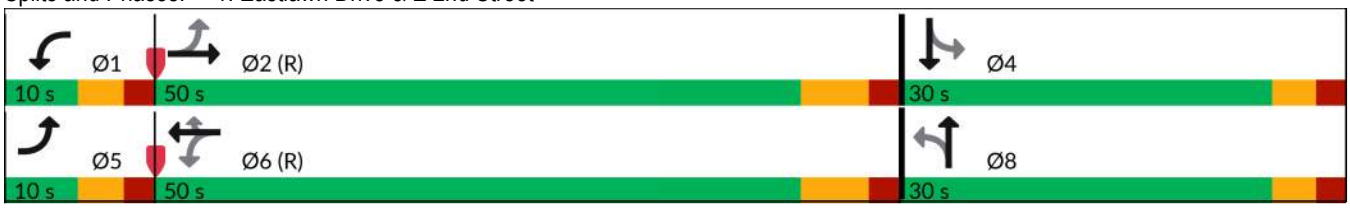
BUILD OPTION B

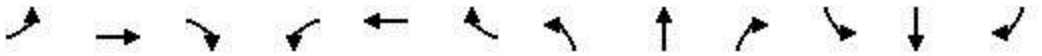
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	976	20	132	1375	81	71	12	54	110	8	58
Future Volume (vph)	183	976	20	132	1375	81	71	12	54	110	8	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	180		0	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.878			0.869	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3494	0	1703	3406	1524	1770	1635	0	1752	1603	0
Flt Permitted	0.077			0.241			0.711			0.711		
Satd. Flow (perm)	142	3494	0	432	3406	1524	1324	1635	0	1312	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				86		57			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		247			1135			208			327	
Travel Time (s)		5.6			25.8			4.7			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	195	1038	21	140	1463	86	76	13	57	117	9	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1059	0	140	1463	86	76	70	0	117	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	50.0		10.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	55.6%		11.1%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	5.0	43.5		5.0	43.5	43.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	65.8	52.4		56.3	47.0	47.0	13.3	13.3		13.3	13.3	
Actuated g/C Ratio	0.73	0.58		0.63	0.52	0.52	0.15	0.15		0.15	0.15	
v/c Ratio	0.58	0.52		0.37	0.82	0.10	0.39	0.24		0.61	0.25	
Control Delay (s/veh)	23.3	13.4		7.6	23.8	3.3	38.9	13.7		48.1	12.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.3	13.4		7.6	23.8	3.3	38.9	13.7		48.1	12.5	
LOS	C	B		A	C	A	D	B		D	B	
Approach Delay (s/veh)		15.0			21.4			26.8			34.6	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 19.9		Intersection LOS: B	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	976	20	132	1375	81	71	12	54	110	8	58
Future Volume (veh/h)	183	976	20	132	1375	81	71	12	54	110	8	58
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	1856	1856	1856	1811	1811	1811	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	195	1038	21	140	1463	86	76	13	57	117	9	62
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	3	3	3
Cap, veh/h	284	2157	44	404	2095	934	230	46	202	231	31	213
Arrive On Green	0.06	0.61	0.61	0.05	0.61	0.61	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1767	3534	71	1725	3441	1535	1329	303	1328	1320	203	1400
Grp Volume(v), veh/h	195	518	541	140	1463	86	76	0	70	117	0	71
Grp Sat Flow(s),veh/h/ln	1767	1763	1843	1725	1721	1535	1329	0	1631	1320	0	1603
Q Serve(g_s), s	3.7	14.6	14.6	2.7	26.0	2.1	4.8	0.0	3.4	7.8	0.0	3.5
Cycle Q Clear(g_c), s	3.7	14.6	14.6	2.7	26.0	2.1	8.4	0.0	3.4	11.2	0.0	3.5
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.81	1.00		0.87
Lane Grp Cap(c), veh/h	284	1076	1125	404	2095	934	230	0	248	231	0	244
V/C Ratio(X)	0.69	0.48	0.48	0.35	0.70	0.09	0.33	0.00	0.28	0.51	0.00	0.29
Avail Cap(c_a), veh/h	284	1076	1125	407	2095	934	397	0	453	397	0	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	9.7	9.7	7.2	12.0	7.3	37.5	0.0	33.8	38.7	0.0	33.8
Incr Delay (d2), s/veh	6.7	1.5	1.5	0.5	2.0	0.2	0.8	0.0	0.6	1.7	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.5	5.7	0.9	9.4	0.7	1.6	0.0	1.4	2.6	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	11.2	11.1	7.7	13.9	7.5	38.4	0.0	34.4	40.4	0.0	34.5
LnGrp LOS	C	B	B	A	B	A	D		C	D		C
Approach Vol, veh/h		1254			1689			146			188	
Approach Delay, s/veh		12.8			13.1			36.5			38.2	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	61.4		18.7	10.0	61.3		18.7				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	5.0	43.5		25.0	5.0	43.5		25.0				
Max Q Clear Time (g_c+I1), s	4.7	16.6		13.2	5.7	28.0		10.4				
Green Ext Time (p_c), s	0.0	8.0		0.5	0.0	9.8		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.4									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	41	54	11	54	62
Future Volume (vph)	11	41	54	11	54	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.977			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1770	1583	1820	0	0	1719
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1770	1583	1820	0	0	1719
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			96
Travel Time (s)	4.4		4.6			2.2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	8%	8%
Adj. Flow (vph)	14	51	67	14	67	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	51	81	0	0	144
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	41	54	11	54	62
Future Vol, veh/h	11	41	54	11	54	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	14	51	67	14	67	77

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	283	73	0	0	80	0
Stage 1	73	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	707	988	-	-	1480	-
Stage 1	949	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	674	988	-	-	1480	-
Mov Cap-2 Maneuver	674	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.18	0	3.51
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	674	988	838	-
HCM Lane V/C Ratio	-	-	0.02	0.051	0.045	-
HCM Ctrl Dly (s/v)	-	-	10.5	8.8	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1113	64	0	1504	0	66
Future Volume (vph)	1113	64	0	1504	0	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.992					0.865
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	506			247	217	
Travel Time (s)	11.5			5.6	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1210	70	0	1635	0	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1280	0	0	1635	0	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1113	64	0	1504	0	66
Future Vol, veh/h	1113	64	0	1504	0	66
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	1210	70	0	1635	0	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	640
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	359
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	359
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.53
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	359	-	-	-
HCM Lane V/C Ratio	0.2	-	-	-
HCM Ctrl Dly (s/v)	17.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	3	3	92	113	47
Future Volume (vph)	45	3	3	92	113	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.960	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1765	0	0	1861	1788	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1765	0	0	1861	1788	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			96	208	
Travel Time (s)	3.3			2.2	4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	3	3	100	123	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	0	103	174	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	3	3	92	113	47
Future Vol, veh/h	45	3	3	92	113	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	3	3	100	123	51

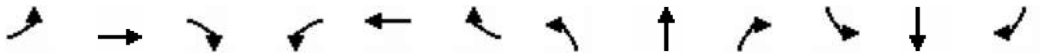
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	255	148	174	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	734	898	1403	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	732	898	1403	-	-	-
Mov Cap-2 Maneuver	732	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.23	0.24	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	57	-	741	-	-
HCM Lane V/C Ratio	0.002	-	0.07	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

2036 AM Peak Hour Scenarios

NO-BUILD

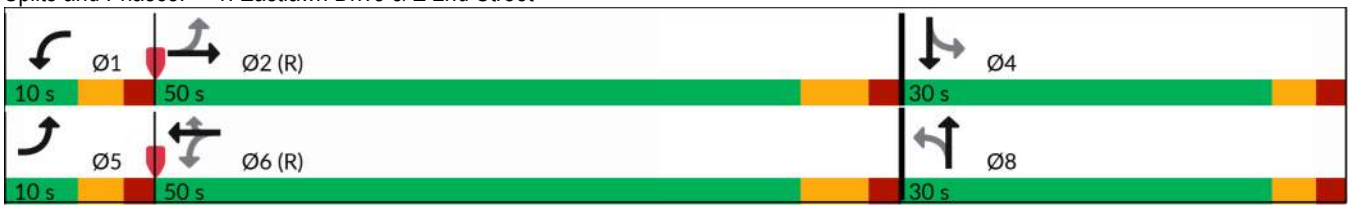


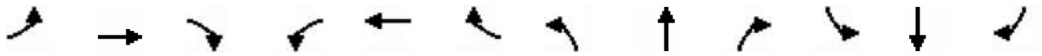
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	1408	4	35	688	51	4	2	41	58	3	19
Future Volume (vph)	69	1408	4	35	688	51	4	2	41	58	3	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	180		0	85		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.857			0.870	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	0	1703	3406	1524	1770	1596	0	1752	1605	0
Flt Permitted	0.354			0.131			0.742			0.727		
Satd. Flow (perm)	653	3505	0	235	3406	1524	1382	1596	0	1341	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						85		44			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1165			1135			304			327	
Travel Time (s)		26.5			25.8			6.9			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	73	1498	4	37	732	54	4	2	44	62	3	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1502	0	37	732	54	4	46	0	62	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	50.0		10.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	55.6%		11.1%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	5.0	43.5		5.0	43.5	43.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	69.9	65.6		68.2	63.1	63.1	9.5	9.5		9.5	9.5	
Actuated g/C Ratio	0.78	0.73		0.76	0.70	0.70	0.11	0.11		0.11	0.11	
v/c Ratio	0.12	0.59		0.13	0.31	0.05	0.03	0.22		0.44	0.12	
Control Delay (s/veh)	3.3	10.0		4.0	7.7	0.9	34.0	14.4		46.3	17.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.3	10.0		4.0	7.7	0.9	34.0	14.4		46.3	17.9	
LOS	A	A		A	A	A	C	B		D	B	
Approach Delay (s/veh)		9.7			7.1			16.0			38.6	
Approach LOS		A			A			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 9.9		Intersection LOS: A	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1408	4	35	688	51	4	2	41	58	3	19
Future Volume (veh/h)	69	1408	4	35	688	51	4	2	41	58	3	19
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	1856	1856	1856	1811	1811	1811	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	73	1498	4	37	732	54	4	2	44	62	3	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	3	3	3
Cap, veh/h	565	2489	7	297	2329	1039	191	6	142	169	19	130
Arrive On Green	0.05	0.69	0.69	0.03	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1767	3607	10	1725	3441	1535	1388	69	1526	1349	209	1395
Grp Volume(v), veh/h	73	732	770	37	732	54	4	0	46	62	0	23
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1725	1721	1535	1388	0	1596	1349	0	1604
Q Serve(g_s), s	1.1	19.8	19.8	0.6	7.9	1.1	0.2	0.0	2.4	4.0	0.0	1.2
Cycle Q Clear(g_c), s	1.1	19.8	19.8	0.6	7.9	1.1	1.4	0.0	2.4	6.5	0.0	1.2
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.96	1.00		0.87
Lane Grp Cap(c), veh/h	565	1216	1279	297	2329	1039	191	0	149	169	0	149
V/C Ratio(X)	0.13	0.60	0.60	0.12	0.31	0.05	0.02	0.00	0.31	0.37	0.00	0.15
Avail Cap(c_a), veh/h	581	1216	1279	335	2329	1039	447	0	443	418	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.0	7.4	7.4	6.0	6.0	4.9	38.2	0.0	38.1	41.1	0.0	37.5
Incr Delay (d2), s/veh	0.1	2.2	2.1	0.2	0.4	0.1	0.0	0.0	1.2	1.3	0.0	0.5
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	6.8	7.1	0.2	2.5	0.3	0.1	0.0	1.0	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.1	9.6	9.5	6.2	6.3	5.0	38.2	0.0	39.3	42.5	0.0	38.0
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1575			823			50			85	
Approach Delay, s/veh		9.3			6.2			39.2			41.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	68.6		13.4	9.2	67.4		13.4				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	5.0	43.5		25.0	5.0	43.5		25.0				
Max Q Clear Time (g_c+I1), s	2.6	21.8		8.5	3.1	9.9		4.4				
Green Ext Time (p_c), s	0.0	11.6		0.2	0.0	6.1		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.0									
HCM 7th LOS			A									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	45	0	3	39
Future Volume (vph)	0	2	45	0	3	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						0.996
Satd. Flow (prot)	1863	1583	1863	0	0	1752
Flt Permitted						0.996
Satd. Flow (perm)	1863	1583	1863	0	0	1752
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			304
Travel Time (s)	4.4		4.6			6.9
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	8%	8%
Adj. Flow (vph)	0	2	56	0	4	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	56	0	0	52
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	45	0	3	39
Future Vol, veh/h	0	2	45	0	3	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	0	2	56	0	4	48

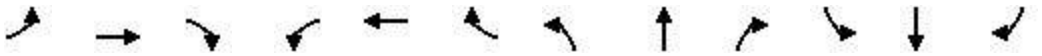
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	111	56	0	0	56	0
Stage 1	56	-	-	-	-	-
Stage 2	56	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	886	1011	-	-	1512	-
Stage 1	967	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	884	1011	-	-	1512	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.57	0	0.53
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	1011	129	-
HCM Lane V/C Ratio	-	-	-	0.002	0.002	-
HCM Ctrl Dly (s/v)	-	-	0	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0	-

2036 AM Peak Hour Scenarios

BUILD OPTION A

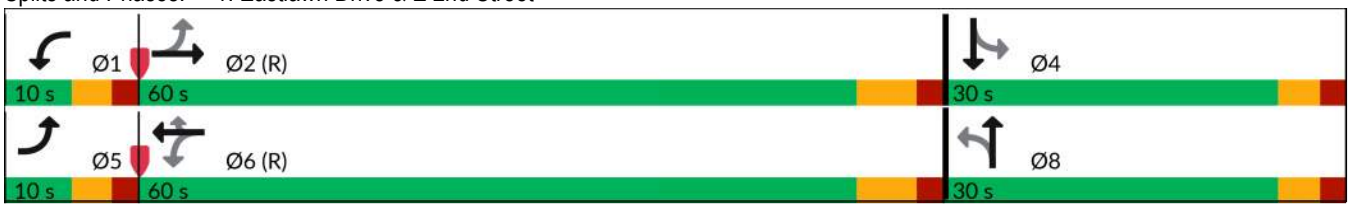


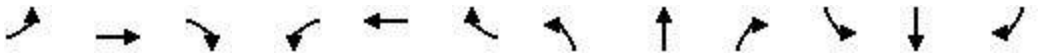
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	1347	4	87	653	51	54	2	119	58	3	19
Future Volume (vph)	69	1347	4	87	653	51	54	2	119	58	3	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	180		0	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.852			0.870	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	0	1703	3406	1524	1770	1587	0	1752	1605	0
Flt Permitted	0.381			0.136			0.742			0.552		
Satd. Flow (perm)	703	3505	0	244	3406	1524	1382	1587	0	1018	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						76		120			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		144			1135			208			327	
Travel Time (s)		3.3			25.8			4.7			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	73	1433	4	93	695	54	57	2	127	62	3	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1437	0	93	695	54	57	129	0	62	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	60.0		10.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	10.0%	60.0%		10.0%	60.0%	60.0%	30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	5.0	53.5		5.0	53.5	53.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	74.9	68.1		76.1	68.7	68.7	10.5	10.5		10.5	10.5	
Actuated g/C Ratio	0.75	0.68		0.76	0.69	0.69	0.11	0.11		0.11	0.11	
v/c Ratio	0.12	0.60		0.32	0.30	0.05	0.39	0.47		0.58	0.12	
Control Delay (s/veh)	3.4	11.5		5.9	7.6	1.1	48.3	14.7		63.2	19.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.4	11.5		5.9	7.6	1.1	48.3	14.7		63.2	19.0	
LOS	A	B		A	A	A	D	B		E	B	
Approach Delay (s/veh)		11.1			7.0			25.0			51.2	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 12.0		Intersection LOS: B	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1347	4	87	653	51	54	2	119	58	3	19
Future Volume (veh/h)	69	1347	4	87	653	51	54	2	119	58	3	19
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	1856	1856	1856	1811	1811	1811	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	73	1433	4	93	695	54	57	2	127	62	3	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	3	3	3
Cap, veh/h	542	2320	6	299	2223	992	257	4	228	160	30	203
Arrive On Green	0.04	0.64	0.64	0.05	0.65	0.65	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1767	3606	10	1725	3441	1535	1388	25	1564	1251	209	1395
Grp Volume(v), veh/h	73	700	737	93	695	54	57	0	129	62	0	23
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1725	1721	1535	1388	0	1589	1251	0	1604
Q Serve(g_s), s	1.4	23.5	23.5	1.8	9.0	1.3	3.7	0.0	7.6	4.8	0.0	1.2
Cycle Q Clear(g_c), s	1.4	23.5	23.5	1.8	9.0	1.3	5.0	0.0	7.6	12.4	0.0	1.2
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.98	1.00		0.87
Lane Grp Cap(c), veh/h	542	1134	1192	299	2223	992	257	0	231	160	0	234
V/C Ratio(X)	0.13	0.62	0.62	0.31	0.31	0.05	0.22	0.00	0.56	0.39	0.00	0.10
Avail Cap(c_a), veh/h	554	1134	1192	305	2223	992	402	0	397	290	0	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	10.6	10.6	8.8	7.9	6.5	39.2	0.0	39.7	45.5	0.0	37.0
Incr Delay (d2), s/veh	0.1	2.5	2.4	0.6	0.4	0.1	0.4	0.0	2.1	1.5	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.9	9.4	0.6	3.1	0.4	1.3	0.0	3.1	1.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.7	13.1	13.0	9.4	8.2	6.6	39.6	0.0	41.8	47.0	0.0	37.2
LnGrp LOS	A	B	B	A	A	A	D		D	D		D
Approach Vol, veh/h		1510			842			186			85	
Approach Delay, s/veh		12.7			8.2			41.2			44.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	70.8		19.6	9.3	71.1		19.6				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	5.0	53.5		25.0	5.0	53.5		25.0				
Max Q Clear Time (g_c+I1), s	3.8	25.5		14.4	3.4	11.0		9.6				
Green Ext Time (p_c), s	0.0	12.5		0.2	0.0	5.9		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh	14.3	
HCM 7th LOS	B	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	46	0	3	40
Future Volume (vph)	0	2	46	0	3	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						0.996
Satd. Flow (prot)	1863	1583	1863	0	0	1752
Flt Permitted						0.996
Satd. Flow (perm)	1863	1583	1863	0	0	1752
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			96
Travel Time (s)	4.4		4.6			2.2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	8%	8%
Adj. Flow (vph)	0	2	57	0	4	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	57	0	0	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	46	0	3	40
Future Vol, veh/h	0	2	46	0	3	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	0	2	57	0	4	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	114	57	0	0	57	0
Stage 1	57	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	883	1010	-	-	1510	-
Stage 1	966	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	881	1010	-	-	1510	-
Mov Cap-2 Maneuver	881	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.57	0	0.52
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	1010	126	-
HCM Lane V/C Ratio	-	-	-	0.002	0.002	-
HCM Ctrl Dly (s/v)	-	-	0	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1420	76	0	726	0	0
Future Volume (vph)	1420	76	0	726	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.992					
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	879			144	226	
Travel Time (s)	20.0			3.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1543	83	0	789	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1626	0	0	789	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	131	4	4	44	39	55
Future Volume (vph)	131	4	4	44	39	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.921	
Flt Protected	0.954			0.996		
Satd. Flow (prot)	1770	0	0	1855	1716	0
Flt Permitted	0.954			0.996		
Satd. Flow (perm)	1770	0	0	1855	1716	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			96	208	
Travel Time (s)	3.3			2.2	4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	4	4	48	42	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	0	0	52	102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	131	4	4	44	39	55
Future Vol, veh/h	131	4	4	44	39	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	4	4	48	42	60

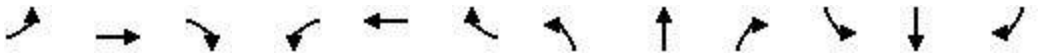
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	129	72	102	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	866	990	1490	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	990	1490	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10	0.62	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	866	-	-
HCM Lane V/C Ratio	0.003	-	0.169	-	-
HCM Ctrl Dly (s/v)	7.4	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

2036 AM Peak Hour Scenarios

BUILD OPTION B

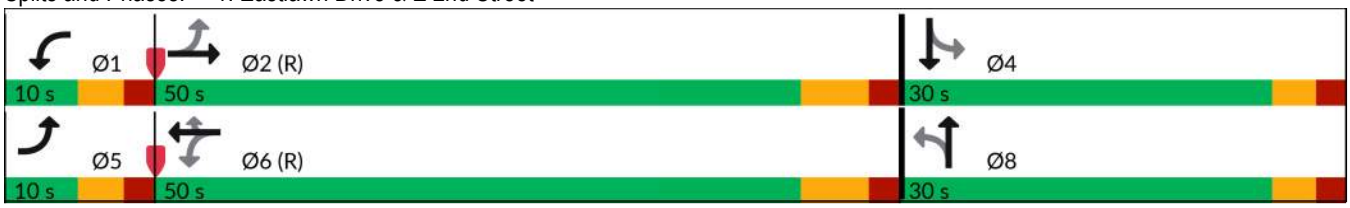


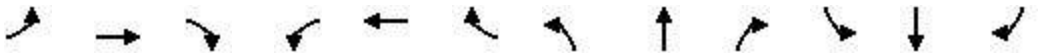
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	1425	4	87	653	51	54	2	41	58	3	19
Future Volume (vph)	69	1425	4	87	653	51	54	2	41	58	3	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	180		0	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.857			0.870	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	0	1703	3406	1524	1770	1596	0	1752	1605	0
Flt Permitted	0.384			0.116			0.742			0.727		
Satd. Flow (perm)	708	3505	0	208	3406	1524	1382	1596	0	1341	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						85		44			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		247			1135			208			327	
Travel Time (s)		5.6			25.8			4.7			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	73	1516	4	93	695	54	57	2	44	62	3	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1520	0	93	695	54	57	46	0	62	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	50.0		10.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	55.6%		11.1%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	5.0	43.5		5.0	43.5	43.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	67.8	62.4		69.3	63.1	63.1	9.5	9.5		9.5	9.5	
Actuated g/C Ratio	0.75	0.69		0.77	0.70	0.70	0.11	0.11		0.11	0.11	
v/c Ratio	0.12	0.63		0.34	0.29	0.05	0.39	0.22		0.44	0.12	
Control Delay (s/veh)	3.4	12.2		6.1	7.6	0.9	44.2	14.4		46.3	17.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	3.4	12.2		6.1	7.6	0.9	44.2	14.4		46.3	17.9	
LOS	A	B		A	A	A	D	B		D	B	
Approach Delay (s/veh)		11.8			7.0			30.9			38.6	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 11.9		Intersection LOS: B	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1425	4	87	653	51	54	2	41	58	3	19
Future Volume (veh/h)	69	1425	4	87	653	51	54	2	41	58	3	19
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	1856	1856	1856	1811	1811	1811	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	73	1516	4	93	695	54	57	2	44	62	3	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	3	3	3
Cap, veh/h	581	2421	6	310	2322	1036	194	7	146	172	20	133
Arrive On Green	0.05	0.67	0.67	0.05	0.67	0.67	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1767	3607	10	1725	3441	1535	1388	69	1526	1349	209	1395
Grp Volume(v), veh/h	73	741	779	93	695	54	57	0	46	62	0	23
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1725	1721	1535	1388	0	1596	1349	0	1604
Q Serve(g_s), s	1.1	21.4	21.5	1.4	7.4	1.1	3.5	0.0	2.4	4.0	0.0	1.2
Cycle Q Clear(g_c), s	1.1	21.4	21.5	1.4	7.4	1.1	4.7	0.0	2.4	6.5	0.0	1.2
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.96	1.00		0.87
Lane Grp Cap(c), veh/h	581	1183	1244	310	2322	1036	194	0	152	172	0	153
V/C Ratio(X)	0.13	0.63	0.63	0.30	0.30	0.05	0.29	0.00	0.30	0.36	0.00	0.15
Avail Cap(c_a), veh/h	597	1183	1244	320	2322	1036	447	0	443	419	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.1	8.4	8.4	7.2	6.0	4.9	39.5	0.0	37.9	40.9	0.0	37.4
Incr Delay (d2), s/veh	0.1	2.5	2.4	0.5	0.3	0.1	0.8	0.0	1.1	1.3	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.6	8.0	0.4	2.4	0.3	1.2	0.0	1.0	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.1	10.9	10.8	7.8	6.3	5.0	40.4	0.0	39.0	42.2	0.0	37.8
LnGrp LOS	A	B	B	A	A	A	D		D	D		D
Approach Vol, veh/h		1593			842			103			85	
Approach Delay, s/veh		10.5			6.4			39.8			41.0	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	66.9		13.6	9.2	67.2		13.6				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	5.0	43.5		25.0	5.0	43.5		25.0				
Max Q Clear Time (g_c+I1), s	3.4	23.5		8.5	3.1	9.4		6.7				
Green Ext Time (p_c), s	0.0	11.3		0.2	0.0	5.7		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.3									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	2	46	0	3	40
Future Volume (vph)	0	2	46	0	3	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						0.996
Satd. Flow (prot)	1863	1583	1863	0	0	1752
Flt Permitted						0.996
Satd. Flow (perm)	1863	1583	1863	0	0	1752
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			96
Travel Time (s)	4.4		4.6			2.2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	8%	8%
Adj. Flow (vph)	0	2	57	0	4	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	57	0	0	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	46	0	3	40
Future Vol, veh/h	0	2	46	0	3	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	0	2	57	0	4	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	114	57	0	0	57	0
Stage 1	57	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	883	1010	-	-	1510	-
Stage 1	966	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	881	1010	-	-	1510	-
Mov Cap-2 Maneuver	881	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.57	0	0.52
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	1010	126	-
HCM Lane V/C Ratio	-	-	-	0.002	0.002	-
HCM Ctrl Dly (s/v)	-	-	0	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1420	76	0	726	0	78
Future Volume (vph)	1420	76	0	726	0	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.992					0.865
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	506			247	217	
Travel Time (s)	11.5			5.6	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1543	83	0	789	0	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1626	0	0	789	0	85
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1420	76	0	726	0	78
Future Vol, veh/h	1420	76	0	726	0	78
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	1543	83	0	789	0	85

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	813
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	276
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	276
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	23.73
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	276	-	-	-
HCM Lane V/C Ratio	0.307	-	-	-
HCM Ctrl Dly (s/v)	23.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.3	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	4	4	44	39	55
Future Volume (vph)	53	4	4	44	39	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.921	
Flt Protected	0.955			0.996		
Satd. Flow (prot)	1763	0	0	1855	1716	0
Flt Permitted	0.955			0.996		
Satd. Flow (perm)	1763	0	0	1855	1716	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			96	208	
Travel Time (s)	3.3			2.2	4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	4	4	48	42	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	52	102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	4	4	44	39	55
Future Vol, veh/h	53	4	4	44	39	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	4	4	48	42	60

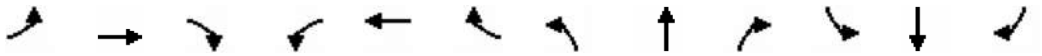
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	129	72	102	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	866	990	1490	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	990	1490	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.45	0.62	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	871	-	-
HCM Lane V/C Ratio	0.003	-	0.071	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

2036 PM Peak Hour Scenarios

NO-BUILD

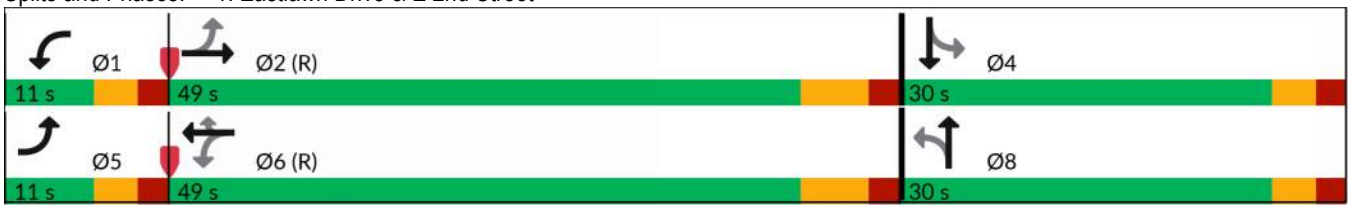


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1007	21	92	1470	85	30	13	57	115	8	61
Future Volume (vph)	192	1007	21	92	1470	85	30	13	57	115	8	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	180		0	85		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.879			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3494	0	1770	3539	1583	1770	1637	0	1770	1615	0
Flt Permitted	0.076			0.249			0.710			0.709		
Satd. Flow (perm)	140	3494	0	464	3539	1583	1323	1637	0	1321	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				89		59			64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1165			1135			304			327	
Travel Time (s)		26.5			25.8			6.9			7.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	200	1049	22	96	1531	89	31	14	59	120	8	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	1071	0	96	1531	89	31	73	0	120	72	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	11.0	49.0		11.0	49.0	49.0	30.0	30.0		30.0	30.0	
Total Split (%)	12.2%	54.4%		12.2%	54.4%	54.4%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	6.0	42.5		6.0	42.5	42.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	66.1	55.2		56.0	47.6	47.6	13.5	13.5		13.5	13.5	
Actuated g/C Ratio	0.73	0.61		0.62	0.53	0.53	0.15	0.15		0.15	0.15	
v/c Ratio	0.62	0.50		0.25	0.82	0.10	0.16	0.25		0.61	0.24	
Control Delay (s/veh)	25.0	12.3		6.3	23.5	3.3	32.9	13.5		47.9	12.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	25.0	12.3		6.3	23.5	3.3	32.9	13.5		47.9	12.0	
LOS	C	B		A	C	A	C	B		D	B	
Approach Delay (s/veh)		14.3			21.5			19.3			34.4	
Approach LOS		B			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	1007	21	92	1470	85	30	13	57	115	8	61
Future Volume (veh/h)	192	1007	21	92	1470	85	30	13	57	115	8	61
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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	1049	22	96	1531	89	31	14	59	120	8	64
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	2156	45	405	2118	945	234	49	205	234	28	223
Arrive On Green	0.07	0.61	0.61	0.05	0.60	0.60	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1767	3531	74	1781	3554	1585	1328	313	1320	1327	179	1433
Grp Volume(v), veh/h	200	524	547	96	1531	89	31	0	73	120	0	72
Grp Sat Flow(s),veh/h/ln	1767	1763	1842	1781	1777	1585	1328	0	1633	1327	0	1612
Q Serve(g_s), s	3.9	14.8	14.8	1.8	27.5	2.2	1.9	0.0	3.6	7.9	0.0	3.6
Cycle Q Clear(g_c), s	3.9	14.8	14.8	1.8	27.5	2.2	5.5	0.0	3.6	11.5	0.0	3.6
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.81	1.00		0.89
Lane Grp Cap(c), veh/h	285	1076	1125	405	2118	945	234	0	254	234	0	251
V/C Ratio(X)	0.70	0.49	0.49	0.24	0.72	0.09	0.13	0.00	0.29	0.51	0.00	0.29
Avail Cap(c_a), veh/h	288	1076	1125	434	2118	945	397	0	454	396	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	9.7	9.7	7.2	12.9	7.8	36.0	0.0	33.6	38.7	0.0	33.6
Incr Delay (d2), s/veh	7.4	1.6	1.5	0.3	2.2	0.2	0.3	0.0	0.6	1.7	0.0	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	3.0	5.6	5.8	0.6	10.3	0.7	0.6	0.0	1.4	2.6	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.3	11.3	11.2	7.5	15.1	8.0	36.3	0.0	34.2	40.4	0.0	34.2
LnGrp LOS	C	B	B	A	B	A	D		C	D		C
Approach Vol, veh/h		1271			1716			104			192	
Approach Delay, s/veh		13.2			14.3			34.8			38.1	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	61.5		19.0	10.9	60.1		19.0				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	6.0	42.5		25.0	6.0	42.5		25.0				
Max Q Clear Time (g_c+I1), s	3.8	16.8		13.5	5.9	29.5		7.5				
Green Ext Time (p_c), s	0.0	8.0		0.5	0.0	9.0		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.9									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	41	59	11	54	67
Future Volume (vph)	11	41	59	11	54	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.979			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1770	1583	1824	0	0	1822
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1770	1583	1824	0	0	1822
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			304
Travel Time (s)	4.4		4.6			6.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	45	64	12	59	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	45	76	0	0	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	41	59	11	54	67
Future Vol, veh/h	11	41	59	11	54	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	-	-	-	-
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	12	45	64	12	59	73

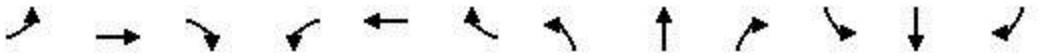
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	260	70	0	0	76	0
Stage 1	70	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	729	993	-	-	1523	-
Stage 1	953	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	699	993	-	-	1523	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.1	0	3.33
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	699	993	803	-
HCM Lane V/C Ratio	-	-	0.017	0.045	0.039	-
HCM Ctrl Dly (s/v)	-	-	10.2	8.8	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

2036 PM Peak Hour Scenarios

BUILD OPTION A

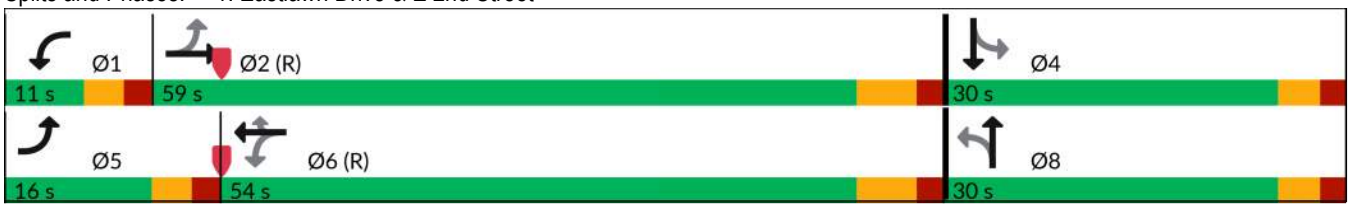


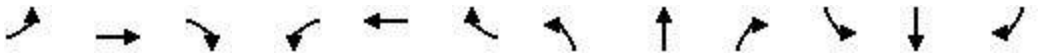
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	956	21	137	1440	85	73	13	123	115	8	61
Future Volume (vph)	192	956	21	137	1440	85	73	13	123	115	8	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	180		0	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.865			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3494	0	1770	3539	1583	1770	1611	0	1770	1615	0
Flt Permitted	0.084			0.249			0.710			0.570		
Satd. Flow (perm)	155	3494	0	464	3539	1583	1323	1611	0	1062	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				85		128			64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			1135			203			327	
Travel Time (s)		3.4			25.8			4.6			7.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	200	996	22	143	1500	89	76	14	128	120	8	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	1018	0	143	1500	89	76	142	0	120	72	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	16.0	59.0		11.0	54.0	54.0	30.0	30.0		30.0	30.0	
Total Split (%)	16.0%	59.0%		11.0%	54.0%	54.0%	30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	11.0	52.5		6.0	47.5	47.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	73.1	60.4		65.7	56.6	56.6	15.5	15.5		15.5	15.5	
Actuated g/C Ratio	0.73	0.60		0.66	0.57	0.57	0.16	0.16		0.16	0.16	
v/c Ratio	0.68	0.48		0.35	0.75	0.10	0.37	0.40		0.73	0.24	
Control Delay (s/veh)	27.6	13.0		7.6	21.2	3.8	41.2	11.3		63.9	12.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	27.6	13.0		7.6	21.2	3.8	41.2	11.3		63.9	12.3	
LOS	C	B		A	C	A	D	B		E	B	
Approach Delay (s/veh)		15.4			19.2			21.7			44.6	
Approach LOS		B			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	956	21	137	1440	85	73	13	123	115	8	61
Future Volume (veh/h)	192	956	21	137	1440	85	73	13	123	115	8	61
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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	996	22	143	1500	89	76	14	128	120	8	64
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	2072	46	400	2032	906	282	31	283	219	35	280
Arrive On Green	0.07	0.59	0.59	0.05	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1767	3526	78	1781	3554	1585	1328	159	1451	1246	179	1433
Grp Volume(v), veh/h	200	498	520	143	1500	89	76	0	142	120	0	72
Grp Sat Flow(s),veh/h/ln	1767	1763	1842	1781	1777	1585	1328	0	1609	1246	0	1612
Q Serve(g_s), s	4.6	16.2	16.2	3.3	31.3	2.5	5.1	0.0	7.8	9.4	0.0	3.8
Cycle Q Clear(g_c), s	4.6	16.2	16.2	3.3	31.3	2.5	8.9	0.0	7.8	17.2	0.0	3.8
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.90	1.00		0.89
Lane Grp Cap(c), veh/h	274	1036	1082	400	2032	906	282	0	314	219	0	315
V/C Ratio(X)	0.73	0.48	0.48	0.36	0.74	0.10	0.27	0.00	0.45	0.55	0.00	0.23
Avail Cap(c_a), veh/h	349	1036	1082	414	2032	906	354	0	402	287	0	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	11.9	11.9	9.1	15.9	9.7	37.6	0.0	35.5	43.1	0.0	33.9
Incr Delay (d2), s/veh	5.6	1.6	1.5	0.5	2.4	0.2	0.5	0.0	1.0	2.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	6.4	6.7	1.2	12.4	0.9	1.7	0.0	3.1	3.0	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	13.5	13.4	9.7	18.3	9.9	38.1	0.0	36.5	45.2	0.0	34.2
LnGrp LOS	C	B	B	A	B	A	D		D	D		C
Approach Vol, veh/h		1218			1732			218			192	
Approach Delay, s/veh		15.1			17.2			37.1			41.1	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	65.2		24.5	11.8	63.7		24.5				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	6.0	52.5		25.0	11.0	47.5		25.0				
Max Q Clear Time (g_c+I1), s	5.3	18.2		19.2	6.6	33.3		10.9				
Green Ext Time (p_c), s	0.0	8.1		0.4	0.2	9.4		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.1									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	41	60	11	54	68
Future Volume (vph)	11	41	60	11	54	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.979			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1770	1583	1824	0	0	1822
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1770	1583	1824	0	0	1822
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			101
Travel Time (s)	4.4		4.6			2.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	45	65	12	59	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	45	77	0	0	133
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	41	60	11	54	68
Future Vol, veh/h	11	41	60	11	54	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	45	65	12	59	74

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	263	71	0	0	77	0
Stage 1	71	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	726	991	-	-	1521	-
Stage 1	952	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	697	991	-	-	1521	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.11	0	3.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	697	991	797	-
HCM Lane V/C Ratio	-	-	0.017	0.045	0.039	-
HCM Ctrl Dly (s/v)	-	-	10.3	8.8	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1169	64	0	1574	0	0
Future Volume (vph)	1169	64	0	1574	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.992					
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	879			150	223	
Travel Time (s)	20.0			3.4	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1271	70	0	1711	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1341	0	0	1711	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	111	3	3	98	119	47
Future Volume (vph)	111	3	3	98	119	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.962	
Flt Protected	0.953			0.999		
Satd. Flow (prot)	1770	0	0	1861	1792	0
Flt Permitted	0.953			0.999		
Satd. Flow (perm)	1770	0	0	1861	1792	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	140			101	203	
Travel Time (s)	3.2			2.3	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	3	3	107	129	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	0	110	180	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	3	3	98	119	47
Future Vol, veh/h	111	3	3	98	119	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	3	3	107	129	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	268	155	180	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	721	891	1395	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	719	891	1395	-	-	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11	0.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	53	-	723	-	-
HCM Lane V/C Ratio	0.002	-	0.171	-	-
HCM Ctrl Dly (s/v)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

2036 PM Peak Hour Scenarios

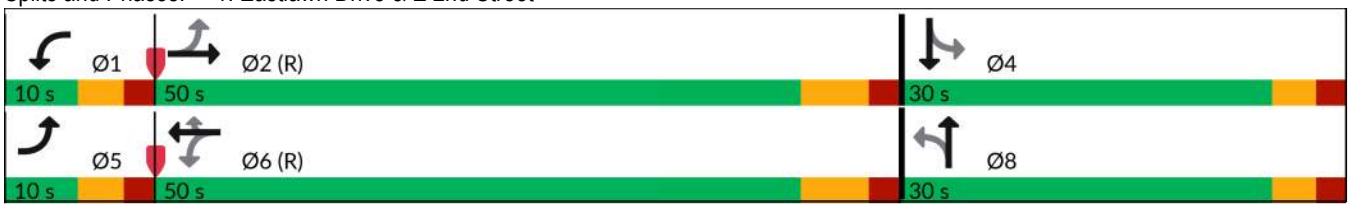
BUILD OPTION B

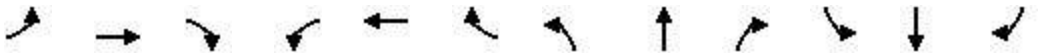
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1022	21	137	1440	85	73	13	57	115	8	61
Future Volume (vph)	192	1022	21	137	1440	85	73	13	57	115	8	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	180		0	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	55			80			105			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.878			0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3494	0	1703	3406	1524	1770	1635	0	1752	1601	0
Flt Permitted	0.078			0.224			0.709			0.708		
Satd. Flow (perm)	144	3494	0	402	3406	1524	1321	1635	0	1306	1601	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				90		61			65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		247			1135			208			327	
Travel Time (s)		5.6			25.8			4.7			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	204	1087	22	146	1532	90	78	14	61	122	9	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	1109	0	146	1532	90	78	75	0	122	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	36.5		10.0	36.5	36.5	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	50.0		10.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	55.6%		11.1%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	5.0	43.5		5.0	43.5	43.5	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	65.3	51.9		55.4	46.0	46.0	13.7	13.7		13.7	13.7	
Actuated g/C Ratio	0.73	0.58		0.62	0.51	0.51	0.15	0.15		0.15	0.15	
v/c Ratio	0.58	0.55		0.40	0.88	0.11	0.39	0.25		0.62	0.25	
Control Delay (s/veh)	24.3	14.2		8.4	27.7	3.3	38.4	13.2		48.1	12.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	24.3	14.2		8.4	27.7	3.3	38.4	13.2		48.1	12.1	
LOS	C	B		A	C	A	D	B		D	B	
Approach Delay (s/veh)		15.8			24.9			26.1			34.5	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 22.0		Intersection LOS: C	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Eastlawn Drive & E 2nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	1022	21	137	1440	85	73	13	57	115	8	61
Future Volume (veh/h)	192	1022	21	137	1440	85	73	13	57	115	8	61
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	1856	1856	1856	1811	1811	1811	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	204	1087	22	146	1532	90	78	14	61	122	9	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	3	3	3
Cap, veh/h	265	2133	43	384	2072	924	237	48	211	236	31	224
Arrive On Green	0.06	0.60	0.60	0.05	0.60	0.60	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1767	3534	72	1725	3441	1535	1326	305	1327	1314	195	1407
Grp Volume(v), veh/h	204	542	567	146	1532	90	78	0	75	122	0	74
Grp Sat Flow(s),veh/h/ln	1767	1763	1843	1725	1721	1535	1326	0	1632	1314	0	1602
Q Serve(g_s), s	4.0	15.9	15.9	2.9	28.7	2.2	5.0	0.0	3.6	8.1	0.0	3.7
Cycle Q Clear(g_c), s	4.0	15.9	15.9	2.9	28.7	2.2	8.6	0.0	3.6	11.8	0.0	3.7
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.81	1.00		0.88
Lane Grp Cap(c), veh/h	265	1064	1112	384	2072	924	237	0	260	236	0	255
V/C Ratio(X)	0.77	0.51	0.51	0.38	0.74	0.10	0.33	0.00	0.29	0.52	0.00	0.29
Avail Cap(c_a), veh/h	265	1064	1112	386	2072	924	394	0	453	392	0	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	10.2	10.2	7.8	12.8	7.6	37.2	0.0	33.4	38.5	0.0	33.4
Incr Delay (d2), s/veh	12.8	1.7	1.7	0.6	2.4	0.2	0.8	0.0	0.6	1.8	0.0	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	3.4	6.0	6.3	1.0	10.5	0.7	1.6	0.0	1.5	2.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	12.0	11.9	8.4	15.3	7.8	38.0	0.0	34.0	40.3	0.0	34.0
LnGrp LOS	C	B	B	A	B	A	D		C	D		C
Approach Vol, veh/h		1313			1768			153			196	
Approach Delay, s/veh		14.7			14.3			36.0			37.9	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	60.8		19.3	10.0	60.7		19.3				
Change Period (Y+Rc), s	5.0	6.5		5.0	5.0	6.5		5.0				
Max Green Setting (Gmax), s	5.0	43.5		25.0	5.0	43.5		25.0				
Max Q Clear Time (g_c+I1), s	4.9	17.9		13.8	6.0	30.7		10.6				
Green Ext Time (p_c), s	0.0	8.4		0.6	0.0	8.9		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.8									
HCM 7th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	41	60	11	54	68
Future Volume (vph)	11	41	60	11	54	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.979			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1770	1583	1824	0	0	1721
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1770	1583	1824	0	0	1721
Link Speed (mph)	30		30			30
Link Distance (ft)	192		203			96
Travel Time (s)	4.4		4.6			2.2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	8%	8%
Adj. Flow (vph)	14	51	74	14	67	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	51	88	0	0	151
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	41	60	11	54	68
Future Vol, veh/h	11	41	60	11	54	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	14	51	74	14	67	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	298	81	0	0	88	0
Stage 1	81	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	693	979	-	-	1471	-
Stage 1	942	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	660	979	-	-	1471	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.23	0	3.35
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	660	979	797	-
HCM Lane V/C Ratio	-	-	0.021	0.052	0.045	-
HCM Ctrl Dly (s/v)	-	-	10.6	8.9	7.6	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1169	64	0	1574	0	66
Future Volume (vph)	1169	64	0	1574	0	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.992					0.865
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	506			247	217	
Travel Time (s)	11.5			5.6	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1271	70	0	1711	0	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1341	0	0	1711	0	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1169	64	0	1574	0	66
Future Vol, veh/h	1169	64	0	1574	0	66
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	1271	70	0	1711	0	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	670
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	343
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	343
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.27
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	343	-	-	-
HCM Lane V/C Ratio	0.209	-	-	-
HCM Ctrl Dly (s/v)	18.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	3	3	98	119	47
Future Volume (vph)	45	3	3	98	119	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.962	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1765	0	0	1861	1792	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1765	0	0	1861	1792	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			96	208	
Travel Time (s)	3.3			2.2	4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	3	3	107	129	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	0	110	180	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	3	3	98	119	47
Future Vol, veh/h	45	3	3	98	119	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	3	3	107	129	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	268	155	180	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	721	891	1395	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	719	891	1395	-	-	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	912	-	-	-	-	-

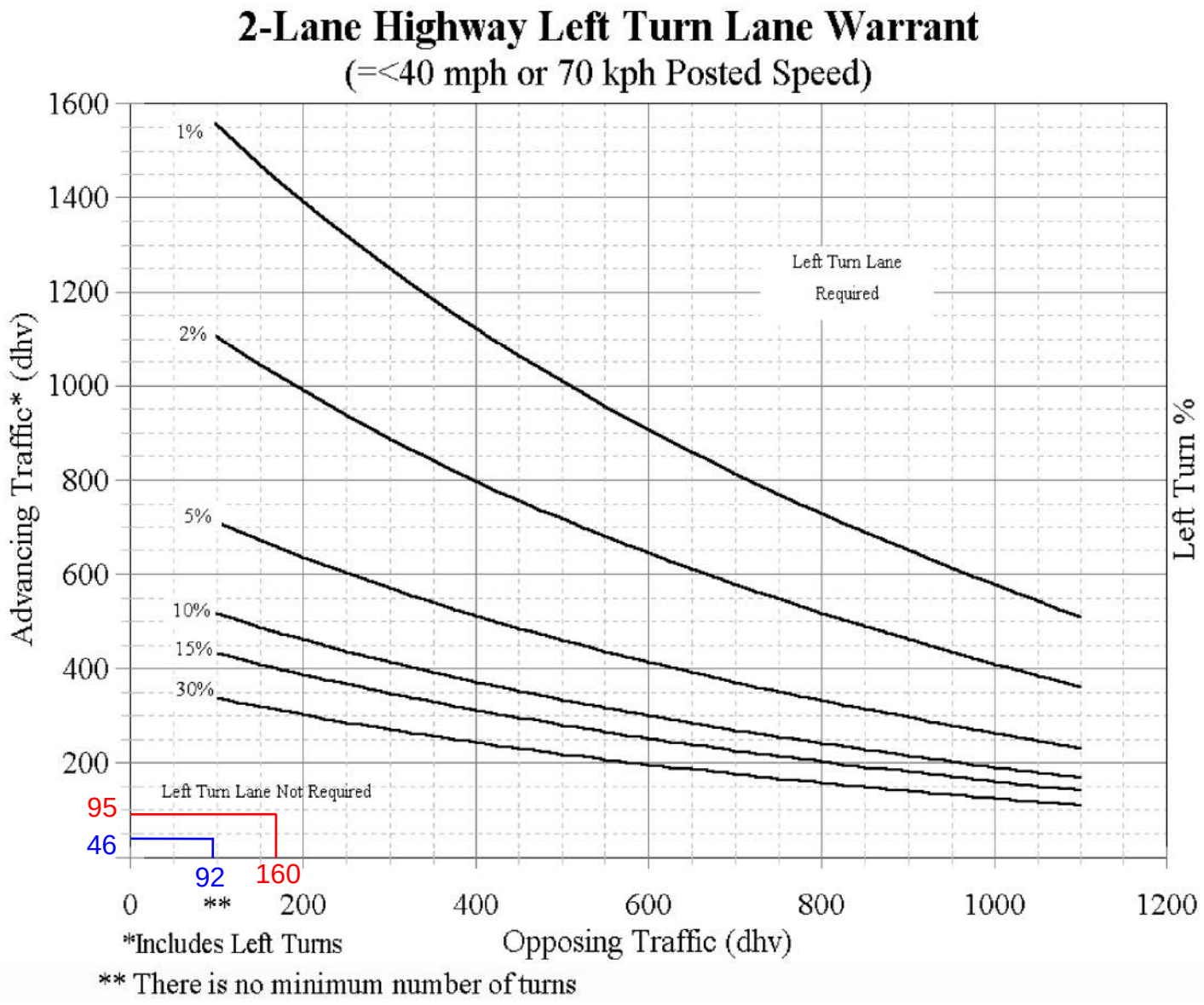
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.32	0.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	53	-	728	-	-
HCM Lane V/C Ratio	0.002	-	0.072	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

APPENDIX E
ODOT Turn Lane Warrant Charts

2026 Build Year Traffic Scenario

Casey's South Driveway & Eastlawn Drive - NBL



AM —— 8.7%

PM —— 3.2%

October 2004

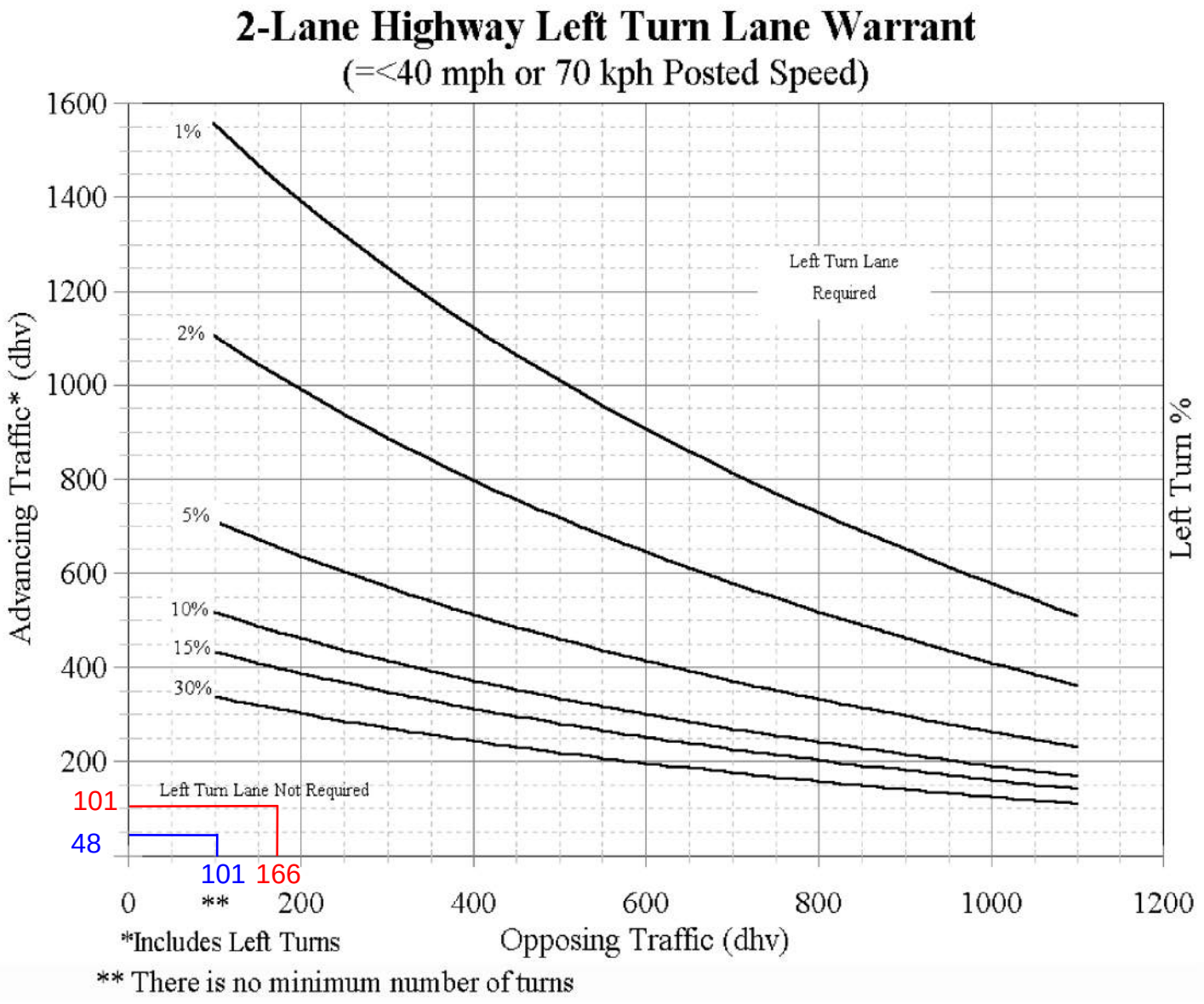
2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a

REFERENCE SECTION 401.6.1

2036 Design Year Traffic Scenario

Casey's South Driveway & Eastlawn Drive - NBL



AM — 8.3%

PM — 3.0%

October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a

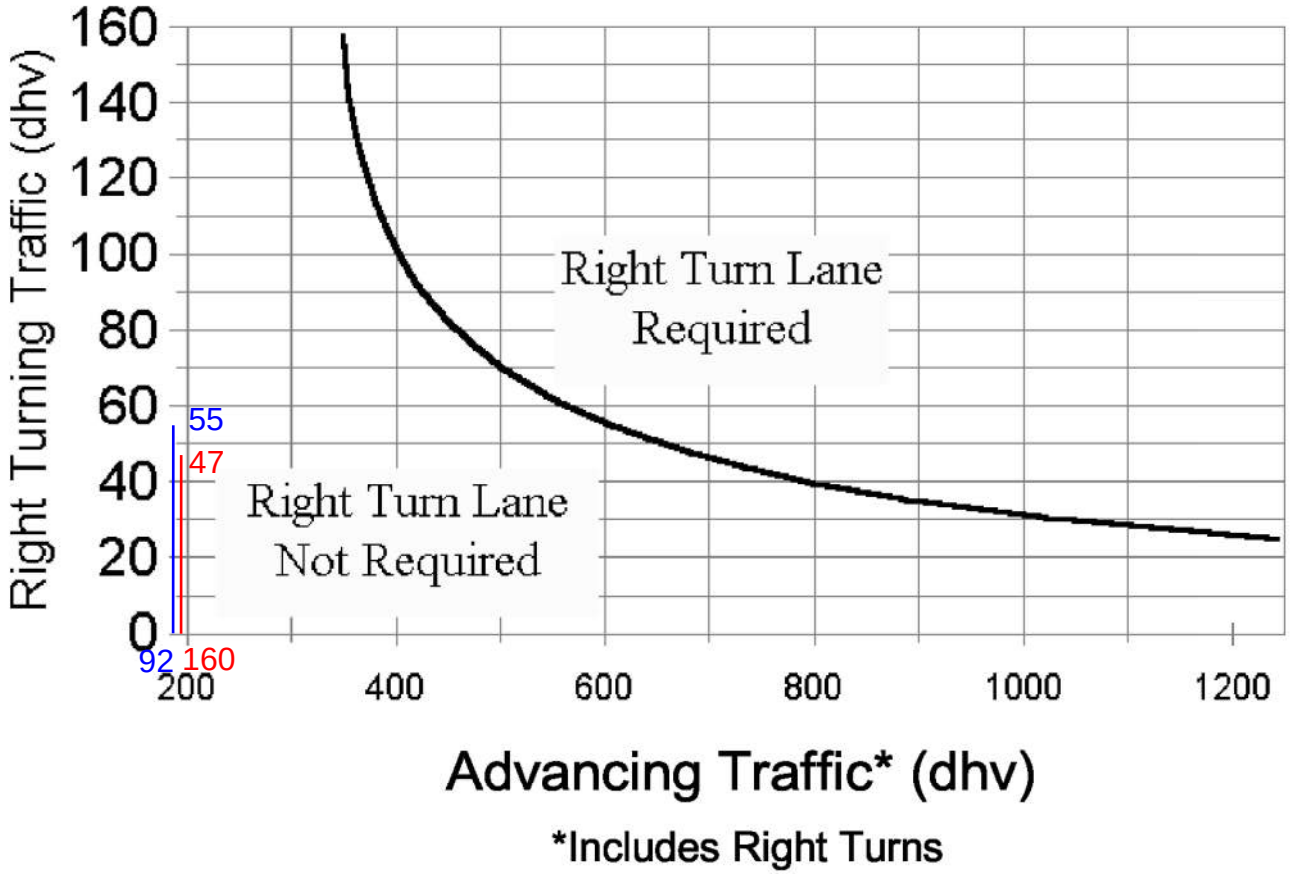
REFERENCE SECTION 401.6.1

2026 Build Year Traffic Scenario

Casey's South Driveway & Eastlawn Drive - SBR

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



AM

PM

October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

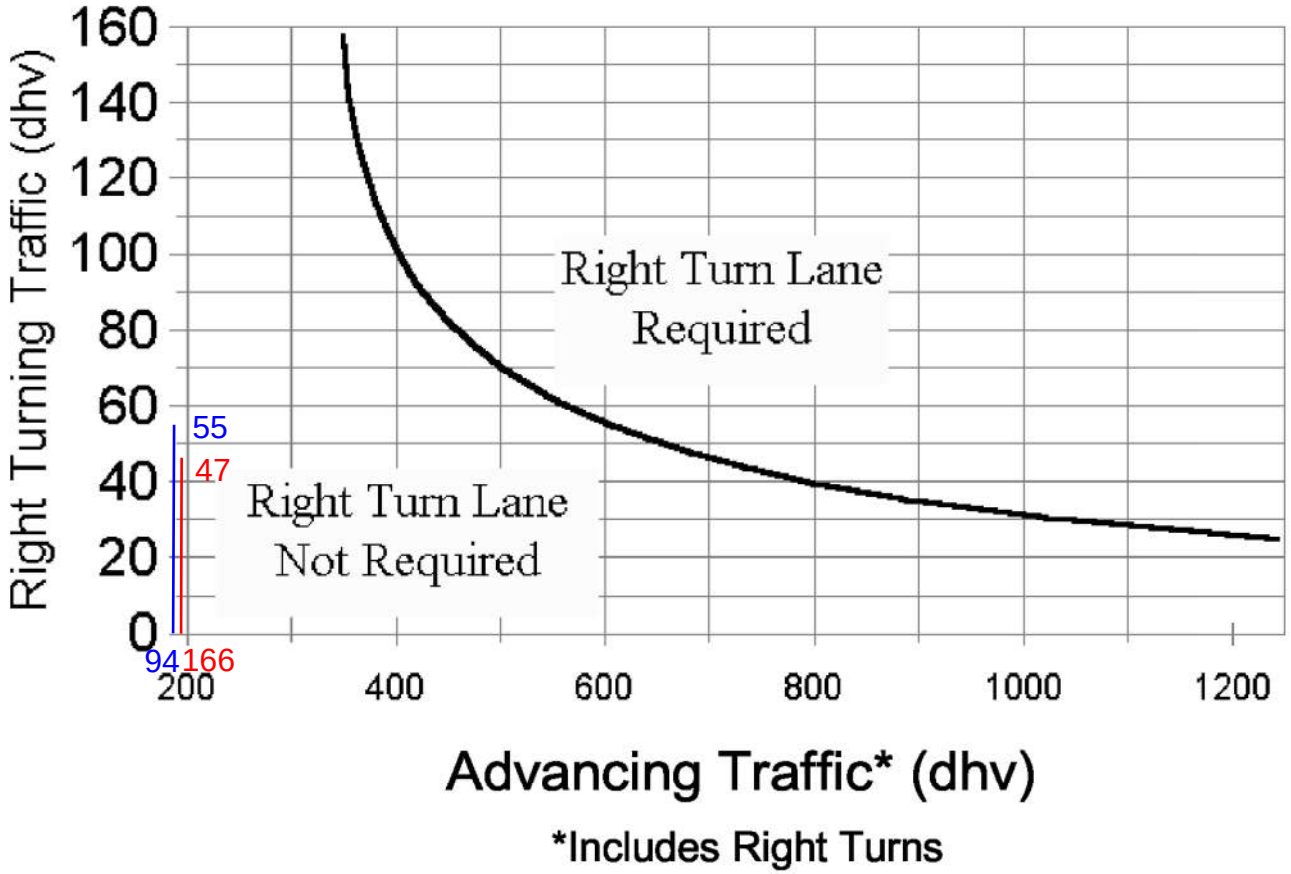
REFERENCE SECTION 401.6.3

2036 Design Year Traffic Scenario

Casey's South Driveway & Eastlawn Drive - SBR

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



AM

PM

October 2004

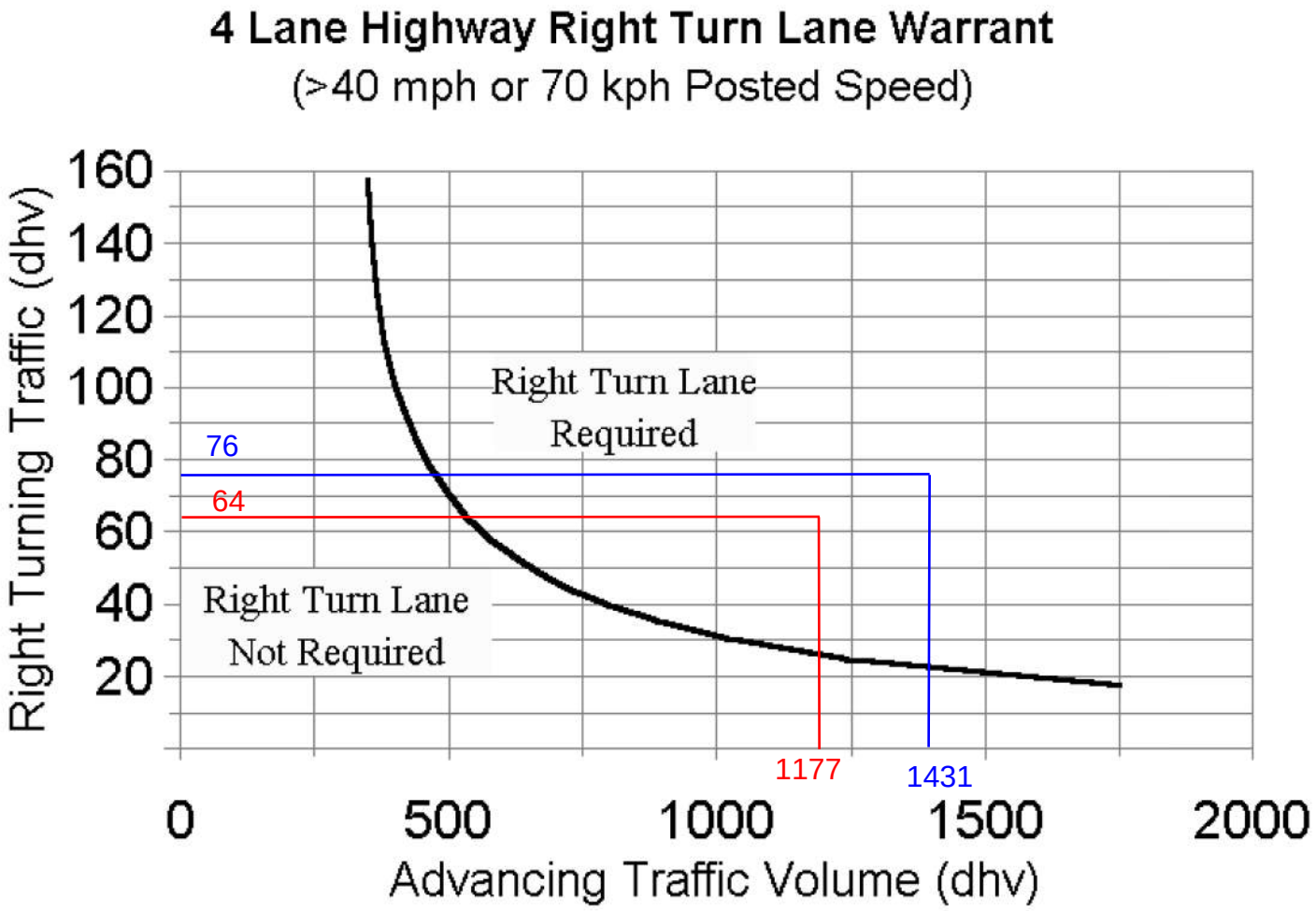
2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

REFERENCE SECTION 401.6.3

2026 Build Year Traffic Scenario

E 2nd Street & Casey's North Driveway - EBR



AM

PM

October 2004

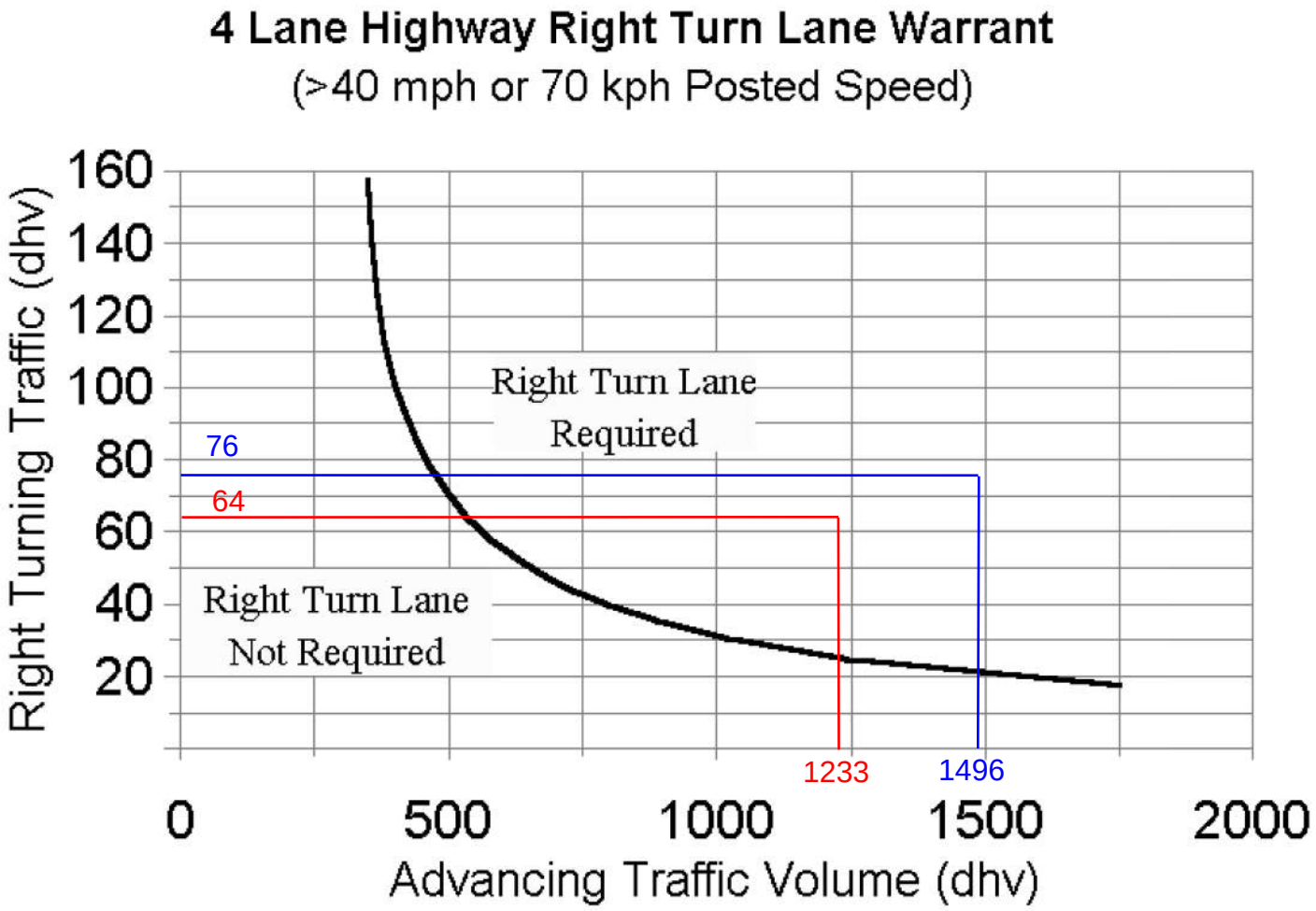
4-LANE RIGHT TURN LANE WARRANT (HIGH SPEED)

401-6d

REFERENCE SECTION 401.6.3

2036 Design Year Traffic Scenario

E 2nd Street & Casey's North Driveway - EBR



AM

PM

October 2004

4-LANE RIGHT TURN LANE WARRANT (HIGH SPEED)

401-6d

REFERENCE SECTION 401.6.3

APPENDIX F
Detailed SimTraffic Queue Length Reports

2026 AM Peak Hour Scenarios

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	66	227	212	62	145	114	41	32	71	102	68
Average Queue (ft)	27	88	73	23	53	28	7	4	27	40	13
95th Queue (ft)	57	181	166	53	116	79	28	19	58	84	43
Link Distance (ft)		1129	1129		1099	1099	1099		222		269
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			180				85		130	
Storage Blk Time (%)					0				0	0	0
Queuing Penalty (veh)					0				0	0	0

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	30	6
Average Queue (ft)	2	0
95th Queue (ft)	16	5
Link Distance (ft)	158	222
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	73	125	122	102	176	164	43	108	100	96	55
Average Queue (ft)	29	90	75	41	62	39	7	43	46	41	13
95th Queue (ft)	61	131	130	78	136	108	28	86	81	85	39
Link Distance (ft)	96	96	96		1098	1098	1098	125	125		269
Upstream Blk Time (%)	0	9	5					0	0		
Queuing Penalty (veh)	1	40	21					0	0		
Storage Bay Dist (ft)				180						130	
Storage Blk Time (%)				0	0					0	
Queuing Penalty (veh)				0	0					0	

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	31	3
Average Queue (ft)	2	0
95th Queue (ft)	14	3
Link Distance (ft)	164	169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Casey's North Driveway & E 2nd Street

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	TR	T	T
Maximum Queue (ft)	30	250	215	8	3
Average Queue (ft)	1	72	34	0	0
95th Queue (ft)	18	189	137	6	3
Link Distance (ft)	852	852	852	96	96
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Eastlawn Drive & Casey's South Driveway

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	86	14	6
Average Queue (ft)	41	1	0
95th Queue (ft)	69	8	4
Link Distance (ft)	116	39	125
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 62

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	67	204	196	100	147	133	46	97	72	100	48
Average Queue (ft)	29	129	105	43	60	33	7	39	25	38	12
95th Queue (ft)	57	217	197	82	120	89	29	81	55	79	36
Link Distance (ft)	185	185	185		1098	1098	1098	125	125		269
Upstream Blk Time (%)		2	1					0			
Queuing Penalty (veh)		9	3					0			
Storage Bay Dist (ft)				180						130	
Storage Blk Time (%)					0					0	
Queuing Penalty (veh)					0					0	

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	27	6
Average Queue (ft)	2	0
95th Queue (ft)	14	0
Link Distance (ft)	164	39
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: E 2nd Street

Movement	EB	EB	EB	NB
Directions Served	T	T	TR	R
Maximum Queue (ft)	21	170	86	88
Average Queue (ft)	1	25	4	37
95th Queue (ft)	12	100	36	71
Link Distance (ft)	478	478	478	165
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Eastlawn Drive & Casey's South Driveway

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	57	3	24
Average Queue (ft)	27	0	1
95th Queue (ft)	50	4	10
Link Distance (ft)	116	39	125
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 13

2026 PM Peak Hour Scenarios

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	156	223	216	222	354	341	64	70	94	141	110
Average Queue (ft)	75	107	95	49	191	178	18	21	35	65	31
95th Queue (ft)	128	190	183	137	314	298	49	55	73	116	74
Link Distance (ft)		1129	1129		1099	1099	1099		222		269
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			180				85		130	
Storage Blk Time (%)					8			0	1	1	0
Queuing Penalty (veh)					7			0	0	0	0

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	32	56	36
Average Queue (ft)	10	25	3
95th Queue (ft)	33	49	20
Link Distance (ft)	158	158	222
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 8

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	122	125	131	229	350	343	82	105	118	149	112
Average Queue (ft)	78	101	85	62	193	181	21	48	53	70	31
95th Queue (ft)	124	142	136	154	318	311	60	92	95	126	72
Link Distance (ft)	102	102	102		1098	1098	1098	120	120		269
Upstream Blk Time (%)	5	10	4					0	1		
Queuing Penalty (veh)	20	36	15					0	1		
Storage Bay Dist (ft)				180						130	
Storage Blk Time (%)					9					1	0
Queuing Penalty (veh)					12					1	0

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	33	57	33
Average Queue (ft)	8	23	4
95th Queue (ft)	31	49	20
Link Distance (ft)	164	164	45
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Casey's North Driveway & E 2nd Street

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	TR	T	T
Maximum Queue (ft)	76	203	165	26	31
Average Queue (ft)	8	48	17	1	2
95th Queue (ft)	41	142	89	13	16
Link Distance (ft)	852	852	852	102	102
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Eastlawn Drive & Casey's South Driveway

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	76	36	13
Average Queue (ft)	39	2	0
95th Queue (ft)	66	18	7
Link Distance (ft)	112	45	120
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 85

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	163	201	191	236	400	381	101	117	94	151	98
Average Queue (ft)	79	128	104	66	210	199	21	48	34	69	29
95th Queue (ft)	136	205	186	164	346	333	63	97	71	126	68
Link Distance (ft)	185	185	185		1098	1098	1098	125	125		269
Upstream Blk Time (%)	0	1	0					0	0		
Queuing Penalty (veh)	1	5	1					0	0		
Storage Bay Dist (ft)				180						130	
Storage Blk Time (%)				0	10					1	0
Queuing Penalty (veh)				0	13					1	0

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	33	54	20	44
Average Queue (ft)	9	26	1	4
95th Queue (ft)	31	49	9	23
Link Distance (ft)	164	164	169	39
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: E 2nd Street

Movement	EB	EB	EB	WB	NB
Directions Served	T	T	TR	T	R
Maximum Queue (ft)	20	114	24	6	76
Average Queue (ft)	1	12	1	0	33
95th Queue (ft)	14	60	15	6	62
Link Distance (ft)	478	478	478	185	165
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Eastlawn Drive & Casey's South Driveway

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	59	23	48
Average Queue (ft)	26	1	5
95th Queue (ft)	51	10	28
Link Distance (ft)	116	39	125
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 22

2036 AM Peak Hour Scenarios

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	80	239	237	72	153	137	45	26	69	114	65
Average Queue (ft)	30	97	84	23	59	36	8	3	27	44	14
95th Queue (ft)	63	195	191	54	127	100	30	17	56	89	45
Link Distance (ft)		1129	1129		1099	1099	1099		222		269
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			180				85		130	
Storage Blk Time (%)					0				0	0	0
Queuing Penalty (veh)					0				0	0	0

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	27	3
Average Queue (ft)	2	0
95th Queue (ft)	14	4
Link Distance (ft)	158	222
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	83	115	124	97	161	146	44	102	101	109	59
Average Queue (ft)	31	87	80	44	65	40	7	42	49	41	12
95th Queue (ft)	65	128	133	81	133	102	29	87	84	85	39
Link Distance (ft)	94	94	94		1098	1098	1098	125	125		269
Upstream Blk Time (%)	0	10	6					0	0		
Queuing Penalty (veh)	0	47	30					0	0		
Storage Bay Dist (ft)				180						130	
Storage Blk Time (%)					0					0	
Queuing Penalty (veh)					0					0	

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	164
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Casey's North Driveway & E 2nd Street

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	TR	T	T
Maximum Queue (ft)	62	251	223	5	8
Average Queue (ft)	3	86	51	0	0
95th Queue (ft)	29	211	165	3	6
Link Distance (ft)	852	852	852	94	94
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Eastlawn Drive & Casey's South Driveway

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	89	18	12
Average Queue (ft)	42	1	0
95th Queue (ft)	71	12	7
Link Distance (ft)	116	39	125
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 78

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	71	206	202	106	164	127	39	92	67	98	48
Average Queue (ft)	31	136	111	45	66	38	9	39	28	40	14
95th Queue (ft)	61	223	200	85	127	92	30	80	58	82	37
Link Distance (ft)	185	185	185		1098	1098	1098	125	125		269
Upstream Blk Time (%)		2	1					0			
Queuing Penalty (veh)		12	4					0			
Storage Bay Dist (ft)				180						130	
Storage Blk Time (%)					0					0	
Queuing Penalty (veh)					0					0	

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	NB	SB
Directions Served	R	TR	LT
Maximum Queue (ft)	27	6	3
Average Queue (ft)	2	0	0
95th Queue (ft)	15	4	3
Link Distance (ft)	164	169	39
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: E 2nd Street

Movement	EB	EB	EB	NB
Directions Served	T	T	TR	R
Maximum Queue (ft)	31	171	128	82
Average Queue (ft)	2	32	8	38
95th Queue (ft)	19	118	60	69
Link Distance (ft)	478	478	478	165
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Eastlawn Drive & Casey's South Driveway

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	57	15	3
Average Queue (ft)	27	1	0
95th Queue (ft)	51	7	3
Link Distance (ft)	116	39	125
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 16

2036 PM Peak Hour Scenarios

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	168	234	207	241	408	406	126	62	90	139	120
Average Queue (ft)	87	118	104	59	222	207	23	25	36	68	33
95th Queue (ft)	146	203	190	165	359	344	80	58	72	118	77
Link Distance (ft)		1129	1129		1099	1099	1099		222		269
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			180				85		130	
Storage Blk Time (%)					12			0	0	1	0
Queuing Penalty (veh)					11			0	0	0	0

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	30	49	2	32
Average Queue (ft)	10	25	0	3
95th Queue (ft)	32	48	2	18
Link Distance (ft)	158	158	169	222
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 12

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	117	129	127	259	419	396	112	116	110	152	107
Average Queue (ft)	81	100	85	81	223	210	25	52	54	73	31
95th Queue (ft)	119	135	133	205	360	348	66	103	97	129	71
Link Distance (ft)	100	100	100		1098	1098	1098	120	120		269
Upstream Blk Time (%)	8	12	6					1	1		
Queuing Penalty (veh)	31	47	22					1	1		
Storage Bay Dist (ft)				180						130	
Storage Blk Time (%)				0	13					1	0
Queuing Penalty (veh)				0	17					1	0

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	31	54	8	39
Average Queue (ft)	9	24	0	2
95th Queue (ft)	32	49	4	17
Link Distance (ft)	164	164	169	45
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Casey's North Driveway & E 2nd Street

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	TR	T	T
Maximum Queue (ft)	101	206	168	32	31
Average Queue (ft)	12	63	24	1	2
95th Queue (ft)	58	157	100	19	18
Link Distance (ft)	852	852	852	100	100
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Eastlawn Drive & Casey's South Driveway

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	78	32	30
Average Queue (ft)	39	3	2
95th Queue (ft)	65	18	15
Link Distance (ft)	112	45	120
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 122

Intersection: 1: Eastlawn Drive & E 2nd Street

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	177	202	198	259	406	381	88	117	103	150	119
Average Queue (ft)	85	141	113	79	232	221	24	51	37	71	32
95th Queue (ft)	147	218	196	193	368	357	64	97	75	125	75
Link Distance (ft)	185	185	185		1098	1098	1098	125	125		269
Upstream Blk Time (%)	0	2	1					0	0		
Queuing Penalty (veh)	1	10	3					0	0		
Storage Bay Dist (ft)				180						130	
Storage Blk Time (%)					13					1	0
Queuing Penalty (veh)					18					1	0

Intersection: 2: Eastlawn Drive & Walgreen's Driveway

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	31	52	17	48
Average Queue (ft)	8	25	1	5
95th Queue (ft)	30	49	8	28
Link Distance (ft)	164	164	169	39
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: E 2nd Street

Movement	EB	EB	EB	WB	NB
Directions Served	T	T	TR	T	R
Maximum Queue (ft)	27	129	50	32	79
Average Queue (ft)	1	21	2	1	34
95th Queue (ft)	16	83	27	27	64
Link Distance (ft)	478	478	478	185	165
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Eastlawn Drive & Casey's South Driveway

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	59	32	54
Average Queue (ft)	27	1	8
95th Queue (ft)	53	13	37
Link Distance (ft)	116	39	125
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 34

APPENDIX G
Crash Summary Sheets

TRAFFIC CRASH REPORT

Document #: 20243207620

Local Report #: FPD24-02535

☐ PHOTOS TAKEN ☐ OH-2 ☐ OH-3
☐ SECONDARY CRASH ☐ OH-1P ☐ OTHER
☐ PRIVATE PROPERTY

LOCAL INFORMATION

REPORTING AGENCY NAME*: FRANKLIN POLICE

NCIC*: 08301

HIT/SKIP (1 - SOLVED, 2 - UNSOLVED):

NUMBER OF UNITS: 2

UNIT IN ERROR (98 - ANIMAL, 99 - UNKNOWN): 1

COUNTY*: 83

LOCALITY* (1 - CITY, 2 - VILLAGE, 3 - TOWNSHIP): 1

LOCATION: CITY, VILLAGE, TOWNSHIP*: Franklin

ODPS FIPS: 28476

CRASH DATE / TIME*: 11/3/2024 5:30:00 PM

CRASH SEVERITY: 5-PROPERTY DAMAGE ONLY

ROUTE TYPE:

ROUTE NUMBER:

PREFIX (N - NORTH, S - SOUTH, E - EAST, W - WEST): E

LOCATION ROAD NAME: 2nd

ROAD TYPE: ST

ODPS LATITUDE: 39.563557

ODPS LONGITUDE: -84.277392

ROUTE TYPE:

ROUTE NUMBER:

PREFIX (N - NORTH, S - SOUTH, E - EAST, W - WEST):

REFERENCE ROAD NAME (ROAD, MILEPOST, HOUSE#): Wells Bridge

ROAD TYPE: DR

ODOT LATITUDE: 39.563555

ODOT LONGITUDE: -84.277402

REFERENCE POINT (1 - INTERSECTION, 2 - MILE POST, 3 - HOUSE NUMBER): 1

DIRECTION FROM REFERENCE (N - NORTH, S - SOUTH, E - EAST, W - WEST):

DISTANCE FROM REFERENCE:

DISTANCE UNIT OF MEASURE (1 - MILES, 2 - FEET, 3 - YARDS):

ROUTE TYPE: IR - INTERSTATE ROUTE (TP); US - FEDERAL US ROUTE; SR - STATE ROUTE; CR - NUMBERED COUNTY ROUTE; TR - NUMBERED TOWNSHIP ROUTE

ROAD TYPE: AL - ALLEY; AV - AVENUE; BL - BOULEVARD; CR - CIRCLE; CT - COURT; DR - DRIVE; HE - HEIGHTS; HW - HIGHWAY; LA - LANE; MP - MILEPOST; OV - OVAL; PI - PIKE; PK - PARKWAY; PL - PLACE; RD - ROAD; SQ - SQUARE; ST - STREET; TE - TERRACE; TL - TRAIL; WA - WAY

ODOT GOOGLE MAP LINK: https://www.google.com/maps?q=39.563555,-84.277402

INTERSECTION RELATED

■ WITHIN INTERSECTION OR ON APPROACH
■ WITHIN INTERCHANGE AREA

NUMBER OF APPROACHES: 4

ROADWAY

☐ ROADWAY DIVIDED

LOCATION OF FIRST HARMFUL EVENT: 1

1 - ON ROADWAY; 2 - ON SHOULDER; 3 - IN MEDIAN; 4 - ON ROADSIDE; 5 - ON GORE; 6 - OUTSIDE TRAFFIC WAY; 7 - ON RAMP; 8 - OFF RAMP; 9 - CROSSOVER; 10 - DRIVEWAY/ALLEY ACCESS; 11 - RAILWAY GRADE CROSSING; 12 - SHARED USE PATHS OR TRAILS; 13 - BIKE LANE; 14 - TOOL BOOTH; 99 - OTHER / UNKNOWN

MANNER OF CRASH COLLISION/IMPACT: 6

1 - NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT; 2 - REAR-END; 3 - HEAD-ON; 4 - REAR-TO-REAR; 5 - BACKING; 6 - ANGLE; 7 - SIDESWIPE, SAME DIRECTION; 8 - SIDESWIPE, OPPOSITE DIRECTION; 9 - OTHER/UNKNOWN

DIRECTION OF TRAVEL (N - NORTH, S - SOUTH, E - EAST, W - WEST):

MEDIAN TYPE: 1 - DIVIDED FLUSH MEDIAN (LESS THAN 4 FEET); 2 - DIVIDED FLUSH MEDIAN (4 FEET AND GREATER); 3 - DIVIDED, DEPRESSED MEDIAN; 4 - DIVIDED, RAISED MEDIAN (ANY TYPE); 9 - OTHER/UNKNOWN

☐ WORK ZONE RELATED
☐ WORKERS PRESENT
☐ LAW ENFORCEMENT PRESENT
☐ ACTIVE SCHOOL ZONE

WORK ZONE TYPE: 1 - LANE CLOSURE; 2 - LANE SHIFT/CROSSOVER; 3 - WORK ON SHOULDER OR MEDIAN; 4 - INTERMITTENT OR MOVING WORK; 5 - OTHER

LOCATION OF CRASH IN WORK ZONE: 1 - BEFORE THE FIRST WORK ZONE WARNING SIGN; 2 - ADVANCE WARNING AREA; 3 - TRANSITION AREA; 4 - ACTIVITY AREA; 5 - TERMINATION AREA

CONTOUR: 1

1 - STRAIGHT LEVEL; 2 - STRAIGHT GRADE; 3 - CURVE LEVEL; 4 - CURVE GRADE; 9 - OTHER/UNKNOWN

CONDITIONS: 1

1 - DRY; 2 - WET; 3 - SNOW; 4 - ICE; 5 - SAND, MUD, DIRT, OIL, GRAVEL; 6 - WATER (STANDING, MOVING); 7 - SLUSH; 9 - OTHER/UNKNOWN

SURFACE: 2

1 - CONCRETE; 2 - BLACKTOP, BITUMINOUS, ASPHALT; 3 - BRICK/BLOCK; 4 - SLAG, GRAVEL, STONE; 5 - DIRT; 9 - OTHER/UNKNOWN

LIGHT CONDITION: 3

1 - DAYLIGHT; 2 - DAWN/DUSK; 3 - DARK - LIGHTED ROADWAY; 4 - DARK - ROADWAY NOT LIGHTED; 5 - DARK - UNKNOWN ROADWAY LIGHTING; 9 - OTHER/UNKNOWN

WEATHER: 1

1 - CLEAR; 2 - CLOUDY; 3 - FOG, SMOG, SMOKE; 4 - RAIN; 5 - SLEET, HAIL; 6 - SNOW; 7 - SEVERE CROSSWINDS; 8 - BLOWING SAND, SOIL, DIRT, SNOW; 9 - FREEZING RAIN OR FREEZING DRIZZLE; 99 - OTHER/UNKNOWN

NARRATIVE

UNIT 1 WAS TRAVELING EAST ON 2ND ST. AND STOPPED AT THE INTERSECTION OF WELLS BRIDGE DR. TO TURN LEFT. UNIT 2 WAS TRAVELING WEST ON 2ND ST. APPROACHING THE INTERSECTION OF WELLS BRIDGE DR. UNIT 1 AND UNIT 2 HAD A YELLOW LIGHT. UNIT 1 TURNED LEFT IN FRONT OF UNIT 2. UNIT 2 ENTERED THE INTERSECTION ON THE YELLOW LIGHT AND STRUCK UNIT 1. UNIT 1 FAILED TO YIELD WHEN TURNING LEFT IN FRONT OF UNIT 2.

CRASH REPORTED DATE / TIME	DISPATCH DATE / TIME	ARRIVAL DATE / TIME	SCENE CLEARED DATE / TIME
11/3/2024 5:30:00 PM	11/3/2024 5:32:00 PM	11/3/2024 5:36:00 PM	11/3/2024 6:03:00 PM

REPORT TAKEN BY

■ POLICE AGENCY
☐ MOTORIST
☐ SUPPLEMENT CORRECTION OR ADDTION TO AN EXISTING REPORT SENT TO ODPS

TOTAL TIME ROADWAY CLOSED	OTHER INVESTIGATION TIME	TOTAL MINUTES	OFFICER'S NAME*	CHECKED BY OFFICER'S NAME*
31	0	31	Hensley, Riley	Rosell, Gerrett

OFFICER'S BADGE NUMBER*: 236

CHECKED BY OFFICER'S BADGE NUMBER*: 237

odot UNIT

Document #: 20243207620

Local Report #: FPD24-02535

OWNER

UNIT #	OWNER NAME: LAST,FIRST, MIDDLE([] SAME AS DRIVER	OWNER PHONE: INCLUDE AREACODE ([] SAME AS DRIVER)
1		

OWNER ADDRESS: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER)

COMMERCIAL CARRIER: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER) | COMMERCIAL CARRIER PHONE: INCLUDE AREACODE

, ,

VEHICLE

LP STATE	LICENSE PLATE #	VEHICLE IDENTIFICATION #	VEHICLE YEAR	VEHICLE MAKE
		1C4SDHET5CC306533	2012	DODGE

INSURANCE VERIFIED	INSURANCE COMPANY	INSURANCE POLICY #	COLOR	VEHICLE MODEL
■			MAR	DURANGO

TYPE OF USE: ☐ COMMERCIAL ☐ GOVERNMENT ☐ IN EMERGENCY RESPONSE

US DOT #:

TOWED BY: COMPANY NAME

☐ INTERLOCK DEVICE EQUIPPED ☐ HIT/SKIP UNIT

#OCCUPANTS: 1

VEHICLE WEIGHT GVWR/GCWR: [ ] 1 - ≤10k LBS. 2 - 10,001 - 26K LBS. 3 - > 26K LBS.

HAZARDOUS MATERIAL: ☐ MATERIAL RELEASED ☐ PLACARD — CLASS # — PLACARD ID #

UNIT TYPE: 3

1 - PASSENGER CAR, 2 - PASSENGER VAN (MINIVAN), 3 - SPORT UTILITY VEHICLE, 4 - PICK UP, 5 - CARGO VAN, 6 - VAN (9-15 SEATS), 7 - MOTORCYCLE 2 WHEELED, 8 - MOTORCYCLE 3 WHEELED, 9 - AUTOCYCLE, 10 - MOPED OR MOTORIZED BICYCLE, 11 - ALL TERRAIN VEHICLE(ATV/UTV), 12 - GOLF CART, 13 - SNOWMOBILE, 14 - SINGLE UNIT TRUCK, 15 - SEMI-TRACTOR, 16 - FARM EQUIPMENT, 17 - MOTORHOME, 18 - LIMO (LIVERY VEHICLE), 19 - BUS (16+ PASSENGERS), 20 - OTHER VEHICLE, 21 - HEAVY EQUIPMENT, 22 - ANIMAL WITH RIDER OR ANIMAL DRAWN VEHICLE, 23 - PEDESTRIAN/SKATER, 24 - WHEELCHAIR (ANY TYPE), 25 - OTHER NON-MOTORIST, 26 - BICYCLE, 27 - TRAIN, 99 - UNKNOWN OR HIT/SKIP

 # OF TRAILING UNITS: 0

WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 2 (1-YES 2-NO 9-OTHER/UNKNOWN)

AUTONOMOUS MODE LEVEL: 0

0 - NO AUTOMATION, 1 - DRIVER ASSISTANCE, 2 - PARTIAL AUTOMATION, 3 - CONDITIONAL AUTOMATION, 4 - HIGH AUTOMATION, 5 - FULL AUTOMATION, 9 - OTHER/UNKNOWN

SPECIAL FUNCTION: 1

1 - NONE, 2 - TAXI, 3 - ELECTRONIC RIDE SHARING, 4 - SCHOOL TRANSPORT, 5 - BUS - TRANSIT/COMMUTER, 6 - BUS - CHARTER/TOUR, 7 - BUS - INTERCITY, 8 - BUS - SHUTTLE, 9 - BUS - OTHER, 10 - AMBULANCE, 11 - FIRE, 12 - MILITARY, 13 - POLICE, 14 - PUBLIC UTILITY, 15 - CONSTRUCTION EQUIPMENT, 16 - FARM, 17 - MOWING, 18 - SNOW REMOVAL, 19 - TOWING, 20 - SAFETY SERVICE PATROL, 21 - MAIL CARRIER, 99 - OTHER/UNKNOWN

CARGO BODY TYPE: 1

1 - NO CARGO BODY TYPE/ NOT APPLICABLE, 2 - BUS, 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE, 4 - LOGGING, 5 - INTERMODAL CONTAINER CHASSIS, 6 - CARGO VAN/ENCLOSED BOX, 7 - GRAIN/CHIPS/GRAVEL, 8 - POLE, 9 - CARGO TANK, 10 - FLAT BED, 11 - DUMP, 12 - CONCRETE MIXER, 13 - AUTO TRANSPORTER, 14 - GARBAGE/REFUSE, 99 - OTHER/UNKNOWN

VEHICLE DEFECTS: [ ]

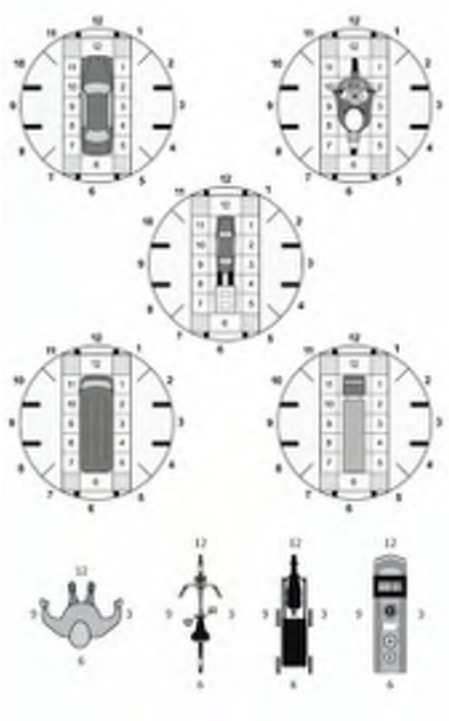
1 - TURN SIGNALS, 2 - HEAD LAMPS, 3 - TAIL LAMPS, 4 - BRAKES, 5 - STEERING, 6 - TIRE BLOWOUT, 7 - WORN OR SLICK TIRES, 8 - TRAILER EQUIPMENT DEFECTIVE, 9 - MOTOR TROUBLE, 10 - DISABLED FROM PRIOR ACCIDENT, 99 - OTHER/UNKNOWN

DAMAGE

DAMAGE SCALE: 2

1 - NONE, 2 - MINOR DAMAGE, 3 - FUNCTIONAL DAMAGE, 4 - DISABLING DAMAGE, 9 - UNKNOWN

DAMAGED AREAS (INDICATE ALL THAT APPLY): 4,5



☐ - NO DAMAGE [0] ☐ - UNDERCARRIAGE [14] ☐ - TOP [13] ☐ - ALL AREAS [15] ☐ - UNIT NOT AT SCENE [16]

EVENTS

NON-MOTORIST LOCATION AT IMPACT: [ ]

1 - INTERSECTION - MARKED CROSSWALK, 2 - INTERSECTION - UNMARKED CROSSWALK, 3 - INTERSECTION -OTHER, 4 - MIDBLOCK - MARKED CROSSWALK, 5 - TRAVEL LANE - OTHER LOCATION, 6 - BICYCLE LANE, 7 - SHOULDER/ROADSIDE, 8 - SIDEWALK, 9 - MEDIAN/CROSSING ISLAND, 10 - DRIVEWAY ACCESS, 11 - SHARED USE PATHS OR TRAILS, 12 - FIRST RESPONDER AT INCIDENT SCENE, 99 - OTHER/UNKNOWN

ACTION: 4

1 - NON-CONTACT, 2 - NON-COLLISION, 3 - STRIKING, 4 - STRUCK, 5 - BOTH STRIKING AND STRUCK, 9 - OTHER/UNKNOWN

PRE-CRASH ACTION: 6

1 - STRAIGHT AHEAD, 2 - BACKING, 3 - CHANGING LANES, 4 - OVERTAKING/PASSING, 5 - MAKING RIGHT TURN, 6 - MAKING LEFT TURN, 7 - MAKING U-TURN, 8 - ENTERING TRAFFIC LANE, 9 - LEAVING TRAFFIC LANE, 10 - PARKED, 11 - SLOWING OR STOPPED IN TRAFFIC, 12 - DRIVERLESS, 13 - NEGOTIATING A CURVE, 14 - ENTERING OR CROSSING SPECIFIED LOCATION, 15 - WALKING, RUNNING, JOGGING, PLAYING, 16 - WORKING, 17 - PUSHING VEHICLE, 18 - APPROACHING OR LEAVING VEHICLE, 19 - STANDING, 20 - OTHER NON-MOTORIST, 21 - STANDING OUTSIDE DISABLED VEHICLE, 99 - OTHER/UNKNOWN

INITIAL POINT OF CONTACT: 5

0 - NO DAMAGE, 1-12 - REFER TO UNIT DIAGRAM, 13 - TOP, 14 - UNDERCARRIAGE, 15 - VEHICLE NOT AT SCENE, 99 - UNKNOWN

CONTRIBUTING CIRCUMSTANCE: 2

1 - NONE, 2 - FAILURE TO YIELD, 3 - RAN RED LIGHT, 4 - RAN STOP SIGN, 5 - UNSAFE SPEED, 6 - IMPROPER TURN, 7 - LEFT OF CENTER, 8 - FOLLOWING TOO CLOSE / ACDA, 9 - IMPROPER LANE CHANGE, 10 - IMPROPER PASSING, 11 - DROVE OFF ROAD, 12 - IMPROPER BACKING, 13 - IMPROPER START FROM A PARKED POSITION, 14 - STOPPED OR PARKED ILLEGALLY, 15 - SWERVING TO AVOID, 16 - WRONG WAY, 17 - VISION OBSTRUCTION, 18 - OPERATING DEFECTIVE EQUIPMENT, 19 - LOAD SHIFTING/ FALLING/SPILLING, 20 - IMPROPER CROSSING, 21 - LYING IN ROADWAY, 22 - NOT DISCERNIBLE, 23 - OPENING DOOR INTO ROADWAY, 99 - OTHER IMPROPER ACTION

TRAFFIC

TRAFFICWAY FLOW: 2 (1 - ONE-WAY, 2 - TWO-WAY)

TRAFFIC CONTROL: 2

1 - ROUNDABOUT, 2 - SIGNAL, 3 - FLASHER, 4 - STOP SIGN, 5 - YIELD SIGN, 6 - NO CONTROL

 # OF THROUGH LANES ON ROAD: 4

RAIL GRADE CROSSING: 1

1 - NOT INVOLVED, 2 - INVOLVED-ACTIVE CROSSING, 3 - INVOLVED-PASSIVE CROSSING

UNIT / NON-MOTORIST DIRECTION: FROM 4 TO 1

1 - NORTH, 2 - SOUTH, 3 - EAST, 4 - WEST, 5 - NORTHEAST, 6 - NORTHWEST, 7 - SOUTHEAST, 8 - SOUTHWEST, 9 - OTHER/UNKNOWN

SEQUENCE OF EVENTS

1: 20
2:
3:
4:
5:
6:

NON-COLLISION

1 - OVERTURN/ROLLOVER, 2 - FIRE/EXPLOSION, 3 - IMMERSION, 4 - JACKKNIFE, 5 - CARGO/EQUIPMENT LOSS OR SHIFT, 6 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC), 7 - SEPARATION OF UNITS, 8 - RAN OFF ROAD RIGHT, 9 - RAN OFF ROAD LEFT, 10 - CROSS MEDIAN, 11 - CROSS CENTERLINE - OPPOSITE DIRECTION OF TRAVEL, 12 - DOWNHILL RUNAWAY, 13 - OTHER NON-COLLISION, 14 - PEDESTRIAN, 15 - PEDALCYCLE, 16 - RAILWAY VEHICLE (E.G. TRAIN, ENGINE), 17 - ANIMAL - FARM, 18 - ANIMAL - DEER, 19 - ANIMAL - OTHER, 20 - MOTOR VEHICLE IN TRANSPORT, 21 - PARKED MOTOR VEHICLE, 22 - WORK ZONE MAINTENANCE EQUIPMENT, 23 - STRUCK BY FALLING, SHIFTING CAR, OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE, 24 - OTHER MOVABLE OBJECT COLLISION WITH FIXED OBJECT STRUCK

COLLISION WITH FIXED OBJECT - STRUCK

25 - IMPACT ATTENUATOR/ CRASH CUSHION, 26 - BRIDGE OVERHEAD STRUCTURE, 27 - BRIDGE PIER OR ABUTMENT, 28 - BRIDGE PARAPET, 29 - BRIDGE RAIL, 30 - GUARDRAIL FACE, 31 - GUARDRAIL END, 32 - PORTABLE BARRIER, 33 - MEDIAN CABLE BARRIER, 34 - MEDIAN GUARDRAIL BARRIER, 35 - MEDIAN CONCRETE BARRIER, 36 - MEDIAN OTHER BARRIER, 37 - TRAFFIC SIGN POST, 38 - OVERHEAD SIGN POST, 39 - LIGHT/LUMINARIES SUPPORT, 40 - UTILITY POLE, 41 - OTHER POST, POLE OR SUPPORT, 42 - CULVERT, 43 - CURB, 44 - DITCH, 45 - EMBANKMENT, 46 - FENCE, 47 - MAILBOX, 48 - TREE, 49 - FIRE HYDRANT, 50 - WORK ZONE MAINTENANCE EQUIPMENT, 51 - WALL, 52 - BUILDING, 53 - TUNNEL, 54 - OTHER FIXED OBJECT, 99 - OTHER/UNKNOWN

FIRST HARMFUL EVENT: 1 **MOST HARMFUL EVENT:** 1

UNIT SPEED: [ ]

DETECTED SPEED: 3 (1 - STATED/ESTIMATED SPEED, 2 - CALCULATED/EDR, 3 - UNDETERMINED)

POSTED SPEED: [ ]

odot UNIT

Document #: 20243207620

Local Report #: FPD24-02535

OWNER

UNIT #	OWNER NAME: LAST,FIRST, MIDDLE([] SAME AS DRIVER	OWNER PHONE: INCLUDE AREACODE ([] SAME AS DRIVER)
2		

OWNER ADDRESS: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER)

COMMERCIAL CARRIER: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER) | COMMERCIAL CARRIER PHONE: INCLUDE AREACODE

, ,

VEHICLE

LP STATE	LICENSE PLATE #	VEHICLE IDENTIFICATION #	VEHICLE YEAR	VEHICLE MAKE
		1J4GL48K07W650810	2007	JEEP

INSURANCE VERIFIED	INSURANCE COMPANY	INSURANCE POLICY #	COLOR	VEHICLE MODEL
■			TAN	LIBERTY

TYPE OF USE: ☐ COMMERCIAL ☐ GOVERNMENT ☐ IN EMERGENCY RESPONSE

US DOT #:

TOWED BY: COMPANY NAME

☐ INTERLOCK DEVICE EQUIPPED ☐ HIT/SKIP UNIT | #OCCUPANTS: 1

VEHICLE WEIGHT GVWR/GCWR: [ ] 1 - ≤10k LBS. 2 - 10,001 - 26K LBS. 3 - > 26K LBS.

HAZARDOUS MATERIAL: ☐ MATERIAL RELEASED ☐ PLACARD | CLASS # | PLACARD ID #

UNIT TYPE: 3

1 - PASSENGER CAR, 2 - PASSENGER VAN (MINIVAN), 3 - SPORT UTILITY VEHICLE, 4 - PICK UP, 5 - CARGO VAN, 6 - VAN (9-15 SEATS), 7 - MOTORCYCLE 2 WHEELED, 8 - MOTORCYCLE 3 WHEELED, 9 - AUTOCYCLE, 10 - MOPED OR MOTORIZED BICYCLE, 11 - ALL TERRAIN VEHICLE(ATV/UTV), 12 - GOLF CART, 13 - SNOWMOBILE, 14 - SINGLE UNIT TRUCK, 15 - SEMI-TRACTOR, 16 - FARM EQUIPMENT, 17 - MOTORHOME, 18 - LIMO (LIVERY VEHICLE), 19 - BUS (16+ PASSENGERS), 20 - OTHER VEHICLE, 21 - HEAVY EQUIPMENT, 22 - ANIMAL WITH RIDER OR ANIMAL DRAWN VEHICLE, 23 - PEDESTRIAN/SKATER, 24 - WHEELCHAIR (ANY TYPE), 25 - OTHER NON-MOTORIST, 26 - BICYCLE, 27 - TRAIN, 99 - UNKNOWN OR HIT/SKIP

 # OF TRAILING UNITS: 0

WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 2 (1-YES 2-NO 9-OTHER/UNKNOWN)

AUTONOMOUS MODE LEVEL: 0

0 - NO AUTOMATION, 1 - DRIVER ASSISTANCE, 2 - PARTIAL AUTOMATION, 3 - CONDITIONAL AUTOMATION, 4 - HIGH AUTOMATION, 5 - FULL AUTOMATION, 9 - OTHER/UNKNOWN

SPECIAL FUNCTION: 1

1 - NONE, 2 - TAXI, 3 - ELECTRONIC RIDE SHARING, 4 - SCHOOL TRANSPORT, 5 - BUS - TRANSIT/COMMUTER, 6 - BUS - CHARTER/TOUR, 7 - BUS - INTERCITY, 8 - BUS - SHUTTLE, 9 - BUS - OTHER, 10 - AMBULANCE, 11 - FIRE, 12 - MILITARY, 13 - POLICE, 14 - PUBLIC UTILITY, 15 - CONSTRUCTION EQUIPMENT, 16 - FARM, 17 - MOWING, 18 - SNOW REMOVAL, 19 - TOWING, 20 - SAFETY SERVICE PATROL, 21 - MAIL CARRIER, 99 - OTHER/UNKNOWN

CARGO BODY TYPE: 1

1 - NO CARGO BODY TYPE/ NOT APPLICABLE, 2 - BUS, 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE, 4 - LOGGING, 5 - INTERMODAL CONTAINER CHASSIS, 6 - CARGO VAN/ENCLOSED BOX, 7 - GRAIN/CHIPS/GRAVEL, 8 - POLE, 9 - CARGO TANK, 10 - FLAT BED, 11 - DUMP, 12 - CONCRETE MIXER, 13 - AUTO TRANSPORTER, 14 - GARBAGE/REFUSE, 99 - OTHER/UNKNOWN

VEHICLE DEFECTS: [ ]

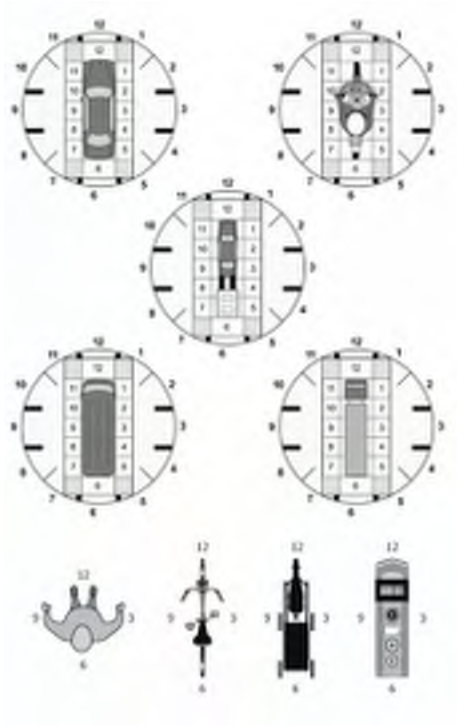
1 - TURN SIGNALS, 2 - HEAD LAMPS, 3 - TAIL LAMPS, 4 - BRAKES, 5 - STEERING, 6 - TIRE BLOWOUT, 7 - WORN OR SLICK TIRES, 8 - TRAILER EQUIPMENT DEFECTIVE, 9 - MOTOR TROUBLE, 10 - DISABLED FROM PRIOR ACCIDENT, 99 - OTHER/UNKNOWN

DAMAGE

DAMAGE SCALE: 2

1 - NONE, 2 - MINOR DAMAGE, 3 - FUNCTIONAL DAMAGE, 4 - DISABLING DAMAGE, 9 - UNKNOWN

DAMAGED AREAS (INDICATE ALL THAT APPLY): 1,12



☐ - NO DAMAGE [0] ☐ - UNDERCARRIAGE [14] ☐ - TOP [13] ☐ - ALL AREAS [15] ☐ - UNIT NOT AT SCENE [16]

INITIAL POINT OF CONTACT: 12

0 - NO DAMAGE, 1-12 - REFER TO UNIT DIAGRAM, 13 - TOP, 14 - UNDERCARRIAGE, 15 - VEHICLE NOT AT SCENE, 99 - UNKNOWN

EVENTS

NON-MOTORIST LOCATION AT IMPACT: [ ]

1 - INTERSECTION - MARKED CROSSWALK, 2 - INTERSECTION - UNMARKED CROSSWALK, 3 - INTERSECTION -OTHER, 4 - MIDBLOCK - MARKED CROSSWALK, 5 - TRAVEL LANE - OTHER LOCATION, 6 - BICYCLE LANE, 7 - SHOULDER/ROADSIDE, 8 - SIDEWALK, 9 - MEDIAN/CROSSING ISLAND, 10 - DRIVEWAY ACCESS, 11 - SHARED USE PATHS OR TRAILS, 12 - FIRST RESPONDER AT INCIDENT SCENE, 99 - OTHER/UNKNOWN

ACTION: 3

1 - NON-CONTACT, 2 - NON-COLLISION, 3 - STRIKING, 4 - STRUCK, 5 - BOTH STRIKING AND STRUCK, 9 - OTHER/UNKNOWN

PRE-CRASH ACTION: 1

1 - STRAIGHT AHEAD, 2 - BACKING, 3 - CHANGING LANES, 4 - OVERTAKING/PASSING, 5 - MAKING RIGHT TURN, 6 - MAKING LEFT TURN, 7 - MAKING U-TURN, 8 - ENTERING TRAFFIC LANE, 9 - LEAVING TRAFFIC LANE, 10 - PARKED, 11 - SLOWING OR STOPPED IN TRAFFIC, 12 - DRIVERLESS, 13 - NEGOTIATING A CURVE, 14 - ENTERING OR CROSSING SPECIFIED LOCATION, 15 - WALKING, RUNNING, JOGGING, PLAYING, 16 - WORKING, 17 - PUSHING VEHICLE, 18 - APPROACHING OR LEAVING VEHICLE, 19 - STANDING, 20 - OTHER NON-MOTORIST, 21 - STANDING OUTSIDE DISABLED VEHICLE, 99 - OTHER/UNKNOWN

CONTRIBUTING CIRCUMSTANCE: 1

1 - NONE, 2 - FAILURE TO YIELD, 3 - RAN RED LIGHT, 4 - RAN STOP SIGN, 5 - UNSAFE SPEED, 6 - IMPROPER TURN, 7 - LEFT OF CENTER, 8 - FOLLOWING TOO CLOSE / ACDA, 9 - IMPROPER LANE CHANGE, 10 - IMPROPER PASSING, 11 - DROVE OFF ROAD, 12 - IMPROPER BACKING, 13 - IMPROPER START FROM A PARKED POSITION, 14 - STOPPED OR PARKED ILLEGALLY, 15 - SWERVING TO AVOID, 16 - WRONG WAY, 17 - VISION OBSTRUCTION, 18 - OPERATING DEFECTIVE EQUIPMENT, 19 - LOAD SHIFTING/ FALLING/SPILLING, 20 - IMPROPER CROSSING, 21 - LYING IN ROADWAY, 22 - NOT DISCERNIBLE, 23 - OPENING DOOR INTO ROADWAY, 99 - OTHER IMPROPER ACTION

SEQUENCE OF EVENTS

1: 20
2:
3:
4:
5:
6:

NON-COLLISION

1 - OVERTURN/ROLLOVER, 2 - FIRE/EXPLOSION, 3 - IMMERSION, 4 - JACKKNIFE, 5 - CARGO/EQUIPMENT LOSS OR SHIFT, 6 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC), 7 - SEPARATION OF UNITS, 8 - RAN OFF ROAD RIGHT, 9 - RAN OFF ROAD LEFT, 10 - CROSS MEDIAN, 11 - CROSS CENTERLINE - OPPOSITE DIRECTION OF TRAVEL, 12 - DOWNHILL RUNAWAY, 13 - OTHER NON-COLLISION, 14 - PEDESTRIAN, 15 - PEDALCYCLE, 16 - RAILWAY VEHICLE (E.G. TRAIN, ENGINE), 17 - ANIMAL - FARM, 18 - ANIMAL - DEER, 19 - ANIMAL - OTHER, 20 - MOTOR VEHICLE IN TRANSPORT, 21 - PARKED MOTOR VEHICLE, 22 - WORK ZONE MAINTENANCE EQUIPMENT, 23 - STRUCK BY FALLING, SHIFTING CAR, OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE, 24 - OTHER MOVABLE OBJECT COLLISION WITH FIXED OBJECT STRUCK

COLLISION WITH FIXED OBJECT - STRUCK

25 - IMPACT ATTENUATOR/ CRASH CUSHION, 26 - BRIDGE OVERHEAD STRUCTURE, 27 - BRIDGE PIER OR ABUTMENT, 28 - BRIDGE PARAPET, 29 - BRIDGE RAIL, 30 - GUARDRAIL FACE, 31 - GUARDRAIL END, 32 - PORTABLE BARRIER, 33 - MEDIAN CABLE BARRIER, 34 - MEDIAN GUARDRAIL BARRIER, 35 - MEDIAN CONCRETE BARRIER, 36 - MEDIAN OTHER BARRIER, 37 - TRAFFIC SIGN POST, 38 - OVERHEAD SIGN POST, 39 - LIGHT/LUMINARIES SUPPORT, 40 - UTILITY POLE, 41 - OTHER POST, POLE OR SUPPORT, 42 - CULVERT, 43 - CURB, 44 - DITCH, 45 - EMBANKMENT, 46 - FENCE, 47 - MAILBOX, 48 - TREE, 49 - FIRE HYDRANT, 50 - WORK ZONE MAINTENANCE EQUIPMENT, 51 - WALL, 52 - BUILDING, 53 - TUNNEL, 54 - OTHER FIXED OBJECT, 99 - OTHER/UNKNOWN

FIRST HARMFUL EVENT: 1 **MOST HARMFUL EVENT: 1**

TRAFFIC

TRAFFICWAY FLOW: 2 (1 - ONE-WAY, 2 - TWO-WAY)

TRAFFIC CONTROL: 2 (1 - ROUNDABOUT, 2 - SIGNAL, 3 - FLASHER, 4 - STOP SIGN, 5 - YIELD SIGN, 6 - NO CONTROL)

 # OF THROUGH LANES ON ROAD: 4

RAIL GRADE CROSSING: 1 (1 - NOT INVOLVED, 2 - INVOLVED-ACTIVE CROSSING, 3 - INVOLVED-PASSIVE CROSSING)

UNIT / NON-MOTORIST DIRECTION

FROM 3 TO 4

1 - NORTH, 2 - SOUTH, 3 - EAST, 4 - WEST, 5 - NORTHEAST, 6 - NORTHWEST, 7 - SOUTHEAST, 8 - SOUTHWEST, 9 - OTHER/UNKNOWN

UNIT SPEED:

DETECTED SPEED: 3 (1 - STATED/ESTIMATED SPEED, 2 - CALCULATED/EDR, 3 - UNDETERMINED)

POSTED SPEED:

MOTORIST / NON-MOTORIST

Document #: 20243207620

Local Report #: FPD24-02535

MOTORIST/NON-MOTORIST

UNIT #	PERSON TYPE	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	D			85	M

ADDRESS: STREET, CITY, STATE, ZIP:

CONTACT PHONE - INCLUDE AREA CODE:

INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)	INJURED TAKEN TO: MEDICAL FACILITY (NAME,CITY)	SAFETY EQUIPMENT USED	DOT-COMPLIANT MC HELMET	SEATING POSTION	AIR BAG USAGE	EJECTION	TRAPPED
5	1			4	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OFFENSE CHARGED	LOCAL CODE	OFFENSE DESCRIPTION	CITATION NUMBER
OH		331.17	■	RIGHT-OF-WAY WHEN TURNING LEFT	14069

OL CLASS	ENDORSEMENTS (SELECT UP TO 2)	RESTRICTION: (SELECT UP TO 3)	DRIVER DISTRACTED BY	ALCOHOL / DRUG SUSPECTED	CONDITION	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST(S) STATUS	DRUG TEST(S) TYPE	DRUG TEST(S) RESULT (SELECT UP TO 4)
			1	☐ ALCOHOL ☐ MARIJUANA ☐ OTHER DRUG	1	1	1		1	1	

MOTORIST/NON-MOTORIST

UNIT #	PERSON TYPE	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
2	D			46	F

ADDRESS: STREET, CITY, STATE, ZIP:

CONTACT PHONE - INCLUDE AREA CODE:

INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)	INJURED TAKEN TO: MEDICAL FACILITY (NAME,CITY)	SAFETY EQUIPMENT USED	DOT-COMPLIANT MC HELMET	SEATING POSTION	AIR BAG USAGE	EJECTION	TRAPPED
5	2			4	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OFFENSE CHARGED	LOCAL CODE	OFFENSE DESCRIPTION	CITATION NUMBER
OH			☐		

OL CLASS	ENDORSEMENTS (SELECT UP TO 2)	RESTRICTION: (SELECT UP TO 3)	DRIVER DISTRACTED BY	ALCOHOL / DRUG SUSPECTED	CONDITION	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST(S) STATUS	DRUG TEST(S) TYPE	DRUG TEST(S) RESULT (SELECT UP TO 4)
			1	☐ ALCOHOL ☐ MARIJUANA ☐ OTHER DRUG	1	1	1		1	1	

INJURIES
1 - FATAL
2 - SUSPECTED SERIOUS INJURY
3 - SUSPECTED MINOR INJURY
4 - POSSIBLE INJURY
5 - NO APPARENT INJURY

INJURED TAKE BY
1 - NOT TRANSPORTED/ TREATED AT SCENE
2 - EMS
3 - POLICE
9 - OTHER/UNKNOWN

SAFETY EQUIPMENT
1 - NONE USED
2 - SHOULDER BELT ONLY USED
3 - LAP BELT ONLY USED
4 - SHOULDER AND LAP BELT USED
5 - CHILD RESTRAINT SYSTEM - FORWARD FACING
6 - CHILD RESTRAINT SYSTEM - REAR FACING
7 - BOOSTER SEAT
8 - HELMET USED
9 - PROTECTIVE PADS USED (ELBOW, KNEES, ETC.)
10 - REFLECTIVE CLOTHING
11 - LIGHTING - PEDESTRIAN/ BICYCLE ONLY
99 - OTHER/UNKNOWN

SEATING POSITION
1 - FRONT SEAT - LEFT SIDE (MOTORCYCLE DRIVER)
2 - FRONT SEAT - MIDDLE
3 - FRONT SEAT - RIGHT SIDE
4 - SECOND SEAT - LEFT SIDE (MOTORCYCLE PASSENGER)
5 - SECOND SEAT - MIDDLE
6 - SECOND SEAT - RIGHT SIDE
7 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR)
8 - THIRD - MIDDLE
9 - THIRD - RIGHT SIDE
10 - SLEEPER SECTION OF TRUCK CAB
11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON TRAILING UNIT, BUS, PICK-UP WITH CAP)
12 - PASSENGER IN UNENCLOSED CARGO AREA
13 - TRAILING UNIT
14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)
15 - NON-MOTORIST
99 - OTHER/UNKNOWN

AIR BAG
1 - NOT-DEPLOYED
2 - DEPLOYED-FRONT
3 - DEPLOYED-SIDE
4 - DEPLOYED BOTH FRONT/SIDE
5 - NOT APPLICABLE
9 - DEPLOYMENT UNKNOWN

EJECTION
1 - NOT EJECTED
2 - PARTIALLY EJECTED
3 - TOTALLY EJECTED
4 - NOT APPLICABLE

TRAPPED
1 - NOT TRAPPED
2 - EXTRICATED BY MECHANICAL MEANS
3 - FREED BY NON-MECHANICAL MEANS

OL CLASS
1 - CLASS A
2 - CLASS B
3 - CLASS C
4 - REGULAR CLASS (OHIO IS 'D')
5 - M/C MOPED ONLY
6 - NO VALID OL

OL ENDORSEMENT
H - HAZMAT
M - MOTORCYCLE
P - PASSENGER
N - TANKER
Q - MOTOR SCOOTER
R - THREE-WHEEL MOTORCYCLE
S - SCHOOL BUS
T - DOUBLE AND TRIPLE TRAILERS
X - TANKER / HAZMAT

GENDER
F - FEMALE
M - MALE
U - OTHER/UNKNOWN

OL RESTRICTON(S)
1 - ALCOHOL INTERLOCK DEVICE
2 - CDL INTRASTATE ONLY
3 - CORRECTIVE LENSES
4 - FARM WAIVER
5 - EXCEPT CLASS A BUS
6 - EXCEPT CLASS A AND CLASS B BUS
7 - EXCEPT TRACTOR-TRAILER
8 - INTERMEDIATE LICENSE RESTRICTIONS
9 - LEARNER'S PERMIT RESTRICTIONS
10 - LIMITED TO DAYLIGHT ONLY
11 - LIMITED TO EMPLOYMENT
12 - LIMITED - OTHER
13 - MECHANICAL DEVICES (SPECIAL BRAKES, HAND CONTROLS, OR OTHER ADAPTIVE DEVICES)
14 - MILITARY VEHICLES ONLY
15 - MOTOR VEHICLES WITHOUT AIR BRAKES
16 - OUTSIDE MIRROR
17 - PROSTHETIC AID
18 - OTHER

DRIVER DISTRACTION
1 - NOT DISTRACTED
2 - MANUALLY OPERATING AN ELECTRONIC COMMUNICATION DEVICE (TESTING, TYPING, DIALING)
3 - TALKING ON HANDS FRE COMMUNICATION DEVICE
4 - TALKING ON HAND HELD COMMUNICATION DEVICE
5 - OTHER ACTIVITY WITH AN ELECTRONIC DEVICE
6 - PASSENGER
7 - OTHER DISTRACTION INSIDE THE VEHICLE
8 - OTHER DISTRACTION OUTSIDE THE VEHICLE
9 - OTHER/UNKNOWN

CONDITION
1 - APPARENTLY NORMAL
2 - PHYSICAL IMPAIRMENT
3 - EMOTIONAL (E.G., DEPRESSED, ANGRY, DISTURBED)
4 - ILLNESS
5 - FELL ASLEEP, FAINTED, FATIGUED, ETC.
6 - UNDER THE INFLUENCE OF MEDICATIONS/ DRUGS/ ALCOHOL
9 - OTHER/UNKNOWN

TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

ALCOHOL TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRUG TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRUG TEST RESULT(S)
1 - AMPHETAMINES
2 - BARBITURATES
3 - BENZODIAZEPINES
4 - CANNABINOIDS
5 - COCAINE
6 - OPIATES / OPIOIDS
7 - OTHER
8 - NEGATIVE RESULTS

TRAFFIC CRASH REPORT

Document #: 20243166469

Local Report #: FPD24-02122

■ PHOTOS TAKEN ☐ OH-2 ☐ OH-3
☐ SECONDARY CRASH ☐ OH-1P ☐ OTHER
☐ PRIVATE PROPERTY

LOCAL INFORMATION

REPORTING AGENCY NAME* FRANKLIN POLICE

NCIC* 08301

HIT/SKIP (1 - SOLVED, 2 - UNSOLVED)

NUMBER OF UNITS 2

UNIT IN ERROR (98 - ANIMAL, 99 - UNKNOWN) 1

COUNTY* 83

LOCALITY* (1 - CITY, 2 - VILLAGE, 3 - TOWNSHIP) 1

LOCATION: CITY, VILLAGE, TOWNSHIP* Franklin

ODPS FIPS 28476

CRASH DATE / TIME* 9/12/2024 3:49:00 PM

CRASH SEVERITY 5-PROPERTY DAMAGE ONLY

ROUTE TYPE SR

ROUTE NUMBER 73

PREFIX (N - NORTH, S - SOUTH, E - EAST, W - WEST)

LOCATION ROAD NAME

ROAD TYPE

ODPS LATITUDE 39.563254

ODPS LONGITUDE -84.276621

ROUTE TYPE

ROUTE NUMBER

PREFIX (N - NORTH, S - SOUTH, E - EAST, W - WEST)

REFERENCE ROAD NAME (ROAD, MILEPOST, HOUSE#) EAST LAWN

ROAD TYPE DR

ODOT LATITUDE 39.563322

ODOT LONGITUDE -84.276612

REFERENCE POINT (1 - INTERSECTION, 2 - MILE POST, 3 - HOUSE NUMBER) 1

DIRECTION FROM REFERENCE (N - NORTH, S - SOUTH, E - EAST, W - WEST)

DISTANCE FROM REFERENCE

DISTANCE UNIT OF MEASURE (1 - MILES, 2 - FEET, 3 - YARDS)

ROUTE TYPE
IR - INTERSTATE ROUTE (TP)
US - FEDERAL US ROUTE
SR - STATE ROUTE
CR - NUMBERED COUNTY ROUTE
TR - NUMBERED TOWNSHIP ROUTE

ROAD TYPE
AL - ALLEY
AV - AVENUE
BL - BOULEVARD
CR - CIRCLE
CT - COURT
DR - DRIVE
HE - HEIGHTS
HW - HIGHWAY
LA - LANE
MP - MILEPOST
OV - OVAL
PI - PIKE
PK - PARKWAY
PL - PLACE
RD - ROAD
SQ - SQUARE
ST - STREET
TE - TERRACE
TL - TRAIL
WA - WAY

ODOT GOOGLE MAP LINK
https://www.google.com/maps?q=39.563322,-84.276612

INTERSECTION RELATED
■ WITHIN INTERSECTION OR ON APPROACH
☐ WITHIN INTERCHANGE AREA
NUMBER OF APPROACHES 4

ROADWAY
☐ ROADWAY DIVIDED

LOCATION OF FIRST HARMFUL EVENT 1
1 - ON ROADWAY
2 - ON SHOULDER
3 - IN MEDIAN
4 - ON ROADSIDE
5 - ON GORE
6 - OUTSIDE TRAFFIC WAY
7 - ON RAMP
8 - OFF RAMP
9 - CROSSOVER
10 - DRIVEWAY/ALLEY ACCESS
11 - RAILWAY GRADE CROSSING
12 - SHARED USE PATHS OR TRAILS
13 - BIKE LANE
14 - TOOL BOOTH
99 - OTHER / UNKNOWN

MANNER OF CRASH COLLISION/IMPACT 2
1 - NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT
2 - REAR-END
3 - HEAD-ON
4 - REAR-TO-REAR
5 - BACKING
6 - ANGLE
7 - SIDESWIPE, SAME DIRECTION
8 - SIDESWIPE, OPPOSITE DIRECTION
9 - OTHER/UNKNOWN

DIRECTION OF TRAVEL (N - NORTH, S - SOUTH, E - EAST, W - WEST)

MEDIAN TYPE
1 - DIVIDED FLUSH MEDIAN (LESS THAN 4 FEET)
2 - DIVIDED FLUSH MEDIAN (4 FEET AND GREATER)
3 - DIVIDED, DEPRESSED MEDIAN
4 - DIVIDED, RAISED MEDIAN (ANY TYPE)
9 - OTHER/UNKNOWN

☐ WORK ZONE RELATED
☐ WORKERS PRESENT
☐ LAW ENFORCEMENT PRESENT
☐ ACTIVE SCHOOL ZONE

WORK ZONE TYPE
1 - LANE CLOSURE
2 - LANE SHIFT/CROSSOVER
3 - WORK ON SHOULDER OR MEDIAN
4 - INTERMITTENT OR MOVING WORK
5 - OTHER

LOCATION OF CRASH IN WORK ZONE
1 - BEFORE THE FIRST WORK ZONE WARNING SIGN
2 - ADVANCE WARNING AREA
3 - TRANSITION AREA
4 - ACTIVITY AREA
5 - TERMINATION AREA

CONTOUR 1
1 - STRAIGHT LEVEL
2 - STRAIGHT GRADE
3 - CURVE LEVEL
4 - CURVE GRADE
9 - OTHER/UNKNOWN

CONDITIONS 1
1 - DRY
2 - WET
3 - SNOW
4 - ICE
5 - SAND, MUD, DIRT, OIL, GRAVEL
6 - WATER (STANDING, MOVING)
7 - SLUSH
9 - OTHER/UNKNOWN

SURFACE 2
1 - CONCRETE
2 - BLACKTOP, BITUMINOUS, ASPHALT
3 - BRICK/BLOCK
4 - SLAG, GRAVEL, STONE
5 - DIRT
9 - OTHER/UNKNOWN

LIGHT CONDITION 1
1 - DAYLIGHT
2 - DAWN/DUSK
3 - DARK - LIGHTED ROADWAY
4 - DARK - ROADWAY NOT LIGHTED
5 - DARK - UNKNOWN ROADWAY LIGHTING
9 - OTHER/UNKNOWN

WEATHER 1
1 - CLEAR
2 - CLOUDY
3 - FOG, SMOG, SMOKE
4 - RAIN
5 - SLEET, HAIL
6 - SNOW
7 - SEVERE CROSSWINDS
8 - BLOWING SAND, SOIL, DIRT, SNOW
9 - FREEZING RAIN OR FREEZING DRIZZLE
99 - OTHER/UNKNOWN

NARRATIVE

UNIT 1 AND UNIT 2 WERE STOPPED AT A RED SIGNAL AT THE INTERSECTION OF E 2ND ST AND EAST LAWN DR. THE VEHICLES WERE COMING FROM THE WEST AND TRAVELING TO THE EAST. THE LIGHT TURNED GREEN AND UNIT 1 BELIEVED THAT UNIT 2 HAD BEGAN TO ACCELERATE, BUT UNIT 2 DID NOT. UNIT 2 STRUCK UNIT 1 IN THE REAR FOR FAILURE TO MAINTAIN ASSURED CLEAR DISTANCE AHEAD. MINOR DAMAGE TO BOTH VEHICLES. BOTH UNIT DRIVERS EXCHANGED INFO. UNIT 1 DRIVER IS THE AT FAULT DRIVER. UNIT 1 ADMITTED FAULT. NO INJURIES SUSTAINED TO EITHER UNIT.

CRASH REPORTED DATE / TIME	DISPATCH DATE / TIME	ARRIVAL DATE / TIME	SCENE CLEARED DATE / TIME
9/12/2024 3:49:00 PM	9/12/2024 3:49:00 PM	9/12/2024 4:01:00 PM	9/12/2024 4:03:00 PM

REPORT TAKEN BY
■ POLICE AGENCY
☐ MOTORIST
☐ SUPPLEMENT CORRECTION OR ADDTION TO AN EXISTING REPORT SENT TO ODPS

TOTAL TIME ROADWAY CLOSED	OTHER INVESTIGATION TIME	TOTAL MINUTES	OFFICER'S NAME*	CHECKED BY OFFICER'S NAME*
14	0	14	Wallace, Lexis	Rosell, Gerrett
			OFFICER'S BADGE NUMBER* 238	**CHECKED BY OFFICER'S BADGE NUMBER*** 237

odot UNIT

Document #: 20243166469

Local Report #: FPD24-02122

OWNER

UNIT #	OWNER NAME: LAST,FIRST, MIDDLE([] SAME AS DRIVER	OWNER PHONE: INCLUDE AREACODE ([] SAME AS DRIVER)
1		

OWNER ADDRESS: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER)

COMMERCIAL CARRIER: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER) — COMMERCIAL CARRIER PHONE: INCLUDE AREACODE

, ,

VEHICLE

LP STATE	LICENSE PLATE #	VEHICLE IDENTIFICATION #	VEHICLE YEAR	VEHICLE MAKE
		4T1K61AK7PU090114	2023	TOYOTA

INSURANCE VERIFIED	INSURANCE COMPANY	INSURANCE POLICY #	COLOR	VEHICLE MODEL
■			RED	CAMRY

TYPE OF USE: ☐ COMMERCIAL ☐ GOVERNMENT ☐ IN EMERGENCY RESPONSE

US DOT #:

TOWED BY: COMPANY NAME

☐ INTERLOCK DEVICE EQUIPPED ☐ HIT/SKIP UNIT

#OCCUPANTS: 1

VEHICLE WEIGHT GVWR/GCWR: [ ] 1 - ≤10k LBS. 2 - 10,001 - 26K LBS. 3 - > 26K LBS.

HAZARDOUS MATERIAL: ☐ MATERIAL RELEASED ☐ PLACARD — CLASS # — PLACARD ID #

UNIT TYPE: 1

1 - PASSENGER CAR, 2 - PASSENGER VAN (MINIVAN), 3 - SPORT UTILITY VEHICLE, 4 - PICK UP, 5 - CARGO VAN, 6 - VAN (9-15 SEATS), 7 - MOTORCYCLE 2 WHEELED, 8 - MOTORCYCLE 3 WHEELED, 9 - AUTOCYCLE, 10 - MOPED OR MOTORIZED BICYCLE, 11 - ALL TERRAIN VEHICLE(ATV/UTV), 12 - GOLF CART, 13 - SNOWMOBILE, 14 - SINGLE UNIT TRUCK, 15 - SEMI-TRACTOR, 16 - FARM EQUIPMENT, 17 - MOTORHOME, 18 - LIMO (LIVERY VEHICLE), 19 - BUS (16+ PASSENGERS), 20 - OTHER VEHICLE, 21 - HEAVY EQUIPMENT, 22 - ANIMAL WITH RIDER OR ANIMAL DRAWN VEHICLE, 23 - PEDESTRIAN/SKATER, 24 - WHEELCHAIR (ANY TYPE), 25 - OTHER NON-MOTORIST, 26 - BICYCLE, 27 - TRAIN, 99 - UNKNOWN OR HIT/SKIP

OF TRAILING UNITS: 0

WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 2 — 1-YES 2-NO 9-OTHER/UNKNOWN

AUTONOMOUS MODE LEVEL: 0

0 - NO AUTOMATION, 1 - DRIVER ASSISTANCE, 2 - PARTIAL AUTOMATION, 3 - CONDITIONAL AUTOMATION, 4 - HIGH AUTOMATION, 5 - FULL AUTOMATION, 9 - OTHER/UNKNOWN

SPECIAL FUNCTION: 1

1 - NONE, 2 - TAXI, 3 - ELECTRONIC RIDE SHARING, 4 - SCHOOL TRANSPORT, 5 - BUS - TRANSIT/COMMUTER, 6 - BUS - CHARTER/TOUR, 7 - BUS - INTERCITY, 8 - BUS - SHUTTLE, 9 - BUS - OTHER, 10 - AMBULANCE, 11 - FIRE, 12 - MILITARY, 13 - POLICE, 14 - PUBLIC UTILITY, 15 - CONSTRUCTION EQUIPMENT, 16 - FARM, 17 - MOWING, 18 - SNOW REMOVAL, 19 - TOWING, 20 - SAFETY SERVICE PATROL, 21 - MAIL CARRIER, 99 - OTHER/UNKNOWN

CARGO BODY TYPE: 1

1 - NO CARGO BODY TYPE/ NOT APPLICABLE, 2 - BUS, 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE, 4 - LOGGING, 5 - INTERMODAL CONTAINER CHASSIS, 6 - CARGO VAN/ENCLOSED BOX, 7 - GRAIN/CHIPS/GRAVEL, 8 - POLE, 9 - CARGO TANK, 10 - FLAT BED, 11 - DUMP, 12 - CONCRETE MIXER, 13 - AUTO TRANSPORTER, 14 - GARBAGE/REFUSE, 99 - OTHER/UNKNOWN

VEHICLE DEFECTS:

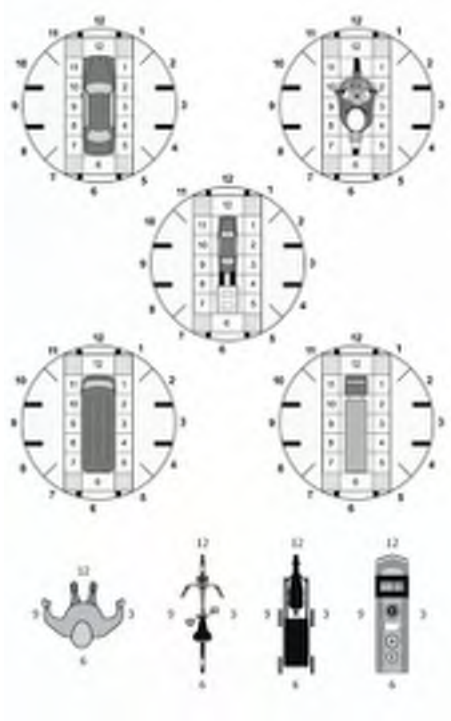
1 - TURN SIGNALS, 2 - HEAD LAMPS, 3 - TAIL LAMPS, 4 - BRAKES, 5 - STEERING, 6 - TIRE BLOWOUT, 7 - WORN OR SLICK TIRES, 8 - TRAILER EQUIPMENT DEFECTIVE, 9 - MOTOR TROUBLE, 10 - DISABLED FROM PRIOR ACCIDENT, 99 - OTHER/UNKNOWN

DAMAGE

DAMAGE SCALE: 2

1 - NONE, 2 - MINOR DAMAGE, 3 - FUNCTIONAL DAMAGE, 4 - DISABLING DAMAGE, 9 - UNKNOWN

DAMAGED AREAS — INDICATE ALL THAT APPLY: 12



☐ - NO DAMAGE [0] ☐ - UNDERCARRIAGE [14] ☐ - TOP [13] ☐ - ALL AREAS [15] ☐ - UNIT NOT AT SCENE [16]

INITIAL POINT OF CONTACT: 12

0 - NO DAMAGE, 1-12 - REFER TO UNIT DIAGRAM, 13 - TOP, 14 - UNDERCARRIAGE, 15 - VEHICLE NOT AT SCENE, 99 - UNKNOWN

EVENTS

NON-MOTORIST LOCATION AT IMPACT:

1 - INTERSECTION - MARKED CROSSWALK, 2 - INTERSECTION - UNMARKED CROSSWALK, 3 - INTERSECTION -OTHER, 4 - MIDBLOCK - MARKED CROSSWALK, 5 - TRAVEL LANE - OTHER LOCATION, 6 - BICYCLE LANE, 7 - SHOULDER/ROADSIDE, 8 - SIDEWALK, 9 - MEDIAN/CROSSING ISLAND, 10 - DRIVEWAY ACCESS, 11 - SHARED USE PATHS OR TRAILS, 12 - FIRST RESPONDER AT INCIDENT SCENE, 99 - OTHER/UNKNOWN

ACTION: 3

1 - NON-CONTACT, 2 - NON-COLLISION, 3 - STRIKING, 4 - STRUCK, 5 - BOTH STRIKING AND STRUCK, 9 - OTHER/UNKNOWN

PRE-CRASH ACTION: 1

1 - STRAIGHT AHEAD, 2 - BACKING, 3 - CHANGING LANES, 4 - OVERTAKING/PASSING, 5 - MAKING RIGHT TURN, 6 - MAKING LEFT TURN, 7 - MAKING U-TURN, 8 - ENTERING TRAFFIC LANE, 9 - LEAVING TRAFFIC LANE, 10 - PARKED, 11 - SLOWING OR STOPPED IN TRAFFIC, 12 - DRIVERLESS, 13 - NEGOTIATING A CURVE, 14 - ENTERING OR CROSSING SPECIFIED LOCATION, 15 - WALKING, RUNNING, JOGGING, PLAYING, 16 - WORKING, 17 - PUSHING VEHICLE, 18 - APPROACHING OR LEAVING VEHICLE, 19 - STANDING, 20 - OTHER NON-MOTORIST, 21 - STANDING OUTSIDE DISABLED VEHICLE, 99 - OTHER/UNKNOWN

CONTRIBUTING CIRCUMSTANCE: 8

1 - NONE, 2 - FAILURE TO YIELD, 3 - RAN RED LIGHT, 4 - RAN STOP SIGN, 5 - UNSAFE SPEED, 6 - IMPROPER TURN, 7 - LEFT OF CENTER, 8 - FOLLOWING TOO CLOSE / ACDA, 9 - IMPROPER LANE CHANGE, 10 - IMPROPER PASSING, 11 - DROVE OFF ROAD, 12 - IMPROPER BACKING, 13 - IMPROPER START FROM A PARKED POSITION, 14 - STOPPED OR PARKED ILLEGALLY, 15 - SWERVING TO AVOID, 16 - WRONG WAY, 17 - VISION OBSTRUCTION, 18 - OPERATING DEFECTIVE EQUIPMENT, 19 - LOAD SHIFTING/ FALLING/SPILLING, 20 - IMPROPER CROSSING, 21 - LYING IN ROADWAY, 22 - NOT DISCERNIBLE, 23 - OPENING DOOR INTO ROADWAY, 99 - OTHER IMPROPER ACTION

SEQUENCE OF EVENTS

1	20
2	
3	
4	
5	
6	

NON-COLLISION

1 - OVERTURN/ROLLOVER, 2 - FIRE/EXPLOSION, 3 - IMMERSION, 4 - JACKKNIFE, 5 - CARGO/EQUIPMENT LOSS OR SHIFT, 6 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC), 7 - SEPARATION OF UNITS, 8 - RAN OFF ROAD RIGHT, 9 - RAN OFF ROAD LEFT, 10 - CROSS MEDIAN, 11 - CROSS CENTERLINE - OPPOSITE DIRECTION OF TRAVEL, 12 - DOWNHILL RUNAWAY, 13 - OTHER NON-COLLISION, 14 - PEDESTRIAN, 15 - PEDALCYCLE, 16 - RAILWAY VEHICLE (E.G. TRAIN, ENGINE), 17 - ANIMAL - FARM, 18 - ANIMAL - DEER, 19 - ANIMAL - OTHER, 20 - MOTOR VEHICLE IN TRANSPORT, 21 - PARKED MOTOR VEHICLE, 22 - WORK ZONE MAINTENANCE EQUIPMENT, 23 - STRUCK BY FALLING, SHIFTING CAR, OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE, 24 - OTHER MOVABLE OBJECT COLLISION WITH FIXED OBJECT STRUCK

COLLISION WITH FIXED OBJECT - STRUCK

25 - IMPACT ATTENUATOR/ CRASH CUSHION, 26 - BRIDGE OVERHEAD STRUCTURE, 27 - BRIDGE PIER OR ABUTMENT, 28 - BRIDGE PARAPET, 29 - BRIDGE RAIL, 30 - GUARDRAIL FACE, 31 - GUARDRAIL END, 32 - PORTABLE BARRIER, 33 - MEDIAN CABLE BARRIER, 34 - MEDIAN GUARDRAIL BARRIER, 35 - MEDIAN CONCRETE BARRIER, 36 - MEDIAN OTHER BARRIER, 37 - TRAFFIC SIGN POST, 38 - OVERHEAD SIGN POST, 39 - LIGHT/LUMINARIES SUPPORT, 40 - UTILITY POLE, 41 - OTHER POST, POLE OR SUPPORT, 42 - CULVERT, 43 - CURB, 44 - DITCH, 45 - EMBANKMENT, 46 - FENCE, 47 - MAILBOX, 48 - TREE, 49 - FIRE HYDRANT, 50 - WORK ZONE MAINTENANCE EQUIPMENT, 51 - WALL, 52 - BUILDING, 53 - TUNNEL, 54 - OTHER FIXED OBJECT, 99 - OTHER/UNKNOWN

FIRST HARMFUL EVENT: 1 MOST HARMFUL EVENT: 1

TRAFFIC

TRAFFICWAY FLOW: 2 (1 - ONE-WAY, 2 - TWO-WAY)

TRAFFIC CONTROL: 2 (1 - ROUNDABOUT, 2 - SIGNAL, 3 - FLASHER, 4 - STOP SIGN, 5 - YIELD SIGN, 6 - NO CONTROL)

OF THROUGH LANES ON ROAD: 6

RAIL GRADE CROSSING: 1 (1 - NOT INVOLVED, 2 - INVOLVED-ACTIVE CROSSING, 3 - INVOLVED-PASSIVE CROSSING)

UNIT / NON-MOTORIST DIRECTION: FROM 4 TO 3

1 - NORTH, 2 - SOUTH, 3 - EAST, 4 - WEST, 5 - NORTHEAST, 6 - NORTHWEST, 7 - SOUTHEAST, 8 - SOUTHWEST, 9 - OTHER/UNKNOWN

UNIT SPEED: 1

DETECTED SPEED: 1 (1 - STATED/ESTIMATED SPEED, 2 - CALCULATED/EDR, 3 - UNDETERMINED)

POSTED SPEED: 45

odot UNIT

Document #: 20243166469

Local Report #: FPD24-02122

OWNER

UNIT #	OWNER NAME: LAST,FIRST, MIDDLE([] SAME AS DRIVER)	OWNER PHONE: INCLUDE AREACODE ([] SAME AS DRIVER)
2		

OWNER ADDRESS: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER)

COMMERCIAL CARRIER: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER) — COMMERCIAL CARRIER PHONE: INCLUDE AREACODE

, ,

VEHICLE

LP STATE	LICENSE PLATE #	VEHICLE IDENTIFICATION #	VEHICLE YEAR	VEHICLE MAKE
		KL79MRSL0RB096007	2024	CHEVROLET

INSURANCE VERIFIED	INSURANCE COMPANY	INSURANCE POLICY #	COLOR	VEHICLE MODEL
■			BLK	TRAILBLAZER

TYPE OF USE: ☐ COMMERCIAL ☐ GOVERNMENT ☐ IN EMERGENCY RESPONSE

US DOT #:

TOWED BY: COMPANY NAME

☐ INTERLOCK DEVICE EQUIPPED ☐ HIT/SKIP UNIT

#OCCUPANTS: 1

VEHICLE WEIGHT GVWR/GCWR: [ ] 1 - ≤10k LBS. 2 - 10,001 - 26K LBS. 3 - > 26K LBS.

HAZARDOUS MATERIAL: ☐ MATERIAL RELEASED ☐ PLACARD — CLASS # — PLACARD ID #

UNIT TYPE: 3

1 - PASSENGER CAR, 2 - PASSENGER VAN (MINIVAN), 3 - SPORT UTILITY VEHICLE, 4 - PICK UP, 5 - CARGO VAN, 6 - VAN (9-15 SEATS), 7 - MOTORCYCLE 2 WHEELED, 8 - MOTORCYCLE 3 WHEELED, 9 - AUTOCYCLE, 10 - MOPED OR MOTORIZED BICYCLE, 11 - ALL TERRAIN VEHICLE(ATV/UTV), 12 - GOLF CART, 13 - SNOWMOBILE, 14 - SINGLE UNIT TRUCK, 15 - SEMI-TRACTOR, 16 - FARM EQUIPMENT, 17 - MOTORHOME, 18 - LIMO (LIVERY VEHICLE), 19 - BUS (16+ PASSENGERS), 20 - OTHER VEHICLE, 21 - HEAVY EQUIPMENT, 22 - ANIMAL WITH RIDER OR ANIMAL DRAWN VEHICLE, 23 - PEDESTRIAN/SKATER, 24 - WHEELCHAIR (ANY TYPE), 25 - OTHER NON-MOTORIST, 26 - BICYCLE, 27 - TRAIN, 99 - UNKNOWN OR HIT/SKIP

 # OF TRAILING UNITS: 0

WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 2 (1-YES 2-NO 9-OTHER/UNKNOWN)

AUTONOMOUS MODE LEVEL: 0

0 - NO AUTOMATION, 1 - DRIVER ASSISTANCE, 2 - PARTIAL AUTOMATION, 3 - CONDITIONAL AUTOMATION, 4 - HIGH AUTOMATION, 5 - FULL AUTOMATION, 9 - OTHER/UNKNOWN

SPECIAL FUNCTION: 1

1 - NONE, 2 - TAXI, 3 - ELECTRONIC RIDE SHARING, 4 - SCHOOL TRANSPORT, 5 - BUS - TRANSIT/COMMUTER, 6 - BUS - CHARTER/TOUR, 7 - BUS - INTERCITY, 8 - BUS - SHUTTLE, 9 - BUS - OTHER, 10 - AMBULANCE, 11 - FIRE, 12 - MILITARY, 13 - POLICE, 14 - PUBLIC UTILITY, 15 - CONSTRUCTION EQUIPMENT, 16 - FARM, 17 - MOWING, 18 - SNOW REMOVAL, 19 - TOWING, 20 - SAFETY SERVICE PATROL, 21 - MAIL CARRIER, 99 - OTHER/UNKNOWN

CARGO BODY TYPE: 1

1 - NO CARGO BODY TYPE/ NOT APPLICABLE, 2 - BUS, 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE, 4 - LOGGING, 5 - INTERMODAL CONTAINER CHASSIS, 6 - CARGO VAN/ENCLOSED BOX, 7 - GRAIN/CHIPS/GRAVEL, 8 - POLE, 9 - CARGO TANK, 10 - FLAT BED, 11 - DUMP, 12 - CONCRETE MIXER, 13 - AUTO TRANSPORTER, 14 - GARBAGE/REFUSE, 99 - OTHER/UNKNOWN

VEHICLE DEFECTS: [ ]

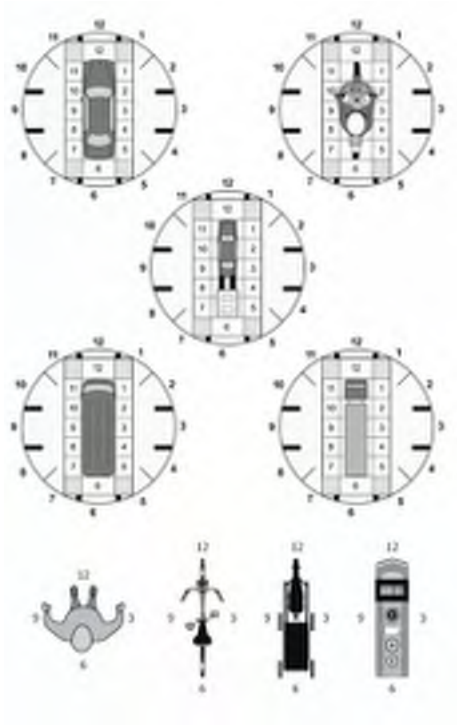
1 - TURN SIGNALS, 2 - HEAD LAMPS, 3 - TAIL LAMPS, 4 - BRAKES, 5 - STEERING, 6 - TIRE BLOWOUT, 7 - WORN OR SLICK TIRES, 8 - TRAILER EQUIPMENT DEFECTIVE, 9 - MOTOR TROUBLE, 10 - DISABLED FROM PRIOR ACCIDENT, 99 - OTHER/UNKNOWN

DAMAGE

DAMAGE SCALE: 2

1 - NONE, 2 - MINOR DAMAGE, 3 - FUNCTIONAL DAMAGE, 4 - DISABLING DAMAGE, 9 - UNKNOWN

DAMAGED AREAS (INDICATE ALL THAT APPLY): 6,7



☐ - NO DAMAGE [0] ☐ - UNDERCARRIAGE [14] ☐ - TOP [13] ☐ - ALL AREAS [15] ☐ - UNIT NOT AT SCENE [16]

INITIAL POINT OF CONTACT: 6

0 - NO DAMAGE, 1-12 - REFER TO UNIT DIAGRAM, 13 - TOP, 14 - UNDERCARRIAGE, 15 - VEHICLE NOT AT SCENE, 99 - UNKNOWN

EVENTS

NON-MOTORIST LOCATION AT IMPACT: [ ]

1 - INTERSECTION - MARKED CROSSWALK, 2 - INTERSECTION - UNMARKED CROSSWALK, 3 - INTERSECTION -OTHER, 4 - MIDBLOCK - MARKED CROSSWALK, 5 - TRAVEL LANE - OTHER LOCATION, 6 - BICYCLE LANE, 7 - SHOULDER/ROADSIDE, 8 - SIDEWALK, 9 - MEDIAN/CROSSING ISLAND, 10 - DRIVEWAY ACCESS, 11 - SHARED USE PATHS OR TRAILS, 12 - FIRST RESPONDER AT INCIDENT SCENE, 99 - OTHER/UNKNOWN

ACTION: 4

1 - NON-CONTACT, 2 - NON-COLLISION, 3 - STRIKING, 4 - STRUCK, 5 - BOTH STRIKING AND STRUCK, 9 - OTHER/UNKNOWN

PRE-CRASH ACTION: 1

1 - STRAIGHT AHEAD, 2 - BACKING, 3 - CHANGING LANES, 4 - OVERTAKING/PASSING, 5 - MAKING RIGHT TURN, 6 - MAKING LEFT TURN, 7 - MAKING U-TURN, 8 - ENTERING TRAFFIC LANE, 9 - LEAVING TRAFFIC LANE, 10 - PARKED, 11 - SLOWING OR STOPPED IN TRAFFIC, 12 - DRIVERLESS, 13 - NEGOTIATING A CURVE, 14 - ENTERING OR CROSSING SPECIFIED LOCATION, 15 - WALKING, RUNNING, JOGGING, PLAYING, 16 - WORKING, 17 - PUSHING VEHICLE, 18 - APPROACHING OR LEAVING VEHICLE, 19 - STANDING, 20 - OTHER NON-MOTORIST, 21 - STANDING OUTSIDE DISABLED VEHICLE, 99 - OTHER/UNKNOWN

CONTRIBUTING CIRCUMSTANCE: 1

1 - NONE, 2 - FAILURE TO YIELD, 3 - RAN RED LIGHT, 4 - RAN STOP SIGN, 5 - UNSAFE SPEED, 6 - IMPROPER TURN, 7 - LEFT OF CENTER, 8 - FOLLOWING TOO CLOSE / ACDA, 9 - IMPROPER LANE CHANGE, 10 - IMPROPER PASSING, 11 - DROVE OFF ROAD, 12 - IMPROPER BACKING, 13 - IMPROPER START FROM A PARKED POSITION, 14 - STOPPED OR PARKED ILLEGALLY, 15 - SWERVING TO AVOID, 16 - WRONG WAY, 17 - VISION OBSTRUCTION, 18 - OPERATING DEFECTIVE EQUIPMENT, 19 - LOAD SHIFTING/ FALLING/SPILLING, 20 - IMPROPER CROSSING, 21 - LYING IN ROADWAY, 22 - NOT DISCERNIBLE, 23 - OPENING DOOR INTO ROADWAY, 99 - OTHER IMPROPER ACTION

SEQUENCE OF EVENTS

1: 20
2:
3:
4:
5:
6:

NON-COLLISION

1 - OVERTURN/ROLLOVER, 2 - FIRE/EXPLOSION, 3 - IMMERSION, 4 - JACKKNIFE, 5 - CARGO/EQUIPMENT LOSS OR SHIFT, 6 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC), 7 - SEPARATION OF UNITS, 8 - RAN OFF ROAD RIGHT, 9 - RAN OFF ROAD LEFT, 10 - CROSS MEDIAN, 11 - CROSS CENTERLINE - OPPOSITE DIRECTION OF TRAVEL, 12 - DOWNHILL RUNAWAY, 13 - OTHER NON-COLLISION, 14 - PEDESTRIAN, 15 - PEDALCYCLE, 16 - RAILWAY VEHICLE (E.G. TRAIN, ENGINE), 17 - ANIMAL - FARM, 18 - ANIMAL - DEER, 19 - ANIMAL - OTHER, 20 - MOTOR VEHICLE IN TRANSPORT, 21 - PARKED MOTOR VEHICLE, 22 - WORK ZONE MAINTENANCE EQUIPMENT, 23 - STRUCK BY FALLING, SHIFTING CAR, OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE, 24 - OTHER MOVABLE OBJECT COLLISION WITH FIXED OBJECT STRUCK

COLLISION WITH FIXED OBJECT - STRUCK

25 - IMPACT ATTENUATOR/ CRASH CUSHION, 26 - BRIDGE OVERHEAD STRUCTURE, 27 - BRIDGE PIER OR ABUTMENT, 28 - BRIDGE PARAPET, 29 - BRIDGE RAIL, 30 - GUARDRAIL FACE, 31 - GUARDRAIL END, 32 - PORTABLE BARRIER, 33 - MEDIAN CABLE BARRIER, 34 - MEDIAN GUARDRAIL BARRIER, 35 - MEDIAN CONCRETE BARRIER, 36 - MEDIAN OTHER BARRIER, 37 - TRAFFIC SIGN POST, 38 - OVERHEAD SIGN POST, 39 - LIGHT/LUMINARIES SUPPORT, 40 - UTILITY POLE, 41 - OTHER POST, POLE OR SUPPORT, 42 - CULVERT, 43 - CURB, 44 - DITCH, 45 - EMBANKMENT, 46 - FENCE, 47 - MAILBOX, 48 - TREE, 49 - FIRE HYDRANT, 50 - WORK ZONE MAINTENANCE EQUIPMENT, 51 - WALL, 52 - BUILDING, 53 - TUNNEL, 54 - OTHER FIXED OBJECT, 99 - OTHER/UNKNOWN

FIRST HARMFUL EVENT: 1 **MOST HARMFUL EVENT:** 1

TRAFFIC

TRAFFICWAY FLOW: 2 (1 - ONE-WAY, 2 - TWO-WAY)

TRAFFIC CONTROL: 2 (1 - ROUNDABOUT, 2 - SIGNAL, 3 - FLASHER, 4 - STOP SIGN, 5 - YIELD SIGN, 6 - NO CONTROL)

 # OF THROUGH LANES ON ROAD: 6

RAIL GRADE CROSSING: 1 (1 - NOT INVOLVED, 2 - INVOLVED-ACTIVE CROSSING, 3 - INVOLVED-PASSIVE CROSSING)

UNIT / NON-MOTORIST DIRECTION: FROM 4 TO 3

1 - NORTH, 2 - SOUTH, 3 - EAST, 4 - WEST, 5 - NORTHEAST, 6 - NORTHWEST, 7 - SOUTHEAST, 8 - SOUTHWEST, 9 - OTHER/UNKNOWN

UNIT SPEED: [ ]

DETECTED SPEED: 3 (1 - STATED/ESTIMATED SPEED, 2 - CALCULATED/EDR, 3 - UNDETERMINED)

POSTED SPEED: 45

MOTORIST / NON-MOTORIST

Document #: 20243166469

Local Report #: FPD24-02122

MOTORIST/NON-MOTORIST

UNIT #	PERSON TYPE	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	D			71	F

ADDRESS: STREET, CITY, STATE, ZIP:

CONTACT PHONE - INCLUDE AREA CODE:

INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)	INJURED TAKEN TO: MEDICAL FACILITY (NAME,CITY)	SAFETY EQUIPMENT USED	DOT-COMPLIANT MC HELMET	SEATING POSTION	AIR BAG USAGE	EJECTION	TRAPPED
5	1			4	☐	1	1	4	1

OL STATE	OPERATOR LICENSE NUMBER	OFFENSE CHARGED	LOCAL CODE	OFFENSE DESCRIPTION	CITATION NUMBER
OH			☐		

OL CLASS	ENDORSEMENTS (SELECT UP TO 2)	RESTRICTION: (SELECT UP TO 3)	DRIVER DISTRACTED BY	ALCOHOL / DRUG SUSPECTED	CONDITION	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST(S) STATUS	DRUG TEST(S) TYPE	DRUG TEST(S) RESULT (SELECT UP TO 4)
			1	☐ ALCOHOL ☐ MARIJUANA ☐ OTHER DRUG	1	1	1		1	1	

MOTORIST/NON-MOTORIST

UNIT #	PERSON TYPE	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
2	D			25	M

ADDRESS: STREET, CITY, STATE, ZIP:

CONTACT PHONE - INCLUDE AREA CODE:

INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)	INJURED TAKEN TO: MEDICAL FACILITY (NAME,CITY)	SAFETY EQUIPMENT USED	DOT-COMPLIANT MC HELMET	SEATING POSTION	AIR BAG USAGE	EJECTION	TRAPPED
5	2			4	☐	1	1	4	1

OL STATE	OPERATOR LICENSE NUMBER	OFFENSE CHARGED	LOCAL CODE	OFFENSE DESCRIPTION	CITATION NUMBER
OH			☐		

OL CLASS	ENDORSEMENTS (SELECT UP TO 2)	RESTRICTION: (SELECT UP TO 3)	DRIVER DISTRACTED BY	ALCOHOL / DRUG SUSPECTED	CONDITION	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST(S) STATUS	DRUG TEST(S) TYPE	DRUG TEST(S) RESULT (SELECT UP TO 4)
			1	☐ ALCOHOL ☐ MARIJUANA ☐ OTHER DRUG	1	1	1		1	1	

INJURIES
1 - FATAL
2 - SUSPECTED SERIOUS INJURY
3 - SUSPECTED MINOR INJURY
4 - POSSIBLE INJURY
5 - NO APPARENT INJURY

INJURED TAKE BY
1 - NOT TRANSPORTED/ TREATED AT SCENE
2 - EMS
3 - POLICE
9 - OTHER/UNKNOWN

SAFETY EQUIPMENT
1 - NONE USED
2 - SHOULDER BELT ONLY USED
3 - LAP BELT ONLY USED
4 - SHOULDER AND LAP BELT USED
5 - CHILD RESTRAINT SYSTEM - FORWARD FACING
6 - CHILD RESTRAINT SYSTEM - REAR FACING
7 - BOOSTER SEAT
8 - HELMET USED
9 - PROTECTIVE PADS USED (ELBOW, KNEES, ETC.)
10 - REFLECTIVE CLOTHING
11 - LIGHTING - PEDESTRIAN/ BICYCLE ONLY
99 - OTHER/UNKNOWN

SEATING POSITION
1 - FRONT SEAT - LEFT SIDE (MOTORCYCLE DRIVER)
2 - FRONT SEAT - MIDDLE
3 - FRONT SEAT - RIGHT SIDE
4 - SECOND SEAT - LEFT SIDE (MOTORCYCLE PASSENGER)
5 - SECOND SEAT - MIDDLE
6 - SECOND SEAT - RIGHT SIDE
7 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR)
8 - THIRD - MIDDLE
9 - THIRD - RIGHT SIDE
10 - SLEEPER SECTION OF TRUCK CAB
11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON TRAILING UNIT, BUS, PICK-UP WITH CAP)
12 - PASSENGER IN UNENCLOSED CARGO AREA
13 - TRAILING UNIT
14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)
15 - NON-MOTORIST
99 - OTHER/UNKNOWN

AIR BAG
1 - NOT-DEPLOYED
2 - DEPLOYED-FRONT
3 - DEPLOYED-SIDE
4 - DEPLOYED BOTH FRONT/SIDE
5 - NOT APPLICABLE
9 - DEPLOYMENT UNKNOWN

EJECTION
1 - NOT EJECTED
2 - PARTIALLY EJECTED
3 - TOTALLY EJECTED
4 - NOT APPLICABLE

TRAPPED
1 - NOT TRAPPED
2 - EXTRICATED BY MECHANICAL MEANS
3 - FREED BY NON-MECHANICAL MEANS

OL CLASS
1 - CLASS A
2 - CLASS B
3 - CLASS C
4 - REGULAR CLASS (OHIO IS 'D')
5 - M/C MOPED ONLY
6 - NO VALID OL

OL ENDORSEMENT
H - HAZMAT
M - MOTORCYCLE
P - PASSENGER
N - TANKER
Q - MOTOR SCOOTER
R - THREE-WHEEL MOTORCYCLE
S - SCHOOL BUS
T - DOUBLE AND TRIPLE TRAILERS
X - TANKER / HAZMAT

GENDER
F - FEMALE
M - MALE
U - OTHER/UNKNOWN

OL RESTRICTON(S)
1 - ALCOHOL INTERLOCK DEVICE
2 - CDL INTRASTATE ONLY
3 - CORRECTIVE LENSES
4 - FARM WAIVER
5 - EXCEPT CLASS A BUS
6 - EXCEPT CLASS A AND CLASS B BUS
7 - EXCEPT TRACTOR-TRAILER
8 - INTERMEDIATE LICENSE RESTRICTIONS
9 - LEARNER'S PERMIT RESTRICTIONS
10 - LIMITED TO DAYLIGHT ONLY
11 - LIMITED TO EMPLOYMENT
12 - LIMITED - OTHER
13 - MECHANICAL DEVICES (SPECIAL BRAKES, HAND CONTROLS, OR OTHER ADAPTIVE DEVICES)
14 - MILITARY VEHICLES ONLY
15 - MOTOR VEHICLES WITHOUT AIR BRAKES
16 - OUTSIDE MIRROR
17 - PROSTHETIC AID
18 - OTHER

DRIVER DISTRACTION
1 - NOT DISTRACTED
2 - MANUALLY OPERATING AN ELECTRONIC COMMUNICATION DEVICE (TESTING, TYPING, DIALING)
3 - TALKING ON HANDS FRE COMMUNICATION DEVICE
4 - TALKING ON HAND HELD COMMUNICATION DEVICE
5 - OTHER ACTIVITY WITH AN ELECTRONIC DEVICE
6 - PASSENGER
7 - OTHER DISTRACTION INSIDE THE VEHICLE
8 - OTHER DISTRACTION OUTSIDE THE VEHICLE
9 - OTHER/UNKNOWN

CONDITION
1 - APPARENTLY NORMAL
2 - PHYSICAL IMPAIRMENT
3 - EMOTIONAL (E.G., DEPRESSED, ANGRY, DISTURBED)
4 - ILLNESS
5 - FELL ASLEEP, FAINTED, FATIGUED, ETC.
6 - UNDER THE INFLUENCE OF MEDICATIONS/ DRUGS/ ALCOHOL
9 - OTHER/UNKNOWN

TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

ALCOHOL TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRUG TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRUG TEST RESULT(S)
1 - AMPHETAMINES
2 - BARBITURATES
3 - BENZODIAZEPINES
4 - CANNABINOIDS
5 - COCAINE
6 - OPIATES / OPIOIDS
7 - OTHER
8 - NEGATIVE RESULTS

TRAFFIC CRASH REPORT

Document #: 20233090070

Local Report #: FPD23-01181

☐ PHOTOS TAKEN ☐ OH-2 ☐ OH-3
☐ SECONDARY CRASH ☐ OH-1P ☐ OTHER
☐ PRIVATE PROPERTY

LOCAL INFORMATION

REPORTING AGENCY NAME*: FRANKLIN POLICE

NCIC*: 08301

HIT/SKIP (1 - SOLVED, 2 - UNSOLVED):

NUMBER OF UNITS: 2

UNIT IN ERROR (98 - ANIMAL, 99 - UNKNOWN): 1

COUNTY*: 83

LOCALITY* (1 - CITY, 2 - VILLAGE, 3 - TOWNSHIP): 1

LOCATION: CITY, VILLAGE, TOWNSHIP*: Franklin

ODPS FIPS: 28476

CRASH DATE / TIME*: 5/24/2023 2:44:00 PM

CRASH SEVERITY: 5-PROPERTY DAMAGE ONLY

ROUTE TYPE	ROUTE NUMBER	PREFIX (N - NORTH, S - SOUTH, E - EAST, W - WEST)	LOCATION ROAD NAME	ROAD TYPE	ODPS LATITUDE	ODPS LONGITUDE
		E	2nd	ST	39.563479	-84.277449

ROUTE TYPE	ROUTE NUMBER	PREFIX (N - NORTH, S - SOUTH, E - EAST, W - WEST)	REFERENCE ROAD NAME (ROAD, MILEPOST, HOUSE#)	ROAD TYPE	ODOT LATITUDE	ODOT LONGITUDE
			Wells Bridge	DR	39.563480	-84.277416

REFERENCE POINT (1 - INTERSECTION, 2 - MILE POST, 3 - HOUSE NUMBER): 1

DIRECTION FROM REFERENCE (N - NORTH, S - SOUTH, E - EAST, W - WEST):

DISTANCE FROM REFERENCE:

DISTANCE UNIT OF MEASURE (1 - MILES, 2 - FEET, 3 - YARDS):

ROUTE TYPE: IR - INTERSTATE ROUTE (TP); US - FEDERAL US ROUTE; SR - STATE ROUTE; CR - NUMBERED COUNTY ROUTE; TR - NUMBERED TOWNSHIP ROUTE

ROAD TYPE: AL - ALLEY; AV - AVENUE; BL - BOULEVARD; CR - CIRCLE; CT - COURT; DR - DRIVE; HE - HEIGHTS; HW - HIGHWAY; LA - LANE; MP - MILEPOST; OV - OVAL; PI - PIKE; PK - PARKWAY; PL - PLACE; RD - ROAD; SQ - SQUARE; ST - STREET; TE - TERRACE; TL - TRAIL; WA - WAY

ODOT GOOGLE MAP LINK: https://www.google.com/maps?q=39.563480,-84.277416

INTERSECTION RELATED

■ WITHIN INTERSECTION OR ON APPROACH
☐ WITHIN INTERCHANGE AREA

NUMBER OF APPROACHES: 4

ROADWAY

☐ ROADWAY DIVIDED

LOCATION OF FIRST HARMFUL EVENT: 1

1 - ON ROADWAY; 2 - ON SHOULDER; 3 - IN MEDIAN; 4 - ON ROADSIDE; 5 - ON GORE; 6 - OUTSIDE TRAFFIC WAY; 7 - ON RAMP; 8 - OFF RAMP; 9 - CROSSOVER; 10 - DRIVEWAY/ALLEY ACCESS; 11 - RAILWAY GRADE CROSSING; 12 - SHARED USE PATHS OR TRAILS; 13 - BIKE LANE; 14 - TOOL BOOTH; 99 - OTHER / UNKNOWN

MANNER OF CRASH COLLISION/IMPACT: 6

1 - NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT; 2 - REAR-END; 3 - HEAD-ON; 4 - REAR-TO-REAR; 5 - BACKING; 6 - ANGLE; 7 - SIDESWIPE, SAME DIRECTION; 8 - SIDESWIPE, OPPOSITE DIRECTION; 9 - OTHER/UNKNOWN

DIRECTION OF TRAVEL (N - NORTH, S - SOUTH, E - EAST, W - WEST):

MEDIAN TYPE: 1 - DIVIDED FLUSH MEDIAN (LESS THAN 4 FEET); 2 - DIVIDED FLUSH MEDIAN (4 FEET AND GREATER); 3 - DIVIDED, DEPRESSED MEDIAN; 4 - DIVIDED, RAISED MEDIAN (ANY TYPE); 9 - OTHER/UNKNOWN

☐ WORK ZONE RELATED
☐ WORKERS PRESENT
☐ LAW ENFORCEMENT PRESENT
☐ ACTIVE SCHOOL ZONE

WORK ZONE TYPE: 1 - LANE CLOSURE; 2 - LANE SHIFT/CROSSOVER; 3 - WORK ON SHOULDER OR MEDIAN; 4 - INTERMITTENT OR MOVING WORK; 5 - OTHER

LOCATION OF CRASH IN WORK ZONE: 1 - BEFORE THE FIRST WORK ZONE WARNING SIGN; 2 - ADVANCE WARNING AREA; 3 - TRANSITION AREA; 4 - ACTIVITY AREA; 5 - TERMINATION AREA

CONTOUR: 2

1 - STRAIGHT LEVEL; 2 - STRAIGHT GRADE; 3 - CURVE LEVEL; 4 - CURVE GRADE; 9 - OTHER/UNKNOWN

CONDITIONS: 1

1 - DRY; 2 - WET; 3 - SNOW; 4 - ICE; 5 - SAND, MUD, DIRT, OIL, GRAVEL; 6 - WATER (STANDING, MOVING); 7 - SLUSH; 9 - OTHER/UNKNOWN

SURFACE: 2

1 - CONCRETE; 2 - BLACKTOP, BITUMINOUS, ASPHALT; 3 - BRICK/BLOCK; 4 - SLAG, GRAVEL, STONE; 5 - DIRT; 9 - OTHER/ UNKNOWN

LIGHT CONDITION: 1

1 - DAYLIGHT; 2 - DAWN/DUSK; 3 - DARK - LIGHTED ROADWAY; 4 - DARK - ROADWAY NOT LIGHTED; 5 - DARK - UNKNOWN ROADWAY LIGHTING; 9 - OTHER/UNKNOWN

WEATHER: 1

1 - CLEAR; 2 - CLOUDY; 3 - FOG, SMOG, SMOKE; 4 - RAIN; 5 - SLEET, HAIL; 6 - SNOW; 7 - SEVERE CROSSWINDS; 8 - BLOWING SAND, SOIL, DIRT, SNOW; 9 - FREEZING RAIN OR FREEZING DRIZZLE; 99 - OTHER/UNKNOWN

NARRATIVE

UNIT # 1 WAS TRAVELING WESTBOUND ON E. 2ND STREET ATTEMPTING TO TURN LEFT, UNIT # 2 WAS TRAVELING EASTBOUND ON E. 2ND STREET GOING STRAIGHT. UNIT # 1 ATTEMPTED TO TURN LEFT AND FAILED TO YIELD WHILE TURNING LEFT. THIS ACTION CAUSED UNIT # 1 TO STRIKE FRONT RIGHT PORTION OF UNIT # 2.

CRASH REPORTED DATE / TIME	DISPATCH DATE / TIME	ARRIVAL DATE / TIME	SCENE CLEARED DATE / TIME
5/24/2023 2:45:00 PM	5/24/2023 2:45:00 PM	5/24/2023 2:55:00 PM	5/24/2023 3:21:00 PM

REPORT TAKEN BY

■ POLICE AGENCY
☐ MOTORIST
☐ SUPPLEMENT CORRECTION OR ADDTION TO AN EXISTING REPORT SENT TO ODPS

TOTAL TIME ROADWAY CLOSED	OTHER INVESTIGATION TIME	TOTAL MINUTES	OFFICER'S NAME*	CHECKED BY OFFICER'S NAME*
36	0	36	Berlin, Alexander	Rosell, Gerrett

OFFICER'S BADGE NUMBER*: 244

CHECKED BY OFFICER'S BADGE NUMBER*: 237

odot UNIT

Document #: 20233090070

Local Report #: FPD23-01181

OWNER

UNIT #	OWNER NAME: LAST,FIRST, MIDDLE([] SAME AS DRIVER	OWNER PHONE: INCLUDE AREACODE ([] SAME AS DRIVER)
1		

OWNER ADDRESS: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER)

COMMERCIAL CARRIER: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER) | COMMERCIAL CARRIER PHONE: INCLUDE AREACODE

, ,

VEHICLE

LP STATE	LICENSE PLATE #	VEHICLE IDENTIFICATION #	VEHICLE YEAR	VEHICLE MAKE
		JA4AR4AU7BZ015400	2011	MITSUBISHI

INSURANCE VERIFIED	INSURANCE COMPANY	INSURANCE POLICY #	COLOR	VEHICLE MODEL
■			BLK	OUTLANDER

TYPE OF USE: ☐ COMMERCIAL ☐ GOVERNMENT ☐ IN EMERGENCY RESPONSE

US DOT #:

TOWED BY: COMPANY NAME: SANDYS TOWING

☐ INTERLOCK DEVICE EQUIPPED ☐ HIT/SKIP UNIT

#OCCUPANTS: 1

VEHICLE WEIGHT GVWR/GCWR: [ ] 1 - ≤10k LBS. 2 - 10,001 - 26K LBS. 3 - > 26K LBS.

HAZARDOUS MATERIAL: ☐ MATERIAL RELEASED ☐ PLACARD — CLASS # — PLACARD ID #

UNIT TYPE: 3

1 - PASSENGER CAR; 2 - PASSENGER VAN (MINIVAN); 3 - SPORT UTILITY VEHICLE; 4 - PICK UP; 5 - CARGO VAN; 6 - VAN (9-15 SEATS); 7 - MOTORCYCLE 2 WHEELED; 8 - MOTORCYCLE 3 WHEELED; 9 - AUTOCYCLE; 10 - MOPED OR MOTORIZED BICYCLE; 11 - ALL TERRAIN VEHICLE(ATV/UTV); 12 - GOLF CART; 13 - SNOWMOBILE; 14 - SINGLE UNIT TRUCK; 15 - SEMI-TRACTOR; 16 - FARM EQUIPMENT; 17 - MOTORHOME; 18 - LIMO (LIVERY VEHICLE); 19 - BUS (16+ PASSENGERS); 20 - OTHER VEHICLE; 21 - HEAVY EQUIPMENT; 22 - ANIMAL WITH RIDER OR ANIMAL DRAWN VEHICLE; 23 - PEDESTRIAN/SKATER; 24 - WHEELCHAIR (ANY TYPE); 25 - OTHER NON-MOTORIST; 26 - BICYCLE; 27 - TRAIN; 99 - UNKNOWN OR HIT/SKIP

 # OF TRAILING UNITS: 0

WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 2 (1-YES 2-NO 9-OTHER/UNKNOWN)

AUTONOMOUS MODE LEVEL: 0

0 - NO AUTOMATION; 1 - DRIVER ASSISTANCE; 2 - PARTIAL AUTOMATION; 3 - CONDITIONAL AUTOMATION; 4 - HIGH AUTOMATION; 5 - FULL AUTOMATION; 9 - OTHER/UNKNOWN

SPECIAL FUNCTION: 1

1 - NONE; 2 - TAXI; 3 - ELECTRONIC RIDE SHARING; 4 - SCHOOL TRANSPORT; 5 - BUS - TRANSIT/COMMUTER; 6 - BUS - CHARTER/TOUR; 7 - BUS - INTERCITY; 8 - BUS - SHUTTLE; 9 - BUS - OTHER; 10 - AMBULANCE; 11 - FIRE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - CONSTRUCTION EQUIPMENT; 16 - FARM; 17 - MOWING; 18 - SNOW REMOVAL; 19 - TOWING; 20 - SAFETY SERVICE PATROL; 21 - MAIL CARRIER; 99 - OTHER/UNKNOWN

CARGO BODY TYPE: 1

1 - NO CARGO BODY TYPE/ NOT APPLICABLE; 2 - BUS; 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE; 4 - LOGGING; 5 - INTERMODAL CONTAINER CHASSIS; 6 - CARGO VAN/ENCLOSED BOX; 7 - GRAIN/CHIPS/GRAVEL; 8 - POLE; 9 - CARGO TANK; 10 - FLAT BED; 11 - DUMP; 12 - CONCRETE MIXER; 13 - AUTO TRANSPORTER; 14 - GARBAGE/REFUSE; 99 - OTHER/UNKNOWN

VEHICLE DEFECTS: [ ]

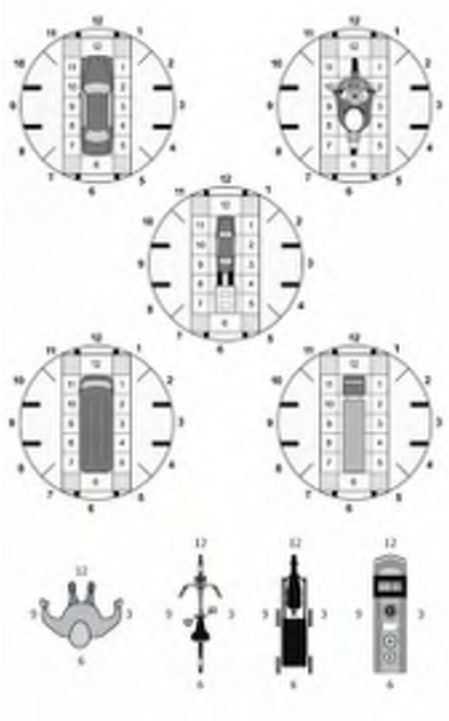
1 - TURN SIGNALS; 2 - HEAD LAMPS; 3 - TAIL LAMPS; 4 - BRAKES; 5 - STEERING; 6 - TIRE BLOWOUT; 7 - WORN OR SLICK TIRES; 8 - TRAILER EQUIPMENT DEFECTIVE; 9 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 99 - OTHER/UNKNOWN

DAMAGE

DAMAGE SCALE: 4

1 - NONE; 2 - MINOR DAMAGE; 3 - FUNCTIONAL DAMAGE; 4 - DISABLING DAMAGE; 9 - UNKNOWN

DAMAGED AREAS (INDICATE ALL THAT APPLY): 2



☐ - NO DAMAGE [0] ☐ - UNDERCARRIAGE [14] ☐ - TOP [13] ☐ - ALL AREAS [15] ☐ - UNIT NOT AT SCENE [16]

INITIAL POINT OF CONTACT: 2

0 - NO DAMAGE; 1-12 - REFER TO UNIT DIAGRAM; 13 - TOP; 14 - UNDERCARRIAGE; 15 - VEHICLE NOT AT SCENE; 99 - UNKNOWN

EVENTS

NON-MOTORIST LOCATION AT IMPACT: [ ]

1 - INTERSECTION - MARKED CROSSWALK; 2 - INTERSECTION - UNMARKED CROSSWALK; 3 - INTERSECTION -OTHER; 4 - MIDBLOCK - MARKED CROSSWALK; 5 - TRAVEL LANE - OTHER LOCATION; 6 - BICYCLE LANE; 7 - SHOULDER/ROADSIDE; 8 - SIDEWALK; 9 - MEDIAN/CROSSING ISLAND; 10 - DRIVEWAY ACCESS; 11 - SHARED USE PATHS OR TRAILS; 12 - FIRST RESPONDER AT INCIDENT SCENE; 99 - OTHER/UNKNOWN

ACTION: 3

1 - NON-CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - BOTH STRIKING AND STRUCK; 9 - OTHER/UNKNOWN

PRE-CRASH ACTION: 6

1 - STRAIGHT AHEAD; 2 - BACKING; 3 - CHANGING LANES; 4 - OVERTAKING/PASSING; 5 - MAKING RIGHT TURN; 6 - MAKING LEFT TURN; 7 - MAKING U-TURN; 8 - ENTERING TRAFFIC LANE; 9 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - ENTERING OR CROSSING SPECIFIED LOCATION; 15 - WALKING, RUNNING, JOGGING, PLAYING; 16 - WORKING; 17 - PUSHING VEHICLE; 18 - APPROACHING OR LEAVING VEHICLE; 19 - STANDING; 20 - OTHER NON-MOTORIST; 21 - STANDING OUTSIDE DISABLED VEHICLE; 99 - OTHER/UNKNOWN

CONTRIBUTING CIRCUMSTANCE: 2

1 - NONE; 2 - FAILURE TO YIELD; 3 - RAN RED LIGHT; 4 - RAN STOP SIGN; 5 - UNSAFE SPEED; 6 - IMPROPER TURN; 7 - LEFT OF CENTER; 8 - FOLLOWING TOO CLOSE / ACDA; 9 - IMPROPER LANE CHANGE; 10 - IMPROPER PASSING; 11 - DROVE OFF ROAD; 12 - IMPROPER BACKING; 13 - IMPROPER START FROM A PARKED POSITION; 14 - STOPPED OR PARKED ILLEGALLY; 15 - SWERVING TO AVOID; 16 - WRONG WAY; 17 - VISION OBSTRUCTION; 18 - OPERATING DEFECTIVE EQUIPMENT; 19 - LOAD SHIFTING/ FALLING/SPILLING; 20 - IMPROPER CROSSING; 21 - LYING IN ROADWAY; 22 - NOT DISCERNIBLE; 23 - OPENING DOOR INTO ROADWAY; 99 - OTHER IMPROPER ACTION

SEQUENCE OF EVENTS

1: 20
2:
3:
4:
5:
6:

NON-COLLISION

1 - OVERTURN/ROLLOVER; 2 - FIRE/EXPLOSION; 3 - IMMERSION; 4 - JACKKNIFE; 5 - CARGO/EQUIPMENT LOSS OR SHIFT; 6 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 7 - SEPARATION OF UNITS; 8 - RAN OFF ROAD RIGHT; 9 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTERLINE - OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION; 14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (E.G. TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL - OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CAR, OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT COLLISION WITH FIXED OBJECT STRUCK

COLLISION WITH FIXED OBJECT - STRUCK

25 - IMPACT ATTENUATOR/ CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAIL END; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVERT; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL; 52 - BUILDING; 53 - TUNNEL; 54 - OTHER FIXED OBJECT; 99 - OTHER/UNKNOWN

FIRST HARMFUL EVENT: 1 **MOST HARMFUL EVENT: 1**

TRAFFIC

TRAFFICWAY FLOW: 2 (1 - ONE-WAY; 2 - TWO-WAY)

TRAFFIC CONTROL: 2 (1 - ROUNDABOUT; 2 - SIGNAL; 3 - FLASHER; 4 - STOP SIGN; 5 - YIELD SIGN; 6 - NO CONTROL)

 # OF THROUGH LANES ON ROAD: 4

RAIL GRADE CROSSING: 1 (1 - NOT INVOLVED; 2 - INVOLVED-ACTIVE CROSSING; 3 - INVOLVED-PASSIVE CROSSING)

UNIT / NON-MOTORIST DIRECTION

FROM 4 TO 1

1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - OTHER/UNKNOWN

UNIT SPEED: [ ]

DETECTED SPEED: 3 (1 - STATED/ESTIMATED SPEED; 2 - CALCULATED/EDR; 3 - UNDETERMINED)

POSTED SPEED: 35

odot UNIT

Document #: 20233090070

Local Report #: FPD23-01181

OWNER

UNIT #	OWNER NAME: LAST,FIRST, MIDDLE([] SAME AS DRIVER)	OWNER PHONE: INCLUDE AREACODE ([] SAME AS DRIVER)
2		

OWNER ADDRESS: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER)

COMMERCIAL CARRIER: STREET, CITY, STATE, ZIP ([] SAME AS DRIVER) — COMMERCIAL CARRIER PHONE: INCLUDE AREACODE

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VEHICLE

LP STATE	LICENSE PLATE #	VEHICLE IDENTIFICATION #	VEHICLE YEAR	VEHICLE MAKE
		5NPE34AF0KH776254	2019	HYUNDAI

INSURANCE VERIFIED	INSURANCE COMPANY	INSURANCE POLICY #	COLOR	VEHICLE MODEL
■			BLK	OTHER/UNKNOWN

TYPE OF USE: ☐ COMMERCIAL ☐ GOVERNMENT ☐ IN EMERGENCY RESPONSE

US DOT #:

TOWED BY: COMPANY NAME

☐ INTERLOCK DEVICE EQUIPPED ☐ HIT/SKIP UNIT

#OCCUPANTS: 1

VEHICLE WEIGHT GVWR/GCWR: [ ] 1 - ≤10k LBS. 2 - 10,001 - 26K LBS. 3 - > 26K LBS.

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 # OF TRAILING UNITS: 0

WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 2 (1-YES 2-NO 9-OTHER/UNKNOWN)

AUTONOMOUS MODE LEVEL: 0

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DAMAGE SCALE: 3

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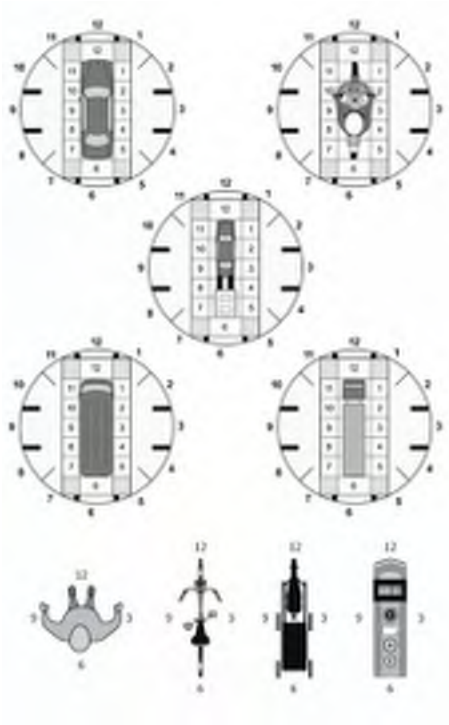
DAMAGED AREAS (INDICATE ALL THAT APPLY): 1



☐ - NO DAMAGE [0] ☐ - UNDERCARRIAGE [14] ☐ - TOP [13] ☐ - ALL AREAS [15] ☐ - UNIT NOT AT SCENE [16]

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EVENTS

NON-MOTORIST LOCATION AT IMPACT:

1 - INTERSECTION - MARKED CROSSWALK, 2 - INTERSECTION - UNMARKED CROSSWALK, 3 - INTERSECTION -OTHER, 4 - MIDBLOCK - MARKED CROSSWALK, 5 - TRAVEL LANE - OTHER LOCATION, 6 - BICYCLE LANE, 7 - SHOULDER/ROADSIDE, 8 - SIDEWALK, 9 - MEDIAN/CROSSING ISLAND, 10 - DRIVEWAY ACCESS, 11 - SHARED USE PATHS OR TRAILS, 12 - FIRST RESPONDER AT INCIDENT SCENE, 99 - OTHER/UNKNOWN

ACTION: 4

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PRE-CRASH ACTION: 1

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CONTRIBUTING CIRCUMSTANCE: 1

1 - NONE, 2 - FAILURE TO YIELD, 3 - RAN RED LIGHT, 4 - RAN STOP SIGN, 5 - UNSAFE SPEED, 6 - IMPROPER TURN, 7 - LEFT OF CENTER, 8 - FOLLOWING TOO CLOSE / ACDA, 9 - IMPROPER LANE CHANGE, 10 - IMPROPER PASSING, 11 - DROVE OFF ROAD, 12 - IMPROPER BACKING, 13 - IMPROPER START FROM A PARKED POSITION, 14 - STOPPED OR PARKED ILLEGALLY, 15 - SWERVING TO AVOID, 16 - WRONG WAY, 17 - VISION OBSTRUCTION, 18 - OPERATING DEFECTIVE EQUIPMENT, 19 - LOAD SHIFTING/ FALLING/SPILLING, 20 - IMPROPER CROSSING, 21 - LYING IN ROADWAY, 22 - NOT DISCERNIBLE, 23 - OPENING DOOR INTO ROADWAY, 99 - OTHER IMPROPER ACTION

SEQUENCE OF EVENTS

1	20
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NON-COLLISION

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COLLISION WITH FIXED OBJECT - STRUCK

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FIRST HARMFUL EVENT: 1 **MOST HARMFUL EVENT:** 1

TRAFFIC

TRAFFICWAY FLOW: 2 (1 - ONE-WAY, 2 - TWO-WAY)

TRAFFIC CONTROL: 2

1 - ROUNDABOUT, 2 - SIGNAL, 3 - FLASHER, 4 - STOP SIGN, 5 - YIELD SIGN, 6 - NO CONTROL

 # OF THROUGH LANES ON ROAD: 4

RAIL GRADE CROSSING: 1

1 - NOT INVOLVED, 2 - INVOLVED-ACTIVE CROSSING, 3 - INVOLVED-PASSIVE CROSSING

UNIT / NON-MOTORIST DIRECTION: FROM 3 TO 4

1 - NORTH, 2 - SOUTH, 3 - EAST, 4 - WEST, 5 - NORTHEAST, 6 - NORTHWEST, 7 - SOUTHEAST, 8 - SOUTHWEST, 9 - OTHER/UNKNOWN

UNIT SPEED: 0

DETECTED SPEED: 1

1 - STATED/ESTIMATED SPEED, 2 - CALCULATED/EDR, 3 - UNDETERMINED

POSTED SPEED: 35

MOTORIST / NON-MOTORIST

Document #: 20233090070

Local Report #: FPD23-01181

MOTORIST/NON-MOTORIST

UNIT #	PERSON TYPE	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	D			48	F

ADDRESS: STREET, CITY, STATE, ZIP:

CONTACT PHONE - INCLUDE AREA CODE:

INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)	INJURED TAKEN TO: MEDICAL FACILITY (NAME,CITY)	SAFETY EQUIPMENT USED	DOT-COMPLIANT MC HELMET	SEATING POSTION	AIR BAG USAGE	EJECTION	TRAPPED
5	1			1	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OFFENSE CHARGED	LOCAL CODE	OFFENSE DESCRIPTION	CITATION NUMBER
OH		331.17	■	RIGHT-OF-WAY WHEN TURNING LEFT	09431

OL CLASS	ENDORSEMENTS (SELECT UP TO 2)	RESTRICTION: (SELECT UP TO 3)	DRIVER DISTRACTED BY	ALCOHOL / DRUG SUSPECTED	CONDITION	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST(S) STATUS	DRUG TEST(S) TYPE	DRUG TEST(S) RESULT (SELECT UP TO 4)
			1	☐ ALCOHOL ☐ MARIJUANA ☐ OTHER DRUG	1	1	1		1	1	

MOTORIST/NON-MOTORIST

UNIT #	PERSON TYPE	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
2	D			22	F

ADDRESS: STREET, CITY, STATE, ZIP:

CONTACT PHONE - INCLUDE AREA CODE:

INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)	INJURED TAKEN TO: MEDICAL FACILITY (NAME,CITY)	SAFETY EQUIPMENT USED	DOT-COMPLIANT MC HELMET	SEATING POSTION	AIR BAG USAGE	EJECTION	TRAPPED
5	2			4	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OFFENSE CHARGED	LOCAL CODE	OFFENSE DESCRIPTION	CITATION NUMBER
OH			☐		

OL CLASS	ENDORSEMENTS (SELECT UP TO 2)	RESTRICTION: (SELECT UP TO 3)	DRIVER DISTRACTED BY	ALCOHOL / DRUG SUSPECTED	CONDITION	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST(S) STATUS	DRUG TEST(S) TYPE	DRUG TEST(S) RESULT (SELECT UP TO 4)
			1	☐ ALCOHOL ☐ MARIJUANA ☐ OTHER DRUG	1	1	1		1	1	

INJURIES
1 - FATAL
2 - SUSPECTED SERIOUS INJURY
3 - SUSPECTED MINOR INJURY
4 - POSSIBLE INJURY
5 - NO APPARENT INJURY

INJURED TAKE BY
1 - NOT TRANSPORTED/ TREATED AT SCENE
2 - EMS
3 - POLICE
9 - OTHER/UNKNOWN

SAFETY EQUIPMENT
1 - NONE USED
2 - SHOULDER BELT ONLY USED
3 - LAP BELT ONLY USED
4 - SHOULDER AND LAP BELT USED
5 - CHILD RESTRAINT SYSTEM - FORWARD FACING
6 - CHILD RESTRAINT SYSTEM - REAR FACING
7 - BOOSTER SEAT
8 - HELMET USED
9 - PROTECTIVE PADS USED (ELBOW, KNEES, ETC.)
10 - REFLECTIVE CLOTHING
11 - LIGHTING - PEDESTRIAN/ BICYCLE ONLY
99 - OTHER/UNKNOWN

SEATING POSITION
1 - FRONT SEAT - LEFT SIDE (MOTORCYCLE DRIVER)
2 - FRONT SEAT - MIDDLE
3 - FRONT SEAT - RIGHT SIDE
4 - SECOND SEAT - LEFT SIDE (MOTORCYCLE PASSENGER)
5 - SECOND SEAT - MIDDLE
6 - SECOND SEAT - RIGHT SIDE
7 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR)
8 - THIRD - MIDDLE
9 - THIRD - RIGHT SIDE
10 - SLEEPER SECTION OF TRUCK CAB
11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON TRAILING UNIT, BUS, PICK-UP WITH CAP)
12 - PASSENGER IN UNENCLOSED CARGO AREA
13 - TRAILING UNIT
14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)
15 - NON-MOTORIST
99 - OTHER/UNKNOWN

AIR BAG
1 - NOT-DEPLOYED
2 - DEPLOYED-FRONT
3 - DEPLOYED-SIDE
4 - DEPLOYED BOTH FRONT/SIDE
5 - NOT APPLICABLE
9 - DEPLOYMENT UNKNOWN

EJECTION
1 - NOT EJECTED
2 - PARTIALLY EJECTED
3 - TOTALLY EJECTED
4 - NOT APPLICABLE

TRAPPED
1 - NOT TRAPPED
2 - EXTRICATED BY MECHANICAL MEANS
3 - FREED BY NON-MECHANICAL MEANS

OL CLASS
1 - CLASS A
2 - CLASS B
3 - CLASS C
4 - REGULAR CLASS (OHIO IS 'D')
5 - M/C MOPED ONLY
6 - NO VALID OL

OL ENDORSEMENT
H - HAZMAT
M - MOTORCYCLE
P - PASSENGER
N - TANKER
Q - MOTOR SCOOTER
R - THREE-WHEEL MOTORCYCLE
S - SCHOOL BUS
T - DOUBLE AND TRIPLE TRAILERS
X - TANKER / HAZMAT

GENDER
F - FEMALE
M - MALE
U - OTHER/UNKNOWN

OL RESTRICTION(S)
1 - ALCOHOL INTERLOCK DEVICE
2 - CDL INTRASTATE ONLY
3 - CORRECTIVE LENSES
4 - FARM WAIVER
5 - EXCEPT CLASS A BUS
6 - EXCEPT CLASS A AND CLASS B BUS
7 - EXCEPT TRACTOR-TRAILER
8 - INTERMEDIATE LICENSE RESTRICTIONS
9 - LEARNER'S PERMIT RESTRICTIONS
10 - LIMITED TO DAYLIGHT ONLY
11 - LIMITED TO EMPLOYMENT
12 - LIMITED - OTHER
13 - MECHANICAL DEVICES (SPECIAL BRAKES, HAND CONTROLS, OR OTHER ADAPTIVE DEVICES)
14 - MILITARY VEHICLES ONLY
15 - MOTOR VEHICLES WITHOUT AIR BRAKES
16 - OUTSIDE MIRROR
17 - PROSTHETIC AID
18 - OTHER

DRIVER DISTRACTION
1 - NOT DISTRACTED
2 - MANUALLY OPERATING AN ELECTRONIC COMMUNICATION DEVICE (TESTING, TYPING, DIALING)
3 - TALKING ON HANDS FRE COMMUNICATION DEVICE
4 - TALKING ON HAND HELD COMMUNICATION DEVICE
5 - OTHER ACTIVITY WITH AN ELECTRONIC DEVICE
6 - PASSENGER
7 - OTHER DISTRACTION INSIDE THE VEHICLE
8 - OTHER DISTRACTION OUTSIDE THE VEHICLE
9 - OTHER/UNKNOWN

CONDITION
1 - APPARENTLY NORMAL
2 - PHYSICAL IMPAIRMENT
3 - EMOTIONAL (E.G., DEPRESSED, ANGRY, DISTURBED)
4 - ILLNESS
5 - FELL ASLEEP, FAINTED, FATIGUED, ETC.
6 - UNDER THE INFLUENCE OF MEDICATIONS/ DRUGS/ ALCOHOL
9 - OTHER/UNKNOWN

TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

ALCOHOL TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRUG TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRUG TEST RESULT(S)
1 - AMPHETAMINES
2 - BARBITURATES
3 - BENZODIAZEPINES
4 - CANNABINOIDS
5 - COCAINE
6 - OPIATES / OPIOIDS
7 - OTHER
8 - NEGATIVE RESULTS