MEETING OF THE PRESIDENT AND THE BOARD OF TRUSTEES
MONDAY, JULY 6, 2026
7:00 PM
24401 W. LOCKPORT STREET
PLAINFIELD, IL 60544
IN THE BOARDROOM
Agenda

CALL TO ORDER, ROLL CALL, PLEDGE

PRESIDENTIAL COMMENTS

TRUSTEES COMMENTS

PUBLIC COMMENTS (3-5 Minutes)

BUSINESS MEETING

1. APPROVAL OF AGENDA

2. CONSENT AGENDA

2.a Minutes of the Board Meeting held on June 15, 2026.
06-15-2026 Village Board Minutes

2.b Bills Paid and Bills Payable Reports for July 6, 2026.
Bills Paid and Bills Payable Reports for July 6, 2026

2.c Approval of Change Order #1 for the Lockport Street "Refresh" project with Utility Dynamics Corporation in the amount of $11,184.10, for an amended total contract amount not to exceed $360,984.10, and authorize the final payment in the amount of $43,164.10.
Lockport Street Refresh Final Payout Change Order Memo & Supporting Docs

2.d Authorize the Village President to execute an agreement with Municipal Collections Services, LLC for the collection of debts owed to the Village of Plainfield.
Municipal Collection Services Agreement Staff Report Packet

2.e Approval of payment for eminent domain proceedings provided by Bravo Company Engineering in May 2026 for the 143rd Street East Extension totaling $6,720.00.
143rd Street East Legal Fees (Bravo). Memo & Supporting Docs

2.f Approval of payment for legal fees for services rendered by Dunn, Martin & Miller, Ltd. for the 143rd Street East Extension for April and May 2026 totaling $6,400.00.
143rd Street East Legal Fees (Payment #25) Memo & Supporting Docs

3. EKL WILLIAMS & PROVENZALE, LLC

3.a Seeking Board consideration of a motion to authorize payment to Ekl Williams & Provenzale, LLC in the amount of $3,216.49.

Bills List Ekl 070626

4. PANATTONI / WHEELER DEVELOPMENT (CASE NUMBER 2122-011426.AA.REZ.SPR.PP)

4.a Seeking Board consideration of a motion to continue to the Public Hearing to the July 20, 2026 Village Board Meeting at 7:00 p.m.
Panattoni-Wheeler Continuance Memo

5. DOWNTOWN DESIGN GUIDELINES

5.a Seeking Board consideration of a motion to approve Ordinance No. _____, an Ordinance Adopting the Village of Plainfield Downtown Design Guidelines, Prepared by JLK Architects, Dated May 12, 2026.
Downtown Design Guidelines Staff Report Packet

6. CORE5 / ROT FARM (CASE NUMBER (CASE NUMBER 2120-121925.AA.REZ.SPR.PP)

6.a Seeking Board consideration of a motion to open a public hearing regarding an annexation agreement for the proposed development of the property located generally at the northwest corner of Ridge Road and Johnson Road (Kendall County PIN's 06-01-300-002 and 06-01-300-004 and portions of PIN's 06-01-100-012 and 06-01-100-020).
Core5-Rot Farm Staff Report Packet

6.b Seeking Board consideration of a motion to close the public hearing and return to the business meeting.

6.c Seeking Board consideration of a motion to direct the Village Attorney to prepare the necessary ordinances for approval of the annexation agreement, annexation, and map amendment (re-zoning) from the default R-1 to the proposed I-1 and B-3 zoning districts.

7. NOBLE COURT (CASE NUMBER 2129-042326.FP)

7.a Seeking Board consideration of a motion to authorize the abrogation and vacation of public utility and drainage easements and a 30-foot building setback on the north side of 127th Street established by the Grace Point Church Subdivision (Document No. R2009-048950).
Noble Court VB Staff Report Packet

7.b Seeking Board consideration of a motion to approve Ordinance No. ____, authorizing the execution of a Development Agreement for the Noble Court Subdivision.

7.c Seeking Board consideration of a motion to approve the Final Plat of Noble Court, subject to the stipulations noted in the staff report.

7.d Seeking Board consideration of a motion to approve Ordinance No. _____, an Ordinance Proposing the Establishment of a Special Service Area Number 55, Noble Court Subdivision, Will County, in the Village of Plainfield and Providing for a Public Hearing and Other Procedures in Connection Therewith.

8. PLAYA VISTA TOWNES DSSA (CASE NUMBER 2110-082025.FP/SSA)

8.a Seeking Board consideration of a motion to open a Public Hearing regarding a proposed dormant Special Service Area (DSSA) for the Playa Vista Townes development located generally east of Ridge Road, south of 135th Street, in the Village of Plainfield.
Playa Vista Townes DSSA Staff Report Packet

8.b Seeking Board consideration of a motion to close the Public Hearing and return to the regular business meeting.

8.c Seeking Board consideration of a motion to approve Ordinance No. ____, Establishment of a Special Service Area Number 54 – Playa Vista Townes Residential Subdivision, Kendall County, in the Village of Plainfield, Following Notice and Public Hearing in Connection Therewith.

ADMINISTRATOR'S REPORT

- Seeking Board consideration of a motion to authorize the Village President to execute a Collective Bargaining Agreement between the Village of Plainfield and the Metropolitan Alliance of Police, Plainfield Sergeant Chapter 94.
  Sgt. Contract Staff Report Packet

MANAGEMENT SERVICES REPORT

ENGINEER'S REPORT

PLANNING DEPARTMENT REPORT

- Seeking Board consideration of a motion to accept the 2025-2026 Annual Report of the Plan Commission and Zoning Board of Appeals.
  Plan Commission & ZBA Annual Report 2025-2026

BUILDING DEPARTMENT REPORT

PUBLIC WORKS REPORT

- Seeking Board consideration of a motion to reject the bid from Alliance Contractors, Inc. for the IL Route 59 and Champion Drive Welcome Sign and Landscaping Project, classify the project as a "Specialty Project" as defined in the Village's Responsible Bidders Ordinance, and thereby authorize rebidding exempt from Section 1 of the Village's Responsible Bidders Ordinance.
  VB Memo IL59 Sign Bid Rejection
- Seeking Board consideration of a motion to award the Naperville Road Elevated Tank project to CB&I Storage Tank Solutions, LLC of Plainfield, Illinois, the lowest responsible bidder, in an amount not to exceed $5,964,000.00, plus a $298,200.00 contingency (5%), for a total amount not to exceed $6,262,200.00.
  Naperville Road Water Tower Award Memo & Supporting Docs
- Seeking Board consideration of a motion to approve Proposal 8759191 from TRANE Technologies in the amount of $240,000.00, plus a $12,000.00 contingency (5%), for a total amount not to exceed $252,000.00.
  Law Enforcement Facility Rooftop Unit Replacements Phase 2 Memo & Supporting Docs
- Seeking Board consideration of a motion to approve Proposal P19617 from Helm Service in the amount of $394,772.00, plus a $19,738.60 contingency (5%), for a total amount not to exceed $414,510.60.

POLICE CHIEF'S REPORT

- Operations Report for May 2026.
  Police Operations Report for May 2026

ATTORNEY'S REPORT

REMINDERS:

- July 7 Plan Commission – 7:00 p.m.
- July 9 Historic Preservation Commission – 7:00 p.m.

- July 13 Committee of the Whole Workshop – 7:00 p.m.
- July 20 Next Village Board Meeting – 7:00 p.m.

Meeting of the President and the Board of Trustees

VILLAGE OF PLAINFIELD
MEETING MINUTES
JUNE 15, 2026
AT: VILLAGE HALL

BOARD PRESENT: J. ARGOUDELIS, M.BONUCHI, R.KIEFER, S.PANICKER, T.RUANE, V.SULA, AND B.WOJOWSKI. OTHERS PRESENT: J.BLAKEMORE, ADMINISTRATOR; M.WELCH, ATTORNEY; M.GIBAS, VILLAGE CLERK; D.WOLD, ENGINEER; S.THREEWITT, PUBLIC WORKS DIRECTOR; J.PROULX, PLANNING DIRECTOR; T.PLECKHAM, MANAGEMENT SERVICES DIRECTOR; M.DUDASH, BUILDING OFFICIAL; AND R.MILLER, CHIEF OF POLICE.

CALL TO ORDER, ROLL CALL, PLEDGE
Mayor Argoudelis called the meeting to order at 7:00 p.m. Roll call was taken, all Trustees were present. Mayor Argoudelis led the Pledge of Allegiance. There were approximately 5 persons in the audience.

PRESIDENTIAL COMMENTS
Mayor Argoudelis proclaimed June 19, 2026 as Juneteenth.

TRUSTEES COMMENTS
Trustee Bonuchi:

- Thanked Public Works for the storm cleanup efforts.
- Thanked staff for getting the Riverfront ready for the ribbon cutting.

Trustee Ruane thanked staff for the storm cleanup efforts.

Trustee Kiefer thanked staff for the storm cleanup efforts.

Trustee Sula:

- Thanked Public Works for the storm cleanup efforts.
- Thanked the Police Department for the Blue Envelope Program and Voice for All Program. Chief Miller gave a brief overview of the programs.

Trustee Panicker:

- Thanked staff for the storm cleanup efforts.
- Commented on the growth and recovery of the Village after the 1990 tornado.

PUBLIC COMMENTS (3-5 minutes)
Gabby Shannahan gave an update on the State Legislative Session and noted that the Build Act was tabled.

BUSINESS MEETING
1) APPROVAL OF AGENDA
Trustee Bonuchi moved to approve the Agenda. Second by Trustee Kiefer. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

2) CONSENT AGENDA

Trustee Ruane moved to approve the Consent Agenda to include:

a) Minutes of the Board Meeting and Executive Session held on June 1, 2026.
b) Bills Paid and Bills Payable Reports for June 15, 2026.
c) Cash & Investment, Revenue, and Expenditure Reports for May 2026.
d) Resolution No. 1871, in support of the Illinois America 250 Commemoration.
e) Approval of the reduction of the Woodman's 119th Street Roadway Improvements Letter of Credit #9997 as noted in staff report to a remaining bond balance of $2,195,463.00.
f) Approval of a 1-year extension of the Bridge Industrial project's entitlements including Ordinances 3737, 3738, 3739, 3740, 3741 and the site plan review and preliminary plat approvals.
g) Reapproval of the final plat of subdivision for Playa Vista Phase 2B.
h) Approval of the reduction of Associated Bank Letter of Credit No. 00001139 from $2,020,825.84 to the maintenance amount of $183,711.44 related to mass grading on Lot 4 of the Plainfield Business Center Resubdivision No. 1.
i) Approval of the reduction of Associated Bank Letter of Credit No. 00001140 from $746,241.10 to the maintenance amount of $67,840.10 related to public improvements on Lot 4 of the Plainfield Business Center Resubdivision No. 1.
j) Approval of payment for eminent domain proceedings provided by the Lannert Group, Inc. for the 143rd Street East Extension totaling $3,550.00.

Second by Trustee Kiefer. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

3) PANATTONI / WHEELER DEVELOPMENT (CASE NUMBER 2122-011426.AA.REZ.SPR.PP)

Trustee Bonuchi moved to continue the public hearing to the July 6,2026 meeting of Village President and Board of Trustees at 7:00 p.m. Second by Trustee Panicker. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

4) OPEN CARRY & CONSUMPTION OF ALCOHOL AT PLAINFIELD SPECIAL EVENTS

Attorney Welch gave an update on the changes to the ordinances since presented at the last Committee of the Whole Workshop.

Trustee Bonuchi moved to remove this item from the table. Second by Trustee Panicker. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

Trustee Bonuchi moved to approve Ordinance No. 3800, amending Chapter 4, Article II, Section 4-15 regarding open carry and consumption of alcohol at Plainfield Special Events. Second by Trustee Panicker.

Trustee Sula moved to amend the motion to amend Section 7 of the Agreement to include language that the local liquor commissioner may authorize a standardized reusable cup program and require the undersigned liquor licensees to participate in a Village approved collection, sanitation, and reuse system and to also amend Special Events to be limited to Cruise Nights. Second by Trustee Bonuchi.

Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, no. 5 yes, 1 no. Motion carried.

Trustee Bonuchi moved to approve Ordinance No. 3800 as amended, amending Chapter 4, Article II, Section 4-15 regarding open carry and consumption of alcohol at Plainfield Special Events. Second by Trustee Panicker. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, no. 5 yes, 1 no. Motion carried.

Trustee Sula moved to approve Ordinance No. 3801, amending Chapter 6, Article I, Section 6-19 regarding the possession and consumption of alcohol in public at Plainfield Special Events. Second by Trustee Bonuchi.

Trustee Bonuchi moved to amend the motion to limit Special Events to Cruise Nights. Second by Trustee Sula. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, no. 5 yes, 1 no. Motion carried.

Trustee Sula moved to approve Ordinance No. 3801 as amended, amending Chapter 6, Article I, Section 6-19 regarding the possession and consumption of alcohol in public at Plainfield Special Events. Second by Trustee Bonuchi. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, no. 5 yes, 1 no. Motion carried.

5) PLAINFIELD MOOSE LODGE #2491 VIDEO GAMING LICENSE

Clerk Gibas noted that based on legislation passed by the State in 2022, the Plainfield Moose already has video gaming.

Trustee Kiefer moved to approve Ordinance No. 3802, increasing the number of Class "I" Video Gaming Licenses to one (1) for the Plainfield Moose Lodge #2491 located at 16310 S. Lincoln Highway. Second by Trustee Ruane. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

6) 24044 W MAIN ST. FLSS GRANT APPLICATION

Trustee Ruane moved to approve the fire life and safety systems grant for the property at 24044 W. Main St. reimbursing the applicant, Mark Kveton of the Riverfront Manor, for $4,804.70 for the design and construction of the subject improvements. Second by Trustee Bonuchi. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

ADMINISTRATOR'S REPORT

No Report.

MANAGEMENT SERVICES REPORT

No Report.

ENGINEER'S REPORT

No Report.

PLANNING DEPARTMENT REPORT

No Report.

BUILDING DEPARTMENT REPORT
Mark Dudash presented the Building and Code Compliance Department Report for May 2026.

PUBLIC WORKS REPORT
Trustee Kiefer moved to renew the annual contract for sanitary and storm sewer cleaning and televising with Hydro-Vision Technology with unit pricing adjusted by the CPI-U of 3.1% for a total contract not to exceed $147,857.82 per fiscal year. Second by Trustee Bonuchi. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

Trustee Bonuchi moved to approve Amendment #1 for Old Town South Neighborhood Improvement services with Strand Associates in the amount of $32,000.00 for a new total not-to-exceed contract amount of $1,839,000.00. Second by Trustee Panicker. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

Trustee Bonuchi moved to reject all bids for the Water Supply Well #6 and #7 Rehabilitation project. Second by Trustee Panicker. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

Trustee Kiefer moved to authorize the Village President to execute the Intergovernmental Agreement, related to the 2026 Non-MFT Street Improvement Program, between the Wheatland Township Road District and the Village of Plainfield. Second by Trustee Panicker. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

Trustee Ruane moved to approve proposal #P20647 from Helm Services to facilitate the Public Works Facility RTU replacement work as noted for a cost of $390,395.00, plus a 5% contingency of $20,000.00, for a total cost of $410,395.00 and authorize the Village Administrator to execute the agreements. Second by Trustee Bonuchi. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

POLICE CHIEF'S REPORT
Trustee Kiefer moved to authorize the Village Administrator to execute an Agreement with the Association for Individual Development (AID) for services identified for the total amount of $40,000.00 beginning on July 1, 2026 and ending June 30, 2027. Second by Trustee Bonuchi. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

Trustee Bonuchi moved to authorize the purchase of two (2) replacement light towers from CES Lifts in the amount of $29,874.00. Second by Trustee Panicker. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

ATTORNEY'S REPORT
Trustee Ruane moved to release the Executive Session Minutes of April 13, 2026, March 23, 2026, September 16, 2024, August 19, 2024, November 27, 2023, November 20, 2023, and September 19, 2022 and to keep the remaining minutes confidential. Second by Trustee Bonuchi. Vote by roll call. Bonuchi, yes; Kiefer, yes; Panicker, yes; Ruane, yes; Sula, yes; Wojowski, yes. 6 yes, 0 no. Motion carried.

Mayor Argoudelis read the reminders.

Trustee Bonuchi moved to adjourn. Second by Trustee Panicker. Voice Vote. All in favor, 0 opposed. Motion carried.

The meeting adjourned at 7:59 p.m.

_____
Michelle Gibas, Village Clerk

Accounts Payable by G/L Distribution Report

Invoice Due Date Range 06/16/26 - 07/06/26

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
Fund **01 - General Fund**							
Account **0121.110 - Unbilled Receivable-Developer**							
10131 - BAXTER & WOODMAN	0286065	McMicken Concept Review	Paid by EFT # 8671	05/26/2026	06/16/2026	06/16/2026	3,363.75
10131 - BAXTER & WOODMAN	0285812	Mike More Miles CS	Paid by EFT # 8671	05/26/2026	06/16/2026	06/16/2026	200.00
10131 - BAXTER & WOODMAN	0286006	Wheeler Farm Pannatoni Development	Paid by EFT # 8671	05/26/2026	06/16/2026	06/16/2026	1,416.25
10131 - BAXTER & WOODMAN	0285932	Playa Vista Townes CS	Edit	05/26/2026	07/06/2026		5,929.49
10131 - BAXTER & WOODMAN	0285203	24816 Pine Cone	Edit	05/11/2026	04/30/2026		843.75
10131 - BAXTER & WOODMAN	0285241	Core 5 Site Engineering Review	Edit	05/11/2026	04/30/2026		4,676.25
10131 - BAXTER & WOODMAN	0283787	Playa Vista Unit 2B Final Review	Edit	03/23/2026	04/30/2026		11,001.42
10131 - BAXTER & WOODMAN	0283790	Playa Vista Unit 2 CS	Edit	03/23/2026	04/30/2026		6,253.48
10211 - CHRISTOPHER B. BURKE ENGINEERING, LTD.	209919	Wood Farm Road Review	Edit	04/15/2026	04/30/2026		2,705.00
10131 - BAXTER & WOODMAN	0285756	Playa Vista Field Review and CS	Edit	05/26/2026	07/06/2026		8,598.41
10131 - BAXTER & WOODMAN	0285256	Grand View Place	Edit	05/11/2026	04/30/2026		942.50
10131 - BAXTER & WOODMAN	0286141	Wallin Woods Commercial Site Assistance	Edit	05/27/2026	07/06/2026		408.75
10131 - BAXTER & WOODMAN	0285244	Burrito Parilla Engineering Review	Edit	05/11/2026	04/30/2026		5,492.50
10131 - BAXTER & WOODMAN	0279194	The Nook Engineering Review	Edit	11/16/2025	04/30/2026		1,160.00
10131 - BAXTER & WOODMAN	0285222	Woodman's Preliminary Eng. Review	Edit	05/11/2026	04/30/2026		922.50
10131 - BAXTER & WOODMAN	0286031	Pulte Bluestem Preliminary Engineering	Edit	05/26/2026	07/06/2026		2,330.00
10131 - BAXTER & WOODMAN	0286142	24816 Pine Cone	Edit	05/27/2026	07/06/2026		61.25
10131 - BAXTER & WOODMAN	0285780	Keller Farm Unit 3 CS	Edit	05/26/2026	07/06/2026		8,109.07
10211 - CHRISTOPHER B. BURKE ENGINEERING, LTD.	209202	Wood Farm Road Review	Edit	03/16/2026	04/30/2026		4,446.49
10953 - PLAINFIELD SIGNS, INC.	20750	Public Notice Signs	Edit	06/18/2026	07/06/2026		1,550.00
		Account **0121.110 - Unbilled Receivable-Developer** Totals			Invoice Transactions	20	$70,410.86
Account **0201.999 - Miscellaneous Accounts Payable**							
WILL-GRUNDY MAJOR CRIMES TASK FORCE	2027-00000177	Refund Receipt 2027-00016797	Paid by Check # 136308	06/16/2026	06/19/2026	06/19/2026	4,180.44
		Account **0201.999 - Miscellaneous Accounts Payable** Totals			Invoice Transactions	1	$4,180.44
Account **0210.220 - Federal W/H Payable**							
10578 - INTERNAL REVENUE SERVICE	2027-00000157	FICA - FICA*	Paid by EFT # 8733	06/19/2026	06/19/2026	06/19/2026	74,314.63

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
10578 - INTERNAL REVENUE SERVICE	2027-00000236	FICA - FICA*	Paid by EFT # 8757	07/03/2026	07/03/2026	07/03/2026	72,128.88
			Account **0210.220 - Federal W/H Payable** Totals		Invoice Transactions	2	$146,443.51
Account **0210.222 - FICA Payable**							
10578 - INTERNAL REVENUE SERVICE	2027-00000157	FICA - FICA*	Paid by EFT # 8733	06/19/2026	06/19/2026	06/19/2026	41,466.39
10578 - INTERNAL REVENUE SERVICE	2027-00000236	FICA - FICA*	Paid by EFT # 8757	07/03/2026	07/03/2026	07/03/2026	40,604.52
			Account **0210.222 - FICA Payable** Totals		Invoice Transactions	2	$82,070.91
Account **0210.223 - Medicare W/H Payable**							
10578 - INTERNAL REVENUE SERVICE	2027-00000157	FICA - FICA*	Paid by EFT # 8733	06/19/2026	06/19/2026	06/19/2026	9,697.84
10578 - INTERNAL REVENUE SERVICE	2027-00000236	FICA - FICA*	Paid by EFT # 8757	07/03/2026	07/03/2026	07/03/2026	9,496.28
			Account **0210.223 - Medicare W/H Payable** Totals		Invoice Transactions	2	$19,194.12
Account **0210.238 - Police Pension W/H Payable**							
10949 - PLAINFIELD POLICE PEN ACCT#4236-2308	2027-00000161	POL PEN - Police Pension Annual*	Paid by Check # 136294	06/19/2026	06/19/2026	06/19/2026	29,816.76
10949 - PLAINFIELD POLICE PEN ACCT#4236-2308	2027-00000239	POL PEN - Police Pension Annual*	Paid by Check # 136317	07/03/2026	07/03/2026	07/03/2026	30,206.57
			Account **0210.238 - Police Pension W/H Payable** Totals		Invoice Transactions	2	$60,023.33
Account **0210.241 - Deferred Comp. Plan**							
13243 - MISSION SQUARE	2027-00000159	457-ICMA-FLAT - Deferred Comp ICMA*	Paid by EFT # 8734	06/19/2026	06/19/2026	06/19/2026	18,809.27
13669 - BRIGHTHOUSE FINANCIAL	2027-00000153	457-METLIFE-PCT - Deferred Comp Brighthse-Metlife	Paid by Check # 136290	06/19/2026	06/19/2026	06/19/2026	79.59
10315 - DIVERSIFIED INVESTMENT ADVISORS	2027-00000154	457-IPPFA-PCT - Deferred Comp IPPFA*	Paid by EFT # 8731	06/19/2026	06/19/2026	06/19/2026	24,951.20
10315 - DIVERSIFIED INVESTMENT ADVISORS	2027-00000233	457-IPPFA-PCT - Deferred Comp IPPFA*	Paid by EFT # 8755	07/03/2026	07/03/2026	07/03/2026	24,580.77
13669 - BRIGHTHOUSE FINANCIAL	2027-00000232	457-METLIFE-PCT - Deferred Comp Brighthse-Metlife	Paid by Check # 136314	07/03/2026	07/03/2026	07/03/2026	79.59
13243 - MISSION SQUARE	2027-00000237	457-ICMA-FLAT - Deferred Comp ICMA*	Paid by EFT # 8758	07/03/2026	07/03/2026	07/03/2026	18,662.00
			Account **0210.241 - Deferred Comp. Plan** Totals		Invoice Transactions	6	$87,162.42
Account **0210.242 - Union Dues**							
10778 - METROPOLITAN ALLIANCE OF POLICE	2027-00000158	MAP - Metropolitan Alliance of Police*	Paid by Check # 136292	06/19/2026	06/19/2026	06/19/2026	2,867.00
			Account **0210.242 - Union Dues** Totals		Invoice Transactions	1	$2,867.00
Account **0210.243 - United Way Donations**							
11244 - UNITED WAY OF WILL COUNTY	2027-00000163	UNITED WAY - United Way of Will County	Paid by Check # 136295	06/19/2026	06/19/2026	06/19/2026	24.66
11244 - UNITED WAY OF WILL COUNTY	2027-00000241	UNITED WAY - United Way of Will County	Paid by Check # 136318	07/03/2026	07/03/2026	07/03/2026	24.66
			Account **0210.243 - United Way Donations** Totals		Invoice Transactions	2	$49.32
Account **0210.244 - AFLAC Pre-Tax**							
10030 - AFLAC	2027-00000152	AFLAC - PRETAX - AFLAC Pretax*	Paid by Check # 136289	06/19/2026	06/19/2026	06/19/2026	682.11

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
10030 - AFLAC	2027-00000231	AFLAC - PRETAX - AFLAC Pretax*	Paid by Check # 136313	07/03/2026	07/03/2026	07/03/2026	682.11
			Account **0210.244 - AFLAC Pre-Tax** Totals		Invoice Transactions	2	$1,364.22
Account **0210.245 - AFLAC Post-Tax**							
10030 - AFLAC	2027-00000152	AFLAC - PRETAX - AFLAC Pretax*	Paid by Check # 136289	06/19/2026	06/19/2026	06/19/2026	343.30
10030 - AFLAC	2027-00000231	AFLAC - PRETAX - AFLAC Pretax*	Paid by Check # 136313	07/03/2026	07/03/2026	07/03/2026	343.30
			Account **0210.245 - AFLAC Post-Tax** Totals		Invoice Transactions	2	$686.60
Account **0210.246 - Child Support/Maintenance Assignment**							
11124 - STATE DISBURSEMENT UNIT	2027-00000162	CHILD SUPPORT - Child Support Wage Assignment*	Paid by EFT # 8735	06/19/2026	06/19/2026	06/19/2026	765.38
11124 - STATE DISBURSEMENT UNIT	2027-00000240	CHILD SUPPORT - Child Support Wage Assignment*	Paid by EFT # 8759	07/03/2026	07/03/2026	07/03/2026	765.38
			Account **0210.246 - Child Support/Maintenance Assignment** Totals		Invoice Transactions	2	$1,530.76
Account **0210.247 - Employee Insurance Benefit**							
11154 - IPBC-INSURANCE	2027-00000243	July 2026 Insurance	Edit	07/01/2026	07/01/2026		227,551.18
			Account **0210.247 - Employee Insurance Benefit** Totals		Invoice Transactions	1	$227,551.18
Account **0210.248 - Wage Assignment**							
10427 - GLENN B STEARNS, CHAPTER 13 TRUSTEE	2027-00000155	WAGE ASSIGN - Wage Assignments	Paid by Check # 136291	06/19/2026	06/19/2026	06/19/2026	355.38
10427 - GLENN B STEARNS, CHAPTER 13 TRUSTEE	2027-00000234	WAGE ASSIGN - Wage Assignments	Paid by Check # 136315	07/03/2026	07/03/2026	07/03/2026	355.38
			Account **0210.248 - Wage Assignment** Totals		Invoice Transactions	2	$710.76
Account **0210.249 - Flex 125-FSA**							
11266 - VILLAGE OF PLAINFIELD	2027-00000164	FSA MED PT - Flex Spending - WEX*	Paid by Check # 136296	06/19/2026	06/19/2026	06/19/2026	3,428.96
11266 - VILLAGE OF PLAINFIELD	2027-00000242	FSA MED PT - Flex Spending - WEX*	Paid by Check # 136319	07/03/2026	07/03/2026	07/03/2026	3,428.96
			Account **0210.249 - Flex 125-FSA** Totals		Invoice Transactions	2	$6,857.92
Account **0210.299 - Payroll Insurance Adjustment**							
11154 - IPBC-INSURANCE	2027-00000243	July 2026 Insurance	Edit	07/01/2026	07/01/2026		118,078.54
			Account **0210.299 - Payroll Insurance Adjustment** Totals		Invoice Transactions	1	$118,078.54
Account **0210.301 - Employee Life Insurance**							
10854 - NCPERS GROUP LIFE INSURANCE	2027-00000160	SUP LIFE INS - NCPERS	Paid by Check # 136293	06/19/2026	06/19/2026	06/19/2026	72.00
10854 - NCPERS GROUP LIFE INSURANCE	2027-00000238	SUP LIFE INS - NCPERS	Paid by Check # 136316	07/03/2026	07/03/2026	07/03/2026	64.00
			Account **0210.301 - Employee Life Insurance** Totals		Invoice Transactions	2	$136.00
Account **0220.208 - Security Deposit Payable**							
12718 - MY GENERATION	2027-00000230	School of Rock Deposit Refund	Edit	06/26/2026	07/06/2026		300.00
			Account **0220.208 - Security Deposit Payable** Totals		Invoice Transactions	1	$300.00
Account **0220.250 - Police Tow Fee**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
13173 - TODD'S TOWING & RECOVERY LLC	26-34997	26-5630	Edit	05/31/2026	07/06/2026		185.00
10175 - CARCARE TOWING	26-60957	26-4761	Edit	05/06/2026	07/06/2026		185.00
13173 - TODD'S TOWING & RECOVERY LLC	26-34428	26-4648	Edit	05/02/2026	07/06/2026		185.00
13173 - TODD'S TOWING & RECOVERY LLC	26-34441	26-4680	Edit	05/02/2026	07/06/2026		185.00
10175 - CARCARE TOWING	26-61055	26-5145	Edit	05/19/2026	07/06/2026		185.00
13173 - TODD'S TOWING & RECOVERY LLC	26-34440	26-4667	Edit	05/02/2026	07/06/2026		185.00
10175 - CARCARE TOWING	26-60935	26-4705	Edit	05/03/2026	07/06/2026		185.00
10175 - CARCARE TOWING	26-61042	26-5099	Edit	05/17/2026	07/06/2026		185.00
13173 - TODD'S TOWING & RECOVERY LLC	26-34538	26-4826	Edit	05/07/2026	07/06/2026		185.00
10175 - CARCARE TOWING	26-61086	26-5359	Edit	05/24/2026	07/06/2026		185.00
13173 - TODD'S TOWING & RECOVERY LLC	26-34655	26-4968	Edit	05/13/2026	07/06/2026		185.00
13173 - TODD'S TOWING & RECOVERY LLC	26-34568	26-4876	Edit	05/09/2026	07/06/2026		185.00
10175 - CARCARE TOWING	26-61098	26-5459	Edit	05/26/2026	07/06/2026		185.00
			Account **0220.250 - Police Tow Fee** Totals		Invoice Transactions	13	$2,405.00
Account **0227.015 - Special Olympics**							
10924 - PETTY CASH - PD	8895	Special Olympics Torch Run	Paid by Check # 136304	06/02/2026	06/19/2026	06/19/2026	96.83
			Account **0227.015 - Special Olympics** Totals		Invoice Transactions	1	$96.83
Unit **04 - Administration/Finance**							
Division **00 - Non-Divisional**							
Account **8100 - Fees to Refuse Hauler**							
11280 - WASTE MANAGEMENT	8369032-2007-4	May 2026	Edit	06/01/2026	07/06/2026		518,858.09
			Account **8100 - Fees to Refuse Hauler** Totals		Invoice Transactions	1	$518,858.09
			Division **00 - Non-Divisional** Totals		Invoice Transactions	1	$518,858.09
Division **01 - Legislative Program**							
Account **8070 - Public Relations**							
13655 - WINDY CITY BURGER SOCIAL CLUB INC.	115	Village of Picnic	Paid by Check # 136297	06/16/2026	06/18/2026	06/18/2026	950.00
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000197	Proulx	Paid by EFT # 8744	05/29/2026	06/22/2026	06/22/2026	68.00
			Account **8070 - Public Relations** Totals		Invoice Transactions	2	$1,018.00
			Division **01 - Legislative Program** Totals		Invoice Transactions	2	$1,018.00
Division **02 - Administration Program**							
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		44.66
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions	1	$44.66
Account **8035 - Maintenance Contracts/Lease**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	17.44
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	19.80
			Account **8035 - Maintenance Contracts/Lease** Totals		Invoice Transactions 2		$37.24
Account **8065 - Legal Fees**							
13733 - MONTANA & WELCH PARTNERSHIP, LLC	19238	Legal Fees	Edit	06/15/2026	04/30/2026		127.50
11854 - CLARK BAIRD SMITH LLP	4023	Legal Fees	Edit	05/31/2026	07/06/2026		1,732.50
13733 - MONTANA & WELCH PARTNERSHIP, LLC	19237	Legal Fees	Edit	06/15/2026	04/30/2026		3,697.50
			Account **8065 - Legal Fees** Totals		Invoice Transactions 3		$5,557.50
Account **8097 - Special Projects and Programs**							
10131 - BAXTER & WOODMAN	0285976	ADA Public ROW Transition Plan	Edit	05/26/2026	07/06/2026		2,516.25
			Account **8097 - Special Projects and Programs** Totals		Invoice Transactions 1		$2,516.25
Account **8135 - Contractual Services**							
11838 - COMCAST - ACCOUNT #901868063	274848140	Acct. 901868063	Edit	06/15/2026	07/06/2026		1,801.12
11192 - THIRD MILLENNIUM ASSOCIATES, INC.	34559	June 2026	Edit	05/31/2026	07/06/2026		1,364.83
			Account **8135 - Contractual Services** Totals		Invoice Transactions 2		$3,165.95
			Division **02 - Administration Program** Totals		Invoice Transactions 9		$11,321.60
Division **03 - Community Relations Program**							
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		3.91
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 1		$3.91
Account **8070 - Public Relations**							
11192 - THIRD MILLENNIUM ASSOCIATES, INC.	34559	June 2026	Edit	05/31/2026	07/06/2026		3,960.69
			Account **8070 - Public Relations** Totals		Invoice Transactions 1		$3,960.69
Account **8072 - Settler's Park**							
11155 - SWANK MOTION PICTURES, INC	RG 4365822	Movie in the Park 06/26/26	Edit	06/10/2026	07/06/2026		1,480.00
13544 - EMILY A. KUHN	2027-00000213	Concert 07/16/2026 The Messengers	Edit	06/24/2026	07/06/2026		1,300.00
			Account **8072 - Settler's Park** Totals		Invoice Transactions 2		$2,780.00
Account **8135 - Contractual Services**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000212	De Boni FY26	Paid by EFT # 8754	05/29/2026	04/30/2026	06/22/2026	40.00
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000185	De Boni FY27	Paid by EFT # 8737	05/29/2026	06/22/2026	06/22/2026	40.00
			Account **8135 - Contractual Services** Totals		Invoice Transactions 2		$80.00
			Division **03 - Community Relations Program** Totals		Invoice Transactions 6		$6,824.60

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
Division **04 - Facility Management Program**							
Account **8135 - Contractual Services**							
13496 - ORKIN	297830162	VH	Edit	06/16/2026	07/06/2026		105.47
			Account **8135 - Contractual Services** Totals		Invoice Transactions	1	$105.47
			Division **04 - Facility Management Program** Totals		Invoice Transactions	1	$105.47
Division **06 - Human Resources Program**							
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		5.58
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions	1	$5.58
Account **8070 - Public Relations**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000193	Harris	Paid by EFT # 8740	05/29/2026	06/22/2026	06/22/2026	301.77
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000196	Pleckham	Paid by EFT # 8743	05/29/2026	06/22/2026	06/22/2026	60.00
			Account **8070 - Public Relations** Totals		Invoice Transactions	2	$361.77
Account **8135 - Contractual Services**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	25.00
			Account **8135 - Contractual Services** Totals		Invoice Transactions	1	$25.00
			Division **06 - Human Resources Program** Totals		Invoice Transactions	4	$392.35
Division **08 - IT Program**							
Account **3000 - Travel/Training**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000210	Kastrantas FY26	Paid by EFT # 8752	05/29/2026	04/30/2026	06/22/2026	50.00
			Account **3000 - Travel/Training** Totals		Invoice Transactions	1	$50.00
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		2.79
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions	1	$2.79
Account **5015 - Dues & Subscriptions**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000195	Kastrantas FY27	Paid by EFT # 8742	05/29/2026	06/22/2026	06/22/2026	350.00
			Account **5015 - Dues & Subscriptions** Totals		Invoice Transactions	1	$350.00
Account **8030 - Server/Network Supplies**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000195	Kastrantas FY27	Paid by EFT # 8742	05/29/2026	06/22/2026	06/22/2026	2,018.34
13022 - PACE SYSTEMS, INC.	IN00077828	Printer Battery	Edit	06/08/2026	07/06/2026		594.68
13122 - INSIGHT PUBLIC SECTOR	1101399039	Meraki Wireless Upgrade and Renewal	Edit	06/19/2026	07/06/2026		3,748.00

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
			Account **8030 - Server/Network Supplies** Totals		Invoice Transactions 3		$6,361.02
Account **8031 - Software Licensing/Renewals**							
13754 - TARGET SOLUTIONS LEARNING LLC	INV134346	Frontline PSS Annual	Paid by Check # 136306	02/02/2026	04/30/2026	06/19/2026	11,023.90
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000195	Kastrantas FY27	Paid by EFT # 8742	05/29/2026	06/22/2026	06/22/2026	3,216.42
12712 - HEARTLAND BUSINESS SYSTEMS, LLC	887961-H	Software Licensing	Edit	05/28/2026	07/06/2026		98.36
			Account **8031 - Software Licensing/Renewals** Totals		Invoice Transactions 3		$14,338.68
Account **8135 - Contractual Services**							
12712 - HEARTLAND BUSINESS SYSTEMS, LLC	888531-H	Hardware Support	Edit	05/29/2026	07/06/2026		875.87
			Account **8135 - Contractual Services** Totals		Invoice Transactions 1		$875.87
			Division **08 - IT Program** Totals		Invoice Transactions 10		$21,978.36
Division **09 - Legal Program**							
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		5.58
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 1		$5.58
Account **5005 - Office Supplies/Postage**							
12847 - PITNEY BOWES INC.	1029594714	PD Ink	Edit	06/10/2026	07/06/2026		22.57
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions 1		$22.57
Account **5015 - Dues & Subscriptions**							
11297 - THOMSON REUTERS-WEST PUBLISHING CO	853659543	May 2026	Edit	06/01/2026	07/06/2026		661.50
			Account **5015 - Dues & Subscriptions** Totals		Invoice Transactions 1		$661.50
Account **5020 - Gas/Oil/Mileage/Carwash**							
12679 - LENNY'S GAS N WASH PLAINFIELD LLC	2027-00000205	June 2026	Edit	06/01/2026	07/06/2026		30.00
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions 1		$30.00
Account **8035 - Maintenance Contracts/Lease**							
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	7.31
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	9.72
			Account **8035 - Maintenance Contracts/Lease** Totals		Invoice Transactions 2		$17.03
Account **8065 - Legal Fees**							
12536 - ILLINOIS SECRETARY OF STATE	2027-00000183	Registration Search	Paid by Check # 136303	06/17/2026	06/19/2026	06/19/2026	10.00
12536 - ILLINOIS SECRETARY OF STATE	2027-00000182	Registration Search	Paid by Check # 136302	06/17/2026	06/19/2026	06/19/2026	10.00
12536 - ILLINOIS SECRETARY OF STATE	2027-00000224	Registration Search	Edit	06/25/2026	07/06/2026		10.00
13126 - CAMIC JOHNSON, LTD.	255	May 2026	Edit	05/29/2026	07/06/2026		300.00
12536 - ILLINOIS SECRETARY OF STATE	2027-00000225	Registration Search	Edit	06/25/2026	07/06/2026		10.00

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
12536 - ILLINOIS SECRETARY OF STATE	2027-00000223	Registration Search	Edit	06/25/2026	07/06/2026		10.00
			Account **8065 - Legal Fees** Totals		Invoice Transactions 6		$350.00
			Division **09 - Legal Program** Totals		Invoice Transactions 12		$1,086.68
			Unit **04 - Administration/Finance** Totals		Invoice Transactions 45		$561,585.15
Unit **05 - Police Department**							
Division **02 - Administration Program**							
Account **3000 - Travel/Training**							
10924 - PETTY CASH - PD	8897	Mileage-Janis	Paid by Check # 136304	06/11/2026	06/19/2026	06/19/2026	30.08
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000199	Novak	Paid by EFT # 8746	05/29/2026	06/22/2026	06/22/2026	(30.00)
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000200	McQuaid	Paid by EFT # 8747	05/29/2026	06/22/2026	06/22/2026	300.96
13306 - JENNY JANIS	2027-00000229	Wisconsin LEAP Conference	Edit	06/22/2026	07/06/2026		564.55
13306 - JENNY JANIS	2027-00000206	Mileage ILEAP	Edit	06/08/2026	07/06/2026		197.20
13339 - ROBERT MILLER	2027-00000228	IACP Conference 10/23/26-10/28/26	Edit	06/24/2026	07/06/2026		836.80
			Account **3000 - Travel/Training** Totals		Invoice Transactions 6		$1,899.59
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		2.14
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 1		$2.14
Account **5005 - Office Supplies/Postage**							
12847 - PITNEY BOWES INC.	1029594714	PD Ink	Edit	06/10/2026	07/06/2026		22.58
13551 - ALLEGRA PLAINFIELD/OFF THE PRESS PRINTING	146479	Field Report Books	Edit	05/29/2026	07/06/2026		283.95
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions 2		$306.53
Account **5015 - Dues & Subscriptions**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000198	Miller	Paid by EFT # 8745	05/29/2026	06/22/2026	06/22/2026	120.00
10649 - KENDALL COUNTY CHIEFS OF POLICE ASSN.	1349	Mobile Command/Major Crimes Annual Dues	Edit	06/12/2026	07/06/2026		1,000.00
			Account **5015 - Dues & Subscriptions** Totals		Invoice Transactions 2		$1,120.00
Account **5020 - Gas/Oil/Mileage/Carwash**							
12679 - LENNY'S GAS N WASH PLAINFIELD LLC	2027-00000205	June 2026	Edit	06/01/2026	07/06/2026		15.00
10226 - CLEAN IMAGE CAR WASH	8277	PD	Edit	06/05/2026	07/06/2026		6.00
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions 2		$21.00
Account **8035 - Maintenance Contracts/Lease**							
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	12.57

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	22.71
11938 - PITNEY BOWES, INC.	3107940494	PD 05/03/26-08/02/26	Edit	06/16/2026	07/06/2026		432.60
			Account **8035 - Maintenance Contracts/Lease** Totals		Invoice Transactions	3	$467.88
Account **8040 - Custodial Supplies/Building Maintenance**							
12115 - COLLEY ELEVATOR COMPANY	300535	PD Monthly Inspection	Edit	06/01/2026	07/06/2026		247.00
10767 - MENARDS INC. # 3182	71192	PD	Edit	05/21/2026	07/06/2026		54.09
10767 - MENARDS INC. # 3182	71535	PD	Edit	05/29/2026	07/06/2026		7.49
10767 - MENARDS INC. # 3182	71464	PD	Edit	05/27/2026	07/06/2026		59.17
13730 - ARBEEN LANDSCAPING LLC	6647	PD	Edit	06/12/2026	07/06/2026		1,143.12
10767 - MENARDS INC. # 3182	71185	PD	Edit	05/21/2026	07/06/2026		9.97
			Account **8040 - Custodial Supplies/Building Maintenance** Totals		Invoice Transactions	6	$1,520.84
			Division **02 - Administration Program** Totals		Invoice Transactions	22	$5,337.98
Division **51 - Police Patrol**							
Account **3000 - Travel/Training**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000198	Miller	Paid by EFT # 8745	05/29/2026	06/22/2026	06/22/2026	319.00
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000200	McQuaid	Paid by EFT # 8747	05/29/2026	06/22/2026	06/22/2026	150.48
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000199	Novak	Paid by EFT # 8746	05/29/2026	06/22/2026	06/22/2026	(30.00)
13187 - SIG SAUER, INC.	6380983	June Training (2)	Edit	06/02/2026	07/06/2026		690.00
13628 - DENNIS MEYER	2027-00000204	Rescue Task Force Training 06/01/26-06/02/26	Edit	06/03/2026	07/06/2026		30.00
			Account **3000 - Travel/Training** Totals		Invoice Transactions	5	$1,159.48
Account **4000 - Telephone/Internet**							
11838 - COMCAST - ACCOUNT #901868063	274848140	Acct. 901868063	Edit	06/15/2026	07/06/2026		1,801.12
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		80.41
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions	2	$1,881.53
Account **5005 - Office Supplies/Postage**							
12847 - PITNEY BOWES INC.	1029594714	PD Ink	Edit	06/10/2026	07/06/2026		22.58
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions	1	$22.58
Account **5015 - Dues & Subscriptions**							
13507 - FIRSTTWO, INC	461980	Dues	Edit	04/10/2026	07/06/2026		9,000.00
			Account **5015 - Dues & Subscriptions** Totals		Invoice Transactions	1	$9,000.00
Account **5020 - Gas/Oil/Mileage/Carwash**							
12679 - LENNY'S GAS N WASH PLAINFIELD LLC	2027-00000205	June 2026	Edit	06/01/2026	07/06/2026		585.00

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions 1		$585.00
Account **5095 - Uniforms/Clothing**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000203	Zigterman	Paid by EFT # 8750	05/29/2026	06/22/2026	06/22/2026	200.00
10413 - GALLS INC.	035220923	Emmett	Edit	06/01/2026	07/06/2026		188.35
13703 - UNIFORMS DIRECT LLC	O1009973-1	Wysocki	Edit	05/27/2026	07/06/2026		355.00
13703 - UNIFORMS DIRECT LLC	O1009896	Murillo	Edit	06/09/2026	07/06/2026		355.00
10997 - RAY O'HERRON CO., INC.	2483151	CSO Vanek	Edit	06/05/2026	07/06/2026		1,044.54
13703 - UNIFORMS DIRECT LLC	O1010025	Zigterman	Edit	06/09/2026	07/06/2026		135.00
10413 - GALLS INC.	035220861	Doornbosch	Edit	06/01/2026	07/06/2026		200.00
13703 - UNIFORMS DIRECT LLC	O1009963-1	PD	Edit	05/27/2026	07/06/2026		231.00
13703 - UNIFORMS DIRECT LLC	O1009886	PD	Edit	05/25/2026	07/06/2026		104.00
13703 - UNIFORMS DIRECT LLC	O1009681-1	PD	Edit	05/25/2026	07/06/2026		243.00
13703 - UNIFORMS DIRECT LLC	O1009824	Zigterman	Edit	05/29/2026	07/06/2026		126.00
13703 - UNIFORMS DIRECT LLC	O1010204	Emmett	Edit	06/09/2026	07/06/2026		75.00
			Account **5095 - Uniforms/Clothing** Totals		Invoice Transactions 12		$3,256.89
Account **8035 - Maintenance Contracts/Lease**							
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	4.56
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	2.85
			Account **8035 - Maintenance Contracts/Lease** Totals		Invoice Transactions 2		$7.41
Account **8060 - Vehicle Maintenance**							
12189 - NICK'S EMERGENCY LIGHTING & MORE	2554	M27, M37, M8	Edit	06/08/2026	07/06/2026		1,918.50
10421 - GENUINE PARTS COMPANY	203570	PD & PW	Edit	06/09/2026	07/06/2026		187.84
12536 - ILLINOIS SECRETARY OF STATE	2027-00000226	M5	Edit	06/18/2026	07/06/2026		316.00
11075 - SHOREWOOD HOME & AUTO, INC.	01-520468	Polaris	Edit	06/09/2026	07/06/2026		577.40
			Account **8060 - Vehicle Maintenance** Totals		Invoice Transactions 4		$2,999.74
			Division **51 - Police Patrol** Totals		Invoice Transactions 28		$18,912.63
Division **52 - Police Administration**							
Account **3000 - Travel/Training**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000200	McQuaid	Paid by EFT # 8747	05/29/2026	06/22/2026	06/22/2026	165.32
13552 - MARISSA SCHULTZ	2027-00000221	ILSROA 06/17/26-06/19/26	Edit	06/24/2026	07/06/2026		687.20
13196 - ABBY OLSON	2027-00000217	ILSROA 06/17/26-06/19/26	Edit	06/19/2026	07/06/2026		687.20
10667 - ERIN COOK	2027-00000222	ILSROA 06/17/26-06/19/26	Edit	06/24/2026	07/06/2026		687.20
11364 - JEFFREY KAMINSKI	2027-00000220	ILSROA 06/17/26-06/19/26	Edit	06/23/2026	07/06/2026		687.20

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
13425 - DANIEL FADDEN	2027-00000219	ILSROA 06/17/26-06/19/26	Edit	06/22/2026	07/06/2026		687.20
10560 - ILSROA	26-129	2026 Conference	Edit	06/17/2026	07/06/2026		2,200.00
10771 - RICH MESZAROS	2027-00000227	ILSROA 06/17/26-06/19/26	Edit	06/24/2026	07/06/2026		687.20
			Account **3000 - Travel/Training** Totals		Invoice Transactions 8		$6,488.52
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		5.26
12819 - METRONET	2027-00000216	Acct. 1367821 PD	Edit	06/18/2026	07/06/2026		134.90
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 2		$140.16
Account **5005 - Office Supplies/Postage**							
10379 - FEDERAL EXPRESS	9-295-93429	PD	Edit	05/13/2026	07/06/2026		13.45
10379 - FEDERAL EXPRESS	9-333-39498	PD	Edit	06/10/2026	07/06/2026		20.38
12847 - PITNEY BOWES INC.	1029594714	PD Ink	Edit	06/10/2026	07/06/2026		22.57
10379 - FEDERAL EXPRESS	9-324-14731	PD	Edit	06/03/2026	07/06/2026		15.77
10379 - FEDERAL EXPRESS	9-342-39662	PD	Edit	06/17/2026	07/06/2026		40.76
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions 5		$112.93
Account **5015 - Dues & Subscriptions**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000200	McQuaid	Paid by EFT # 8747	05/29/2026	06/22/2026	06/22/2026	204.95
			Account **5015 - Dues & Subscriptions** Totals		Invoice Transactions 1		$204.95
Account **5020 - Gas/Oil/Mileage/Carwash**							
12679 - LENNY'S GAS N WASH PLAINFIELD LLC	2027-00000205	June 2026	Edit	06/01/2026	07/06/2026		270.00
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions 1		$270.00
Account **5040.002 - Crime Scene/Evidence Tech Supply**							
13752 - BARCODESOURCE	BCS84474	Evidence Supplies	Edit	06/11/2026	07/06/2026		175.91
10767 - MENARDS INC. # 3182	70547	PD	Edit	05/05/2026	07/06/2026		59.70
11085 - SIRCHIE	0742055-IN	Crime Scene/Evidence Tech Supplies	Edit	06/12/2026	07/06/2026		966.16
11278 - WAREHOUSE DIRECT	6165459-0	Crime Scene/Evidence Tech Supplies	Edit	06/11/2026	07/06/2026		42.47
			Account **5040.002 - Crime Scene/Evidence Tech Supply** Totals		Invoice Transactions 4		$1,244.24
Account **5095 - Uniforms/Clothing**							
10645 - BRETT KEAG	2027-00000181	Boot Reimbursement	Paid by Check # 136299	06/18/2026	06/19/2026	06/19/2026	200.00
13703 - UNIFORMS DIRECT LLC	O1009942-1	PD	Edit	05/25/2026	07/06/2026		231.00
13703 - UNIFORMS DIRECT LLC	O1009887-1	PD	Edit	05/25/2026	07/06/2026		104.00
			Account **5095 - Uniforms/Clothing** Totals		Invoice Transactions 3		$535.00
Account **5115.002 - Community Programs**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
10924 - PETTY CASH - PD	8896	Scoops	Paid by Check # 136304	06/04/2026	06/19/2026	06/19/2026	40.77
			Account **5115.002 - Community Programs** Totals		Invoice Transactions 1		$40.77
Account **5115.003 - Community Prog.-Alcohol/Tobacco**							
10924 - PETTY CASH - PD	8894	Tobacco Compliance Detail	Paid by Check # 136304	05/27/2026	06/19/2026	06/19/2026	20.00
			Account **5115.003 - Community Prog.-Alcohol/Tobacco** Totals		Invoice Transactions 1		$20.00
Account **8035 - Maintenance Contracts/Lease**							
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	5.82
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	7.94
			Account **8035 - Maintenance Contracts/Lease** Totals		Invoice Transactions 2		$13.76
Account **8060 - Vehicle Maintenance**							
11782 - SAFELITE FULFILLMENT, INC	05561759246	INV6	Edit	06/02/2026	07/06/2026		836.92
			Account **8060 - Vehicle Maintenance** Totals		Invoice Transactions 1		$836.92
			Division **52 - Police Administration** Totals		Invoice Transactions 29		$9,907.25
Division **56 - Police Support Services**							
Account **3000 - Travel/Training**							
10883 - ANTHONY NOVAK	2027-00000218	IACP Conference 10/23/26-10/28/26	Edit	06/24/2026	07/06/2026		842.80
			Account **3000 - Travel/Training** Totals		Invoice Transactions 1		$842.80
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		2.14
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 1		$2.14
Account **5005 - Office Supplies/Postage**							
11278 - WAREHOUSE DIRECT	6163584-0	PD	Edit	06/09/2026	07/06/2026		153.66
11278 - WAREHOUSE DIRECT	6166888-0	PD	Edit	06/15/2026	07/06/2026		621.96
12847 - PITNEY BOWES INC.	1029594714	PD Ink	Edit	06/10/2026	07/06/2026		22.57
11278 - WAREHOUSE DIRECT	6161139-0	PD	Edit	06/04/2026	07/06/2026		105.51
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions 4		$903.70
Account **5020 - Gas/Oil/Mileage/Carwash**							
12679 - LENNY'S GAS N WASH PLAINFIELD LLC	2027-00000205	June 2026	Edit	06/01/2026	07/06/2026		15.00
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions 1		$15.00
Account **8035 - Maintenance Contracts/Lease**							
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	25.39
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	34.42
10158 - BRADFORD SYSTEMS CORPORATION	69297	Spacesaver Mobile 08/01/26 - 07/31/27	Edit	06/04/2026	07/06/2026		1,500.00

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
			Account **8035 - Maintenance Contracts/Lease** Totals		Invoice Transactions 3		$1,559.81
			Division **56 - Police Support Services** Totals		Invoice Transactions 10		$3,323.45
Division **91 - Capital**							
Account **9120 - Machinery and Equipment**							
11291 - WESCOM	20260624	Radios	Edit	06/08/2026	07/06/2026		120,884.96
			Account **9120 - Machinery and Equipment** Totals		Invoice Transactions 1		$120,884.96
			Division **91 - Capital** Totals		Invoice Transactions 1		$120,884.96
			Unit **05 - Police Department** Totals		Invoice Transactions 90		$158,366.27
Unit **07 - PEMA**							
Division **07 - PEMA Program**							
Account **4000 - Telephone/Internet**							
10825 - MOTOROLA SOLUTIONS	10390120260501	June 2026	Edit	06/01/2026	07/06/2026		10.00
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 1		$10.00
Account **5010 - Replacement Supplies**							
10997 - RAY O'HERRON CO., INC.	2483150	PEMA	Edit	06/05/2026	07/06/2026		1,854.00
12181 - HARMONIC DESIGN	16386	PEMA	Edit	04/22/2026	04/30/2026		220.00
			Account **5010 - Replacement Supplies** Totals		Invoice Transactions 2		$2,074.00
Account **5015 - Dues & Subscriptions**							
13619 - BETTER IMPACT USA INC.	002896	PD	Edit	04/14/2026	07/06/2026		637.60
			Account **5015 - Dues & Subscriptions** Totals		Invoice Transactions 1		$637.60
Account **5020 - Gas/Oil/Mileage/Carwash**							
12679 - LENNY'S GAS N WASH PLAINFIELD LLC	2027-00000205	June 2026	Edit	06/01/2026	07/06/2026		15.00
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions 1		$15.00
Account **8020 - Building Maintenance**							
13730 - ARBEEN LANDSCAPING LLC	6648	PD	Edit	06/12/2026	07/06/2026		120.62
			Account **8020 - Building Maintenance** Totals		Invoice Transactions 1		$120.62
			Division **07 - PEMA Program** Totals		Invoice Transactions 6		$2,857.22
			Unit **07 - PEMA** Totals		Invoice Transactions 6		$2,857.22
Unit **08 - Street Department**							
Division **02 - Administration Program**							
Account **3000 - Travel/Training**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000211	Threewitt FY26	Paid by EFT # 8753	05/29/2026	04/30/2026	06/22/2026	784.00

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	3,174.60
12742 - APWA ILLINOIS PUBLIC SERVICE INSTITUTE	2027-00000166	IPSI-Dado, Newcomer, Raymond	Edit	06/16/2026	07/06/2026		1,700.00
			Account **3000 - Travel/Training** Totals		Invoice Transactions	3	$5,658.60
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		481.48
11838 - COMCAST - ACCOUNT #901868063	274848140	Acct. 901868063	Edit	06/15/2026	07/06/2026		1,801.12
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions	2	$2,282.60
Account **5005 - Office Supplies/Postage**							
13340 - PITNEY BOWES - POSTAGE	2027-00000207	PW Postage	Paid by EFT # 8751	06/22/2026	06/22/2026	06/22/2026	50.00
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	17.31
13325 - AMAZON CAPITAL SERVICES	1X3X-6P3X-TPH3	IT	Edit	06/01/2026	07/06/2026		25.74
12957 - GARVEY'S OFFICE PRODUCTS	WO-966090-1	PW	Edit	06/10/2026	07/06/2026		55.96
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions	4	$149.01
Account **5020 - Gas/Oil/Mileage/Carwash**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	13.34
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions	1	$13.34
			Division **02 - Administration Program** Totals		Invoice Transactions	10	$8,103.55
Division **60 - Street Maintenance Program**							
Account **4015 - Electricity/Gas**							
13013 - AEP ENERGY, INC.	2027-00000127	Acct. 3024018364 24109 W Lockport	Paid by Check # 136243	05/05/2026	04/30/2026	06/16/2026	44.46
13013 - AEP ENERGY, INC.	2027-00000142	Acct. 3024018263 711 N. Illinois St.	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	166.32
13013 - AEP ENERGY, INC.	2027-00000135	Acct. 3024018285 704 N. Illinois St.	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	154.49
13013 - AEP ENERGY, INC.	2027-00000128	Acct. 3024018364 24109 W Lockport	Paid by Check # 136243	05/27/2026	06/16/2026	06/16/2026	46.60
13013 - AEP ENERGY, INC.	2027-00000147	Acct. 3024018274 0 Lockport St Lite S-S&ES Vill. Center	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	116.43
11969 - CONSTELLATION NEW ENERGY, INC	73041475901	Acct. 7301262-36 OS 143rd St	Edit	06/16/2026	07/06/2026		86.86
11969 - CONSTELLATION NEW ENERGY, INC	73041460901	Acct. 7301262-43 14701 Van Dyke @ RR Crossing	Edit	06/16/2026	07/06/2026		57.76
10238 - COMED	2027-00000215	Acct. 9561724000 (Was 4293072110)	Edit	05/29/2026	07/06/2026		15.99
10238 - COMED	2027-00000169	Acct. 8981975816 16361 Lincoln Hwy	Edit	05/28/2026	07/06/2026		391.62
11969 - CONSTELLATION NEW ENERGY, INC	73023547401	Acct. 7301262-38 301 Plainfield Rd.	Edit	06/12/2026	07/06/2026		5,782.32
			Account **4015 - Electricity/Gas** Totals		Invoice Transactions	10	$6,862.85
Account **5020 - Gas/Oil/Mileage/Carwash**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
13269 - WHITMORE ACE HARDWARE #18556	640067	Propane Tank	Edit	04/14/2026	04/30/2026		23.33
11689 - FMP	53-517911	Oil	Edit	06/08/2026	07/06/2026		81.80
11681 - PARENT PETROLEUM	1820047	Dominion Syn. Blend 15W40	Edit	06/09/2026	07/06/2026		862.20
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions 3		$967.33
Account **5040 - Supplies/Hardware**							
10767 - MENARDS INC. # 3182	70853	PW	Edit	05/13/2026	07/06/2026		46.98
10767 - MENARDS INC. # 3182	71250	PW	Edit	05/22/2026	07/06/2026		2.93
10767 - MENARDS INC. # 3182	71965-1	Streets	Edit	06/08/2026	07/06/2026		17.96
10767 - MENARDS INC. # 3182	71753	Streets	Edit	06/03/2026	07/06/2026		98.31
10767 - MENARDS INC. # 3182	71445	PW	Edit	05/27/2026	07/06/2026		3.06
10767 - MENARDS INC. # 3182	69037	PW	Edit	03/24/2026	04/30/2026		3.75
10767 - MENARDS INC. # 3182	69029	Mechanic Bay	Edit	03/24/2026	04/30/2026		21.97
13269 - WHITMORE ACE HARDWARE #18556	640193	PW	Edit	05/29/2026	07/06/2026		129.99
10767 - MENARDS INC. # 3182	71398	Engineering	Edit	05/26/2026	07/06/2026		12.99
10767 - MENARDS INC. # 3182	71499	PW	Edit	05/28/2026	07/06/2026		2.36
10767 - MENARDS INC. # 3182	71399	Streets	Edit	05/26/2026	07/06/2026		9.48
10767 - MENARDS INC. # 3182	71808	Streets	Edit	06/04/2026	07/06/2026		251.16
13269 - WHITMORE ACE HARDWARE #18556	640233	Supplies	Edit	06/10/2026	07/06/2026		26.36
			Account **5040 - Supplies/Hardware** Totals		Invoice Transactions 13		$627.30
Account **5040.003 - Supplies/Hardware-Salt Purchase**							
13365 - KAPLAN LIQUID SOLUTIONS	76220	Salt Spreader Brine Solution	Edit	06/19/2026	04/30/2026		1,518.00
			Account **5040.003 - Supplies/Hardware-Salt Purchase** Totals		Invoice Transactions 1		$1,518.00
Account **5060 - Aggregate Materials**							
12671 - CHICAGO MATERIALS CORPORATION	76560	Aggregate Materials	Edit	05/28/2026	07/06/2026		277.55
			Account **5060 - Aggregate Materials** Totals		Invoice Transactions 1		$277.55
Account **5095 - Uniforms/Clothing**							
10342 - EICH'S SPORTS & GAMES	51522	PW	Edit	06/09/2026	07/06/2026		342.50
10218 - CINTAS CORPORATION #344	4271413017	Uniforms	Edit	06/03/2026	07/06/2026		54.76
10218 - CINTAS CORPORATION #344	4272325727	Uniforms	Edit	06/11/2026	07/06/2026		54.76
			Account **5095 - Uniforms/Clothing** Totals		Invoice Transactions 3		$452.02
Account **8003 - Radio Maintenance**							
10013 - A BEEP, LLC	140877	Radio Maintenance	Edit	06/02/2026	07/06/2026		150.00
			Account **8003 - Radio Maintenance** Totals		Invoice Transactions 1		$150.00
Account **8060 - Vehicle Maintenance**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
12229 - RON TIRAPELLI FORD INC	202263	1101	Edit	06/05/2026	07/06/2026		59.68
11689 - FMP	53-518074	PW	Edit	06/10/2026	07/06/2026		60.58
10585 - INTERSTATE ALL BATTERY CENTER	1915201046455	Vehicle Maintenance	Edit	06/08/2026	07/06/2026		10.65
10421 - GENUINE PARTS COMPANY	203570	PD & PW	Edit	06/09/2026	07/06/2026		54.50
11020 - ROD BAKER FORD SALES (SERVICE INVOICES)	F0CS146957	1088	Edit	06/04/2026	07/06/2026		118.54
			Account **8060 - Vehicle Maintenance** Totals		Invoice Transactions	5	$303.95
Account **8130 - Street/Traffic Light Maintenance**							
13451 - HIGHSTAR TRAFFIC	20711	Street Light Maintenance	Edit	06/04/2026	07/06/2026		1,443.40
10437 - GRAINGER	9939458411	Street Light Maintenance	Edit	06/04/2026	07/06/2026		533.86
11128 - STATE TREASURER	68289	1st Qtr. 2026	Edit	05/22/2026	07/06/2026		16,106.49
10760 - MEADE ELECTRIC COMPANY	717240	24310 Leski	Edit	06/08/2026	07/06/2026		1,626.41
10421 - GENUINE PARTS COMPANY	203559	Streets	Edit	06/09/2026	07/06/2026		69.70
			Account **8130 - Street/Traffic Light Maintenance** Totals		Invoice Transactions	5	$19,779.86
Account **8131 - Street Maintenance**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	416.96
12671 - CHICAGO MATERIALS CORPORATION	76999	Street Maintenance	Edit	06/09/2026	07/06/2026		45.14
11076 - SHREVE SERVICES, INC.	11368	Pulverized Topsoil	Edit	05/28/2026	07/06/2026		192.00
			Account **8131 - Street Maintenance** Totals		Invoice Transactions	3	$654.10
Account **8135 - Contractual Services**							
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	4.31
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	5.74
12890 - RAMIRO GUZMAN LANDSCAPING, INC.	09870	Apprvd @ 03/02/26 BM. 2026 Landscape Maintenance Contract	Edit	06/01/2026	07/06/2026		14,307.13
10252 - CONTINENTAL WEATHER SERVICE	197120	June 2026	Edit	06/01/2026	07/06/2026		150.00
12890 - RAMIRO GUZMAN LANDSCAPING, INC.	09869	Apprvd @ 03/02/26 BM. 2026 Landscape Maintenance Contract	Edit	05/01/2026	04/30/2026		14,307.13
			Account **8135 - Contractual Services** Totals		Invoice Transactions	5	$28,774.31
Account **8150 - Sidewalk Maintenance**							
12093 - KENDALL COUNTY CONCRETE, INC	62243	Kingston & Van Dyke	Edit	05/24/2026	07/06/2026		330.00
			Account **8150 - Sidewalk Maintenance** Totals		Invoice Transactions	1	$330.00
Account **8160 - Equipment Maintenance**							
10660 - KIMBALL MIDWEST	104531638	PW	Edit	06/04/2026	07/06/2026		33.80
10421 - GENUINE PARTS COMPANY	202941	Equipment Maintenance	Edit	06/03/2026	07/06/2026		1,168.20
10038 - ALEXANDER EQUIPMENT COMPANY, INC.	226659	1033	Edit	06/09/2026	07/06/2026		97.86

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
12162 - ATLAS FIRST ACCESS, LLC	FG2670	1533 Floor Scrubber	Edit	05/31/2026	07/06/2026		644.17
10767 - MENARDS INC. # 3182	72237	Equipment Maintenance	Edit	06/15/2026	07/06/2026		16.75
13571 - ALTORFER INDUSTRIES INC.	P58C0076284	1054	Edit	06/05/2026	07/06/2026		415.99
11020 - ROD BAKER FORD SALES (SERVICE INVOICES)	79851	1054	Edit	06/08/2026	07/06/2026		41.67
10421 - GENUINE PARTS COMPANY	203666	Equipment Maintenance	Edit	06/10/2026	07/06/2026		93.99
12393 - JX ENTERPRISES, INC.	25386588P	1075	Edit	06/09/2026	07/06/2026		52.99
12393 - JX ENTERPRISES, INC.	25386666P	1075	Edit	06/09/2026	07/06/2026		52.99
12162 - ATLAS FIRST ACCESS, LLC	GC4007	1533 Floor Scrubber	Edit	06/02/2026	07/06/2026		277.55
10820 - MONROE TRUCK EQUIPMENT, INC.	61143	Streets	Edit	06/08/2026	07/06/2026		367.70
11118 - STANDARD EQUIPMENT CO.	P11144	1015	Edit	06/03/2026	07/06/2026		1,327.80
13275 - TEAM WOLFPACK, INC.	D 33222	Shop Equipment	Edit	06/08/2026	07/06/2026		299.98
			Account **8160 - Equipment Maintenance** Totals		Invoice Transactions	14	$4,891.44
			Division **60 - Street Maintenance Program** Totals		Invoice Transactions	65	$65,588.71
Division **62 - Forestry Program**							
Account **5040 - Supplies/Hardware**							
10767 - MENARDS INC. # 3182	71657	Forestry	Edit	06/01/2026	07/06/2026		64.27
			Account **5040 - Supplies/Hardware** Totals		Invoice Transactions	1	$64.27
Account **8135 - Contractual Services**							
13730 - ARBEEN LANDSCAPING LLC	6645	Amphitheater 06/09/26	Edit	06/12/2026	07/06/2026		318.60
13730 - ARBEEN LANDSCAPING LLC	6646	VH 06/09/26	Edit	06/12/2026	07/06/2026		652.18
13730 - ARBEEN LANDSCAPING LLC	6644	Settlers' Park 06/09/26	Edit	06/12/2026	07/06/2026		155.80
			Account **8135 - Contractual Services** Totals		Invoice Transactions	3	$1,126.58
Account **8135.002 - Tree Removal**							
12592 - BEST BUDGET TREE SERVICE	2027-00000167	135th Street Tree Removal (2) 06/09/26	Edit	06/11/2026	07/06/2026		3,000.00
			Account **8135.002 - Tree Removal** Totals		Invoice Transactions	1	$3,000.00
			Division **62 - Forestry Program** Totals		Invoice Transactions	5	$4,190.85
			Unit **08 - Street Department** Totals		Invoice Transactions	80	$77,883.11
Unit **09 - Community Development**							
Division **20 - Planning Program**							
Account **3000 - Travel/Training**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000197	Proulx	Paid by EFT # 8744	05/29/2026	06/22/2026	06/22/2026	160.00
			Account **3000 - Travel/Training** Totals		Invoice Transactions	1	$160.00
Account **4000 - Telephone/Internet**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		16.75
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 1		$16.75
Account **5015 - Dues & Subscriptions**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000197	Proulx	Paid by EFT # 8744	05/29/2026	06/22/2026	06/22/2026	2,218.00
			Account **5015 - Dues & Subscriptions** Totals		Invoice Transactions 1		$2,218.00
Account **8035 - Maintenance Contracts/Lease**							
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	2.10
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	4.39
			Account **8035 - Maintenance Contracts/Lease** Totals		Invoice Transactions 2		$6.49
Account **8050 - Legal Notices**							
10953 - PLAINFIELD SIGNS, INC.	20750	Public Notice Signs	Edit	06/18/2026	07/06/2026		700.00
10953 - PLAINFIELD SIGNS, INC.	20758	Public Notice Signs	Edit	06/22/2026	07/06/2026		250.00
			Account **8050 - Legal Notices** Totals		Invoice Transactions 2		$950.00
Account **8097 - Special Projects and Programs**							
11163 - TESKA ASSOCIATES, INC	16242	UDO Board Approved 08/18/2025	Edit	06/11/2026	07/06/2026		10,295.00
			Account **8097 - Special Projects and Programs** Totals		Invoice Transactions 1		$10,295.00
Account **8225 - Engineering Fees**							
13318 - ROBINSON ENGINEERING, LTD.	25090393	Always Precision Expansion	Paid by EFT # 8710	09/24/2025	04/30/2026	06/16/2026	258.00
			Account **8225 - Engineering Fees** Totals		Invoice Transactions 1		$258.00
			Division **20 - Planning Program** Totals		Invoice Transactions 9		$13,904.24
Division **21 - Building Program**							
Account **3000 - Travel/Training**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000188	Dudash	Paid by EFT # 8739	05/29/2026	06/22/2026	06/22/2026	1,181.19
			Account **3000 - Travel/Training** Totals		Invoice Transactions 1		$1,181.19
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		11.17
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 1		$11.17
Account **5005 - Office Supplies/Postage**							
13340 - PITNEY BOWES - POSTAGE	2027-00000207	PW Postage	Paid by EFT # 8751	06/22/2026	06/22/2026	06/22/2026	50.00
13325 - AMAZON CAPITAL SERVICES	1X3X-6P3X-TPH3	IT	Edit	06/01/2026	07/06/2026		142.62
12957 - GARVEY'S OFFICE PRODUCTS	WO-966090-1	PW	Edit	06/10/2026	07/06/2026		55.94
13144 - SHEFFIELD SUPPLY & EQUIPMENT, LLC	28744	Boot Covers	Edit	06/03/2026	07/06/2026		302.25

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions 4		$550.81
Account **5095 - Uniforms/Clothing**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000188	Dudash	Paid by EFT # 8739	05/29/2026	06/22/2026	06/22/2026	65.00
			Account **5095 - Uniforms/Clothing** Totals		Invoice Transactions 1		$65.00
Account **8135 - Contractual Services**							
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	5.74
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	4.31
			Account **8135 - Contractual Services** Totals		Invoice Transactions 2		$10.05
			Division **21 - Building Program** Totals		Invoice Transactions 9		$1,818.22
			Unit **09 - Community Development** Totals		Invoice Transactions 18		$15,722.46
Unit **50 - Police Commission**							
Division **02 - Administration Program**							
Account **8115 - Police Testing/Hiring**							
13722 - PUBLIC SAFETY TESTING, INC.	PST26-501	PD	Edit	06/15/2026	07/06/2026		1,096.00
			Account **8115 - Police Testing/Hiring** Totals		Invoice Transactions 1		$1,096.00
			Division **02 - Administration Program** Totals		Invoice Transactions 1		$1,096.00
			Unit **50 - Police Commission** Totals		Invoice Transactions 1		$1,096.00
			Fund **01 - General Fund** Totals		Invoice Transactions 307		$1,649,629.93
Fund **02 - Water and Sewer Fund**							
Account **0210.220 - Federal W/H Payable**							
10578 - INTERNAL REVENUE SERVICE	2027-00000157	FICA - FICA*	Paid by EFT # 8733	06/19/2026	06/19/2026	06/19/2026	7,196.23
10578 - INTERNAL REVENUE SERVICE	2027-00000236	FICA - FICA*	Paid by EFT # 8757	07/03/2026	07/03/2026	07/03/2026	7,788.61
			Account **0210.220 - Federal W/H Payable** Totals		Invoice Transactions 2		$14,984.84
Account **0210.222 - FICA Payable**							
10578 - INTERNAL REVENUE SERVICE	2027-00000157	FICA - FICA*	Paid by EFT # 8733	06/19/2026	06/19/2026	06/19/2026	4,248.82
10578 - INTERNAL REVENUE SERVICE	2027-00000236	FICA - FICA*	Paid by EFT # 8757	07/03/2026	07/03/2026	07/03/2026	4,541.01
			Account **0210.222 - FICA Payable** Totals		Invoice Transactions 2		$8,789.83
Account **0210.223 - Medicare W/H Payable**							
10578 - INTERNAL REVENUE SERVICE	2027-00000157	FICA - FICA*	Paid by EFT # 8733	06/19/2026	06/19/2026	06/19/2026	993.69
10578 - INTERNAL REVENUE SERVICE	2027-00000236	FICA - FICA*	Paid by EFT # 8757	07/03/2026	07/03/2026	07/03/2026	1,062.01
			Account **0210.223 - Medicare W/H Payable** Totals		Invoice Transactions 2		$2,055.70
Account **0210.241 - Deferred Comp. Plan**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
13669 - BRIGHTHOUSE FINANCIAL	2027-00000153	457-METLIFE-PCT - Deferred Comp Brighthse-Metlife	Paid by Check # 136290	06/19/2026	06/19/2026	06/19/2026	480.87
10315 - DIVERSIFIED INVESTMENT ADVISORS	2027-00000154	457-IPPFA-PCT - Deferred Comp IPPFA*	Paid by EFT # 8731	06/19/2026	06/19/2026	06/19/2026	1,469.08
13243 - MISSION SQUARE	2027-00000159	457-ICMA-FLAT - Deferred Comp ICMA*	Paid by EFT # 8734	06/19/2026	06/19/2026	06/19/2026	1,509.80
10315 - DIVERSIFIED INVESTMENT ADVISORS	2027-00000233	457-IPPFA-PCT - Deferred Comp IPPFA*	Paid by EFT # 8755	07/03/2026	07/03/2026	07/03/2026	1,536.86
13243 - MISSION SQUARE	2027-00000237	457-ICMA-FLAT - Deferred Comp ICMA*	Paid by EFT # 8758	07/03/2026	07/03/2026	07/03/2026	1,545.32
13669 - BRIGHTHOUSE FINANCIAL	2027-00000232	457-METLIFE-PCT - Deferred Comp Brighthse-Metlife	Paid by Check # 136314	07/03/2026	07/03/2026	07/03/2026	488.99
			Account **0210.241 - Deferred Comp. Plan** Totals		Invoice Transactions	6	$7,030.92
Account **0210.243 - United Way Donations**							
11244 - UNITED WAY OF WILL COUNTY	2027-00000163	UNITED WAY - United Way of Will County	Paid by Check # 136295	06/19/2026	06/19/2026	06/19/2026	1.34
11244 - UNITED WAY OF WILL COUNTY	2027-00000241	UNITED WAY - United Way of Will County	Paid by Check # 136318	07/03/2026	07/03/2026	07/03/2026	1.34
			Account **0210.243 - United Way Donations** Totals		Invoice Transactions	2	$2.68
Account **0210.244 - AFLAC Pre-Tax**							
10030 - AFLAC	2027-00000152	AFLAC - PRETAX - AFLAC Pretax*	Paid by Check # 136289	06/19/2026	06/19/2026	06/19/2026	54.13
10030 - AFLAC	2027-00000231	AFLAC - PRETAX - AFLAC Pretax*	Paid by Check # 136313	07/03/2026	07/03/2026	07/03/2026	54.13
			Account **0210.244 - AFLAC Pre-Tax** Totals		Invoice Transactions	2	$108.26
Account **0210.245 - AFLAC Post-Tax**							
10030 - AFLAC	2027-00000152	AFLAC - PRETAX - AFLAC Pretax*	Paid by Check # 136289	06/19/2026	06/19/2026	06/19/2026	21.85
10030 - AFLAC	2027-00000231	AFLAC - PRETAX - AFLAC Pretax*	Paid by Check # 136313	07/03/2026	07/03/2026	07/03/2026	21.85
			Account **0210.245 - AFLAC Post-Tax** Totals		Invoice Transactions	2	$43.70
Account **0210.247 - Employee Insurance Benefit**							
11154 - IPBC-INSURANCE	2027-00000243	July 2026 Insurance	Edit	07/01/2026	07/01/2026		26,076.44
			Account **0210.247 - Employee Insurance Benefit** Totals		Invoice Transactions	1	$26,076.44
Account **0210.249 - Flex 125-FSA**							
11266 - VILLAGE OF PLAINFIELD	2027-00000164	FSA MED PT - Flex Spending - WEX*	Paid by Check # 136296	06/19/2026	06/19/2026	06/19/2026	259.44
11266 - VILLAGE OF PLAINFIELD	2027-00000242	FSA MED PT - Flex Spending - WEX*	Paid by Check # 136319	07/03/2026	07/03/2026	07/03/2026	259.44
			Account **0210.249 - Flex 125-FSA** Totals		Invoice Transactions	2	$518.88
Account **0210.301 - Employee Life Insurance**							
10854 - NCPERS GROUP LIFE INSURANCE	2027-00000160	SUP LIFE INS - NCPERS	Paid by Check # 136293	06/19/2026	06/19/2026	06/19/2026	8.00
10854 - NCPERS GROUP LIFE INSURANCE	2027-00000238	SUP LIFE INS - NCPERS	Paid by Check # 136316	07/03/2026	07/03/2026	07/03/2026	8.00
			Account **0210.301 - Employee Life Insurance** Totals		Invoice Transactions	2	$16.00
Unit **10 - Water Department**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
Division **02 - Administration Program**							
Account **3000 - Travel/Training**							
13331 - CALVIN MUENCHOW	2027-00000179	IEPA Test	Paid by Check # 136300	06/03/2026	06/19/2026	06/19/2026	82.80
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	390.00
12742 - APWA ILLINOIS PUBLIC SERVICE INSTITUTE	2027-00000166	IPSI-Dado, Newcomer, Raymond	Edit	06/16/2026	07/06/2026		850.00
			Account **3000 - Travel/Training** Totals		Invoice Transactions	3	$1,322.80
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		27.51
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions	1	$27.51
Account **5005 - Office Supplies/Postage**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	17.30
13340 - PITNEY BOWES - POSTAGE	2027-00000207	PW Postage	Paid by EFT # 8751	06/22/2026	06/22/2026	06/22/2026	50.00
11190 - THE UPS STORE	2027-00000175	Illinois EPA Shipment	Edit	06/15/2026	07/06/2026		93.63
13325 - AMAZON CAPITAL SERVICES	1X3X-6P3X-TPH3	IT	Edit	06/01/2026	07/06/2026		25.73
11190 - THE UPS STORE	2027-00000173	Illinois EPA Shipment	Edit	06/03/2026	07/06/2026		103.78
11190 - THE UPS STORE	2027-00000174	Illinois EPA Shipment	Edit	06/08/2026	07/06/2026		85.95
12957 - GARVEY'S OFFICE PRODUCTS	WO-966090-1	PW	Edit	06/10/2026	07/06/2026		55.96
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions	7	$432.35
Account **5015 - Dues & Subscriptions**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	178.00
			Account **5015 - Dues & Subscriptions** Totals		Invoice Transactions	1	$178.00
Account **5020 - Gas/Oil/Mileage/Carwash**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	13.34
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions	1	$13.34
Account **5040 - Supplies/Hardware**							
13269 - WHITMORE ACE HARDWARE #18556	640223	Water Dept.	Edit	06/08/2026	07/06/2026		28.68
			Account **5040 - Supplies/Hardware** Totals		Invoice Transactions	1	$28.68
Account **8135 - Contractual Services**							
11838 - COMCAST - ACCOUNT #901868063	274848140	Acct. 901868063	Edit	06/15/2026	07/06/2026		1,801.12
11192 - THIRD MILLENNIUM ASSOCIATES, INC.	34559	June 2026	Edit	05/31/2026	07/06/2026		1,364.84
			Account **8135 - Contractual Services** Totals		Invoice Transactions	2	$3,165.96
Account **8225 - Engineering Fees**							

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
10131 - BAXTER & WOODMAN	0286023	SCADA Master Plan	Edit	05/26/2026	07/06/2026		1,475.00
10131 - BAXTER & WOODMAN	0286069	2025 Consumer Confidence Report	Edit	05/26/2026	07/06/2026		1,627.50
10131 - BAXTER & WOODMAN	0286144	Lake Michigan Allocation Update	Edit	05/27/2026	07/06/2026		528.75
10131 - BAXTER & WOODMAN	0286143	General Water & Sanitary Assistance	Edit	05/27/2026	07/06/2026		731.25
10131 - BAXTER & WOODMAN	0285847	2025 Water Model Update	Edit	05/26/2026	07/06/2026		836.25
10131 - BAXTER & WOODMAN	0285913	AWIA RRA/ERP	Edit	05/26/2026	07/06/2026		100.00
			Account **8225 - Engineering Fees** Totals		Invoice Transactions	6	$5,298.75
			Division **02 - Administration Program** Totals		Invoice Transactions	22	$10,467.39
Division **30 - Water Distribution Program**							
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		27.51
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions	1	$27.51
Account **4015 - Electricity/Gas**							
13013 - AEP ENERGY, INC.	2027-00000145	Acct. 3024018230 23201 127th St. Pumping Station	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	11,147.75
13013 - AEP ENERGY, INC.	2027-00000129	Acct. 3024018320 168 Creekside	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	76.75
13013 - AEP ENERGY, INC.	2027-00000130	Acct. 3024018443 26619 Grande Park	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	187.55
13013 - AEP ENERGY, INC.	2027-00000138	Acct. 3024018241 11901 Van Dyke Rd.	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	2,231.83
10868 - NICOR	2027-00000172	Acct. 20-52-19-3395 0 23201 W 127th	Edit	05/27/2026	07/06/2026		70.12
			Account **4015 - Electricity/Gas** Totals		Invoice Transactions	5	$13,714.00
Account **5020 - Gas/Oil/Mileage/Carwash**							
13269 - WHITMORE ACE HARDWARE #18556	640067	Propane Tank	Edit	04/14/2026	04/30/2026		23.33
11689 - FMP	53-517911	Oil	Edit	06/08/2026	07/06/2026		81.80
11681 - PARENT PETROLEUM	1820047	Dominion Syn. Blend 15W40	Edit	06/09/2026	07/06/2026		862.20
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions	3	$967.33
Account **5040 - Supplies/Hardware**							
10767 - MENARDS INC. # 3182	69037	PW	Edit	03/24/2026	04/30/2026		3.75
12763 - BLAIN'S FARM & FLEET	SOI000001723	Water Dept.	Edit	06/12/2026	07/06/2026		279.00
10767 - MENARDS INC. # 3182	71250	PW	Edit	05/22/2026	07/06/2026		2.93
10767 - MENARDS INC. # 3182	72200	Water Dept.	Edit	06/14/2026	07/06/2026		25.98
10767 - MENARDS INC. # 3182	71445	PW	Edit	05/27/2026	07/06/2026		3.06
			Account **5040 - Supplies/Hardware** Totals		Invoice Transactions	5	$314.72
Account **5095 - Uniforms/Clothing**							
13331 - CALVIN MUENCHOW	2027-00000184	Boot Reimbursement	Paid by Check # 136300	06/17/2026	06/19/2026	06/19/2026	173.99

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
			Account **5095 - Uniforms/Clothing** Totals		Invoice Transactions 1		$173.99
Account **8060 - Vehicle Maintenance**							
10421 - GENUINE PARTS COMPANY	203570	PD & PW	Edit	06/09/2026	07/06/2026		54.51
11689 - FMP	53-518074	PW	Edit	06/10/2026	07/06/2026		60.58
			Account **8060 - Vehicle Maintenance** Totals		Invoice Transactions 2		$115.09
Account **8135 - Contractual Services**							
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	5.74
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	4.30
12922 - M.E. SIMPSON CO., INC.	46232	Apprvd 06/16/25 BM. Leak Detection 02/26/26-03/13/26	Edit	03/16/2026	04/30/2026		21,857.20
12922 - M.E. SIMPSON CO., INC.	46275	Apprvd 06/16/25 BM. Leak Detection 03/16/26-03/31/26	Edit	03/31/2026	04/30/2026		32,335.30
12922 - M.E. SIMPSON CO., INC.	46458	Apprvd 06/16/25 BM. Leak Detection 04/01/26-04/10/26	Edit	04/30/2026	04/30/2026		14,442.50
			Account **8135 - Contractual Services** Totals		Invoice Transactions 5		$68,645.04
Account **8135.003 - Lake Michigan Water Purchase**							
10063 - AMERICAN WATER	4000328853	April 2026 Water	Edit	06/23/2026	04/30/2026		983,000.38
10063 - AMERICAN WATER	4000327749	May 2026 Transportation	Edit	06/02/2026	07/06/2026		48,535.80
			Account **8135.003 - Lake Michigan Water Purchase** Totals		Invoice Transactions 2		$1,031,536.18
Account **8160 - Equipment Maintenance**							
10660 - KIMBALL MIDWEST	104531638	PW	Edit	06/04/2026	07/06/2026		33.79
			Account **8160 - Equipment Maintenance** Totals		Invoice Transactions 1		$33.79
Account **8185 - System Maintenance**							
11253 - USABLUEBOOK	INV01063189	Water Dept.	Edit	06/02/2026	07/06/2026		319.17
11253 - USABLUEBOOK	INV01070680	Water Dept.	Edit	06/10/2026	07/06/2026		759.56
10767 - MENARDS INC. # 3182	71802	Water Dept.	Edit	06/04/2026	07/06/2026		5.98
			Account **8185 - System Maintenance** Totals		Invoice Transactions 3		$1,084.71
Account **8194 - Water/Fire Hydrant**							
12682 - CORE & MAIN LP	Z166433	Hydrant Supplies	Edit	06/08/2026	07/06/2026		44.90
11240 - UNDERGROUND PIPE & VALVE CO	080610	Water/Fire Hydrant	Edit	06/01/2026	07/06/2026		1,560.00
			Account **8194 - Water/Fire Hydrant** Totals		Invoice Transactions 2		$1,604.90
Account **8200 - EPA Analytical**							
13140 - MICROBAC LABORATORIES INC.	C26003640	EPA Analytical	Edit	06/11/2026	07/06/2026		775.50
13140 - MICROBAC LABORATORIES INC.	C26003482	EPA Analytical	Edit	06/04/2026	07/06/2026		775.50

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			Account **8200 - EPA Analytical** Totals		Invoice Transactions 2		$1,551.00
			Division **30 - Water Distribution Program** Totals		Invoice Transactions 32		$1,119,768.26
			Unit **10 - Water Department** Totals		Invoice Transactions 54		$1,130,235.65
Unit **11 - Sewer Department**							
Division **02 - Administration Program**							
Account **3000 - Travel/Training**							
10662 - DOUG KISSEL	2027-00000180	ERTC Short School	Paid by Check # 136301	06/08/2026	06/19/2026	06/19/2026	340.66
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	1,265.00
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000211	Threewitt FY26	Paid by EFT # 8753	05/29/2026	04/30/2026	06/22/2026	784.00
			Account **3000 - Travel/Training** Totals		Invoice Transactions 3		$2,389.66
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		20.63
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions 1		$20.63
Account **5005 - Office Supplies/Postage**							
13340 - PITNEY BOWES - POSTAGE	2027-00000207	PW Postage	Paid by EFT # 8751	06/22/2026	06/22/2026	06/22/2026	50.00
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	17.30
12957 - GARVEY'S OFFICE PRODUCTS	WO-966090-1	PW	Edit	06/10/2026	07/06/2026		55.96
13325 - AMAZON CAPITAL SERVICES	1X3X-6P3X-TPH3	IT	Edit	06/01/2026	07/06/2026		25.73
			Account **5005 - Office Supplies/Postage** Totals		Invoice Transactions 4		$148.99
Account **5020 - Gas/Oil/Mileage/Carwash**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	13.32
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions 1		$13.32
Account **8020 - Building Maintenance**							
13017 - HELM SERVICE	CHI209158	WWTP Temp Heater.	Edit	05/03/2026	04/30/2026		5,760.00
12495 - ILLCO INC	6224600	Wastewater	Edit	06/05/2026	07/06/2026		206.10
			Account **8020 - Building Maintenance** Totals		Invoice Transactions 2		$5,966.10
Account **8135 - Contractual Services**							
11838 - COMCAST - ACCOUNT #901868063	274848140	Acct. 901868063	Edit	06/15/2026	07/06/2026		1,801.12
11192 - THIRD MILLENNIUM ASSOCIATES, INC.	34559	June 2026	Edit	05/31/2026	07/06/2026		1,364.83
			Account **8135 - Contractual Services** Totals		Invoice Transactions 2		$3,165.95
			Division **02 - Administration Program** Totals		Invoice Transactions 13		$11,704.65

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
Division **40 - Sewer Treatment Program**							
Account **4000 - Telephone/Internet**							
13746 - INFOBIP VOICE, INC.	97636	Acct. 1211165	Edit	06/15/2026	07/06/2026		55.03
			Account **4000 - Telephone/Internet** Totals		Invoice Transactions	1	$55.03
Account **4015 - Electricity/Gas**							
13013 - AEP ENERGY, INC.	2027-00000132	Acct. 3024018397 25000 Renwick	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	512.54
13013 - AEP ENERGY, INC.	2027-00000137	Acct. 3024018218 729 Eastern Ave.	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	66.38
13013 - AEP ENERGY, INC.	2027-00000133	Acct. 3024018410 23011 W Lincoln Hwy	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	270.51
13013 - AEP ENERGY, INC.	2027-00000139	Acct. 3024018331 12801 Kensington	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	2,224.55
13013 - AEP ENERGY, INC.	2027-00000131	Acct. 3024018308 14041 Hunt Club	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	95.19
13013 - AEP ENERGY, INC.	2027-00000134	Acct. 3024018409 16155 Chablis	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	71.60
13013 - AEP ENERGY, INC.	2027-00000144	Acct. 3024018421 0 Mill Creek Ln	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	105.22
13013 - AEP ENERGY, INC.	2027-00000140	Acct. 3024018342 505 W. Renwick	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	685.82
13013 - AEP ENERGY, INC.	2027-00000136	Acct. 3024018432 905 E. Main St.	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	108.80
13013 - AEP ENERGY, INC.	2027-00000150	Acct. 3024018375 16802 S. Drauden	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	75.32
13013 - AEP ENERGY, INC.	2027-00000146	Acct. 3024018386 1 N Fraser Rd	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	76.42
13013 - AEP ENERGY, INC.	2027-00000141	Acct. 3024018229 12460 Rte. 59	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	268.00
13013 - AEP ENERGY, INC.	2027-00000151	Acct. 3024018252 14701 Van Dyke	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	39,031.60
13013 - AEP ENERGY, INC.	2027-00000148	Acct. 3024018353 16238 Arbor	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	115.14
13013 - AEP ENERGY, INC.	2027-00000149	Acct. 3024018319 13025 Denise	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	68.58
			Account **4015 - Electricity/Gas** Totals		Invoice Transactions	15	$43,775.67
Account **5010 - Replacement Supplies**							
10585 - INTERSTATE ALL BATTERY CENTER	1915201045529	Wastewater	Edit	02/19/2026	04/30/2026		73.60
			Account **5010 - Replacement Supplies** Totals		Invoice Transactions	1	$73.60
Account **5020 - Gas/Oil/Mileage/Carwash**							
11689 - FMP	53-517911	Oil	Edit	06/08/2026	07/06/2026		81.80
13269 - WHITMORE ACE HARDWARE #18556	640067	Propane Tank	Edit	04/14/2026	04/30/2026		23.32
11681 - PARENT PETROLEUM	1820047	Dominion Syn. Blend 15W40	Edit	06/09/2026	07/06/2026		862.20
			Account **5020 - Gas/Oil/Mileage/Carwash** Totals		Invoice Transactions	3	$967.32
Account **5040 - Supplies/Hardware**							
10767 - MENARDS INC. # 3182	71250	PW	Edit	05/22/2026	07/06/2026		2.92
10767 - MENARDS INC. # 3182	71445	PW	Edit	05/27/2026	07/06/2026		3.05
11253 - USABLUEBOOK	INV01062330	Wastewater	Edit	06/01/2026	07/06/2026		182.95
10767 - MENARDS INC. # 3182	69037	PW	Edit	03/24/2026	04/30/2026		3.75

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10767 - MENARDS INC. # 3182	71718	Wastewater	Edit	06/02/2026	07/06/2026		11.27
			Account **5040 - Supplies/Hardware** Totals		Invoice Transactions	5	$203.94
Account **5070 - Chemicals**							
10037 - ALEXANDER CHEMICAL CORPORATION	108673	Aluminum Sulfate Board Approved 09/15/2025	Edit	06/01/2026	07/06/2026		5,791.18
12642 - NCL OF WISCONSIN INC.	536530	Chemicals	Edit	06/03/2026	07/06/2026		646.08
11253 - USABLUEBOOK	INV01062282	Wastewater	Edit	06/01/2026	07/06/2026		444.12
10961 - POLYDYNE INC	2031331	Clarifloc NW-193	Edit	05/22/2026	07/06/2026		3,074.04
11253 - USABLUEBOOK	INV01062158	Chemicals	Edit	06/01/2026	07/06/2026		1,597.76
			Account **5070 - Chemicals** Totals		Invoice Transactions	5	$11,553.18
Account **5085 - Industrial Flow Monitor**							
10386 - FIRST ENVIRONMENTAL LABORATORIES, INC.	199428	Industrials	Edit	05/28/2026	07/06/2026		78.00
10386 - FIRST ENVIRONMENTAL LABORATORIES, INC.	199550	Industrials	Edit	06/02/2026	07/06/2026		78.00
			Account **5085 - Industrial Flow Monitor** Totals		Invoice Transactions	2	$156.00
Account **8060 - Vehicle Maintenance**							
10421 - GENUINE PARTS COMPANY	203570	PD & PW	Edit	06/09/2026	07/06/2026		54.51
11689 - FMP	53-518074	PW	Edit	06/10/2026	07/06/2026		60.58
			Account **8060 - Vehicle Maintenance** Totals		Invoice Transactions	2	$115.09
Account **8135 - Contractual Services**							
13599 - PROVEN IT	1473214	Click Charge 04/20/26-05/19/26	Paid by EFT # 8736	05/13/2026	06/19/2026	06/19/2026	4.30
13599 - PROVEN IT	1485325	Click Charge 05/20/26-06/19/26	Paid by EFT # 8736	06/15/2026	06/19/2026	06/19/2026	5.75
12040 - AIR ONE EQUIPMENT, INC.	236951	Meter Calibration 05/14/26	Edit	06/02/2026	07/06/2026		155.00
13558 - USSI RENTALS, INC.	7005748-IN	1013 Crane Inspection	Edit	05/29/2026	07/06/2026		595.00
13558 - USSI RENTALS, INC.	7005755-IN	1083 Crane Inspection	Edit	05/30/2026	07/06/2026		595.00
			Account **8135 - Contractual Services** Totals		Invoice Transactions	5	$1,355.05
Account **8160 - Equipment Maintenance**							
10660 - KIMBALL MIDWEST	104531638	PW	Edit	06/04/2026	07/06/2026		33.79
			Account **8160 - Equipment Maintenance** Totals		Invoice Transactions	1	$33.79
Account **8185 - System Maintenance**							
10756 - MCMASTER-CARR	65623047	Clarifier Sprayer Repair	Edit	05/26/2026	07/06/2026		224.81
			Account **8185 - System Maintenance** Totals		Invoice Transactions	1	$224.81
			Division **40 - Sewer Treatment Program** Totals		Invoice Transactions	41	$58,513.48

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
			Unit **11 - Sewer Department** Totals		Invoice Transactions 54		$70,218.13
Unit **12 - Utility Expansion**							
Division **91 - Capital**							
Account **8133.010 - Well House Pump Rebuild**							
10131 - BAXTER & WOODMAN	0285998	Water Supply Well No. 6 Rehabilitation	Edit	05/26/2026	07/06/2026		6,122.50
			Account **8133.010 - Well House Pump Rebuild** Totals		Invoice Transactions 1		$6,122.50
Account **8133.011 - Old Town South**							
10387 - BANKCARD PROCESSING CENTER-OLD NAT'L BANK	2027-00000202	Threewitt FY27	Paid by EFT # 8749	05/29/2026	06/22/2026	06/22/2026	10.00
			Account **8133.011 - Old Town South** Totals		Invoice Transactions 1		$10.00
Account **8134.003 - Tower Improvements**							
10131 - BAXTER & WOODMAN	0285859	Plainfield Naperville Rd Elevated Water Storage Tank	Edit	05/26/2026	07/06/2026		2,532.50
			Account **8134.003 - Tower Improvements** Totals		Invoice Transactions 1		$2,532.50
Account **8134.005 - Wastewater Treatment Plant**							
13728 - WUNDERLICH DOORS, INC.	704438	WWTP Door Installation	Edit	05/19/2026	07/06/2026		2,994.51
			Account **8134.005 - Wastewater Treatment Plant** Totals		Invoice Transactions 1		$2,994.51
Account **8134.006 - Lockport St Sanitary Sewer Extension**							
10131 - BAXTER & WOODMAN	0285237	Lockport St. Sanitary Sewer Extension	Edit	05/11/2026	04/30/2026		38,041.46
			Account **8134.006 - Lockport St Sanitary Sewer Extension** Totals		Invoice Transactions 1		$38,041.46
Account **9125 - Vehicles**							
10953 - PLAINFIELD SIGNS, INC.	20715	Wastewater Kabota	Edit	05/20/2026	07/06/2026		112.00
			Account **9125 - Vehicles** Totals		Invoice Transactions 1		$112.00
			Division **91 - Capital** Totals		Invoice Transactions 6		$49,812.97
			Unit **12 - Utility Expansion** Totals		Invoice Transactions 6		$49,812.97
			Fund **02 - Water and Sewer Fund** Totals		Invoice Transactions 137		$1,309,894.00
Fund **07 - Tort Immunity Fund**							
Unit **00 - Non-Departmental**							
Division **00 - Non-Divisional**							
Account **8300 - Commercial Umbrella Liability**							
13312 - ALLIANT INSURANCE SERVICES, INC.	3508698	Policy C-4LRU-182884-CYBER-2026	Paid by Check # 136298	04/24/2026	06/19/2026	06/19/2026	12,770.00
12445 - TRAVELERS CL REMITTANCE CENTER	2026-00001681	Acct. 7480M7185	Edit	04/13/2026	04/30/2026		625.00
11103 - SOUTHWEST AGENCY FOR RISK MANAGEMENT	430555	Commercial Umbrella Liability & Worker's Comp.	Edit	05/01/2026	07/06/2026		964,513.00
			Account **8300 - Commercial Umbrella Liability** Totals		Invoice Transactions 3		$977,908.00

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
Account **8310 - Workman's Compensation Ins.**							
11103 - SOUTHWEST AGENCY FOR RISK MANAGEMENT	430555	Commercial Umbrella Liability & Worker's Comp.	Edit	05/01/2026	07/06/2026		580,880.00
			Account **8310 - Workman's Compensation Ins.** Totals		Invoice Transactions	1	$580,880.00
			Division **00 - Non-Divisional** Totals		Invoice Transactions	4	$1,558,788.00
			Unit **00 - Non-Departmental** Totals		Invoice Transactions	4	$1,558,788.00
			Fund **07 - Tort Immunity Fund** Totals		Invoice Transactions	4	$1,558,788.00
Fund **11 - Capital Improvement Fund**							
Unit **00 - Non-Departmental**							
Division **00 - Non-Divisional**							
Account **8135 - Contractual Services**							
13013 - AEP ENERGY, INC.	2027-00000143	Acct. 3024018296 3W Rte 59	Paid by Check # 136243	05/27/2026	04/30/2026	06/16/2026	53.97
12415 - AMERICAN TRAFFIC SOLUTIONS	INV0123492	May 2026	Edit	05/31/2026	07/06/2026		9,190.00
			Account **8135 - Contractual Services** Totals		Invoice Transactions	2	$9,243.97
			Division **00 - Non-Divisional** Totals		Invoice Transactions	2	$9,243.97
Division **91 - Capital**							
Account **8225 - Engineering Fees**							
10131 - BAXTER & WOODMAN	0286145	2026 PAVER Database Update	Edit	05/27/2026	07/06/2026		4,367.50
10131 - BAXTER & WOODMAN	0285771	143rd St. Corridor Management	Edit	05/26/2026	07/06/2026		885.00
10131 - BAXTER & WOODMAN	0285210	Crossing Drive Speed Calming	Edit	05/11/2026	04/30/2026		245.00
			Account **8225 - Engineering Fees** Totals		Invoice Transactions	3	$5,497.50
Account **9105 - Building Improvements**							
13017 - HELM SERVICE	CHI209315	VH Chiller. Original PO Apprvd on 4/29. New PO for FY27	Edit	05/17/2026	07/06/2026		5,877.50
			Account **9105 - Building Improvements** Totals		Invoice Transactions	1	$5,877.50
Account **9107.011 - Boulevard & Costco Traffic Signal**							
11258 - VAN MACK ELECTRIC CO	2027-00000170	Boulevard/Costco Entrance Signal Board Apprvd 07/21/25	Edit	06/10/2026	04/30/2026		67,417.47
11258 - VAN MACK ELECTRIC CO	2027-00000165	Boulevard/Costco Entrance Signal Board Apprvd 07/21/25	Edit	06/10/2026	07/06/2026		318,178.58
10211 - CHRISTOPHER B. BURKE ENGINEERING, LTD.	211326	Costco Traffic Signal Phase III 05/2026	Edit	06/12/2026	07/06/2026		13,245.00
			Account **9107.011 - Boulevard & Costco Traffic Signal** Totals		Invoice Transactions	3	$398,841.05
Account **9107.012 - 135th St & Ridge Rd**							
10211 - CHRISTOPHER B. BURKE ENGINEERING, LTD.	211325	135th & Ridge Signalization 05/2026	Edit	06/12/2026	07/06/2026		16,571.38

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			Account **9107.012 - 135th St & Ridge Rd** Totals		Invoice Transactions 1		$16,571.38
Account **9120.005 - Machinery and Equipment-Police**							
12229 - RON TIRAPELLI FORD INC	J224	2026 Explorer -Hybrid-Patrol	Paid by Check # 136305	06/17/2026	06/19/2026	06/19/2026	46,301.00
12229 - RON TIRAPELLI FORD INC	J226	2026 Explorer -Hybrid-Patrol	Paid by Check # 136305	06/17/2026	06/19/2026	06/19/2026	46,301.00
			Account **9120.005 - Machinery and Equipment-Police** Totals		Invoice Transactions 2		$92,602.00
Account **9120.008 - Machinery and Equipment-PW/Community Development**							
13321 - TERRY'S FORD OF PEOTONE, INC.	1556	2026 Ford Escape Code Enf BM apprvl 5/18/2026 VIN ending 8478	Paid by Check # 136278	05/18/2026	06/16/2026	06/16/2026	32,603.00
13321 - TERRY'S FORD OF PEOTONE, INC.	1556A	2026 Ford Escape Code Enf BM apprvl 5/18/2026 VIN ending 32048	Paid by Check # 136278	05/18/2026	06/16/2026	06/16/2026	30,363.00
			Account **9120.008 - Machinery and Equipment-PW/Community Development** Totals		Invoice Transactions 2		$62,966.00
Account **9152.004 - Settler's Park**							
13750 - C.L.Y. IRRIGATION & LANDSCAPING INC.	13802	Settlers' Park	Edit	06/16/2026	07/06/2026		105.00
10953 - PLAINFIELD SIGNS, INC.	20714	Public Notice Signs	Edit	05/20/2026	07/06/2026		184.00
11855 - HOMER INDUSTRIES	S248236	Mulch	Edit	06/11/2026	07/06/2026		1,617.50
			Account **9152.004 - Settler's Park** Totals		Invoice Transactions 3		$1,906.50
Account **9152.013 - Lower DuPage River Restoration**							
13595 - RES ENVIRONMENTAL OPERATING COMPANY, LLC	2026-00001682	Lower DuPage River Str Restoration through 09/19/25 Re-issue	Paid by Check # 136309	12/11/2025	04/30/2026	06/26/2026	94,866.89
			Account **9152.013 - Lower DuPage River Restoration** Totals		Invoice Transactions 1		$94,866.89
Account **9165.009 - 143rd St. East Extension**							
13753 - THE LANNERT GROUP, INC.	2027-00000178	143rd St. East Extension Apprvd 06/15 BM	Paid by Check # 136307	06/10/2026	04/30/2026	06/19/2026	3,550.00
			Account **9165.009 - 143rd St. East Extension** Totals		Invoice Transactions 1		$3,550.00
Account **9180.001 - Beautification Improvements**							
11855 - HOMER INDUSTRIES	S247594	Mulch	Edit	06/03/2026	07/06/2026		1,617.50
			Account **9180.001 - Beautification Improvements** Totals		Invoice Transactions 1		$1,617.50
			Division **91 - Capital** Totals		Invoice Transactions 18		$684,296.32
			Unit **00 - Non-Departmental** Totals		Invoice Transactions 20		$693,540.29
			Fund **11 - Capital Improvement Fund** Totals		Invoice Transactions 20		$693,540.29

Fund **17 - Tax Increment Financing-Downtown**
Unit **00 - Non-Departmental**
Division **91 - Capital**
Account **8135 - Contractual Services**

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
10211 - CHRISTOPHER B. BURKE ENGINEERING, LTD.	211324	Downtown Streetscape Refresh May 2026	Edit	06/12/2026	07/06/2026		1,575.00
				Account **8135 - Contractual Services** Totals		Invoice Transactions 1	$1,575.00
				Division **91 - Capital** Totals		Invoice Transactions 1	$1,575.00
				Unit **00 - Non-Departmental** Totals		Invoice Transactions 1	$1,575.00
				Fund **17 - Tax Increment Financing-Downtown** Totals		Invoice Transactions 1	$1,575.00
				Grand Totals		Invoice Transactions 469	$5,213,427.22

MEMORANDUM

To: Scott Threewitt, Director of Public Works
From: Randall Jessen, Superintendent of Public Improvements
Date: June 24, 2026
Re: **Lockport Streetscape "Refresh" Project – Change Order #1 and Final Payment**

Background Findings

The item under consideration by the Village Board pertains to the recent Lockport Streetscape "Refresh" project. The contractor has completed the project which has been inspected and approved by our consultant and staff.

During the project, several issues came up that were not included in the scope of the project nor anticipated. These issues are identified as four separate tasks as the following:

1. Extra signage work to replace a missing sign ($1,402.00).
2. Access panel repairs on the light poles, 70 total ($7,000.00).
3. Additional tree uplights ($1,484.70).
4. Stonework on benches ($1,297.40).

The total cost of these four tasks amounts to $11,184.10. Outside of these extra tasks, the project is under the awarded cost, but the additional tasks bring the total amount due to the contractor above the Village Board approved contract amount of $349,800.00 and a contract amendment is necessary to process the final pay request.

Policy Considerations

The project supports ongoing support of maintenance and upgrades to the Lockport Streetscape corridor.

According to Section 2-76(d)(5) of the Village Code of Ordinances, the Village Administrator shall make a recommendation to the President and Board of Trustees on purchases over the $25,000 statutory limit.

Financial Considerations

As this project was completed prior to May 1, 2026, funds for this project were allocated in the previous fiscal year's budget under the TIF section.

Recommendation

Staff recommends that the Village Board approve Change Order #1 for the Lockport Street "Refresh" project with Utility Dynamics Corporation in the amount of $11,184.10, for an amended total contract amount not to exceed $360,984.10, and authorize the final payment in the amount of $43,164.10.

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

May 26, 2026

Village of Plainfield
14400 S. Coil Plus Drive
Plainfield, Illinois 60544

Attention: Randy Jessen, Superintendent of Public Works

Subject: 2025 Downtown Streetscape Refresh Phase 1
Village of Plainfield, Illinois
Pay Request #3 (Final)
(CBBEL Project No. 220224.00001)

Dear Mr. Jessen:

Our office has received the aforementioned invoice from Utility Dynamics Corporation for work associated with the construction of the roadway lighting for the 2025 Downtown Streetscape Refresh Phase 1 project. The original contract amount is $349,800.00. The Extra work tasks totaling $11,184.10 increased the contract amount to $360,984.10.

Invoice # 0415-3371 is in the amount of $43,164.10. We have reviewed all quantities invoiced and are in agreement with them. We recommend approval of invoice # 0415-3371 for the amount of $43,164.10, which is for 100% of the work completed to date ($357,984.10) minus previous payments of ($227,160.00) and ($87,660.00). The work is 100% complete and has been accepted by the Village on April 2, 2026. Attached please find a copy of the invoice, final waiver of lien and a one-year maintenance bond. The original invoice, final waiver of lien, and maintenance bond should have been mailed directly to you by the contractor.

If you have any questions, please call.

Sincerely,

Anthony J. DeRicco, PE, LC
Head, Electrical Section

UTILITY DYNAMICS CORPORATION

23 COMMERCE DRIVE
OSWEGO, IL 60543

Phone (630)554-1722 Fax (630)554-1195

Customer ID 8582

VILLAGE OF PLAINFIELD
24401 W. LOCKPORT ST.
PLAINFIELD, IL 60544

Phone (815)436-7093 **Fax** (815)436-1950
FINAL

Invoice# 0415-3371

Date 04/15/2026 **Page#** 1

Job ID **3371**

2025 DOWNTOWN STREETSCAPE PH 1
PLAINFIELD, IL

Original Contract	349,800.00
Approved Change Orders	8,184.10
Current Contract	357,984.10
Work Completed to Date	357,984.10
Less Retentions	0.00
Net Completed to Date	357,984.10
Less Previous Payments Received	314,820.00
Net Due This Invoice	43,164.10
Balance to Complete	0.00

FINAL WAIVER OF LIEN

STATE OF ILLINOIS
COUNTY OF KENDALL } SS

Qty # _____

Escrow # _____

TO WHOM IT MAY CONCERN:

WHEREAS the undersigned has been employed by VILLAGE OF PLAINFIELD
to furnish LABOR & MATERIALS
for the premises known as 2025 DOWNTOWN STREETSCAPE PH 1
of which VILLAGE OF PLAINFIELD is the owner.

THE undersigned, for and in consideration of Forty Three Thousand One Hundred Sixty Four and 10/100 Dollars ($43,164.10) Dollars, and other good and valuable considerations, the receipt whereof is hereby acknowledged, do(es) hereby waive and release any and all lien or claim of, or right to, lien, under the statutes of the State of ILLINOIS, relating to mechanics' liens, with respect to and on said above-described premises, and the improvements thereon, and on the material, fixtures, apparatus or machinery furnished, and on the moneys, funds or other considerations due or to become due from the owner, on account of all labor, services, material, fixtures, apparatus or machinery, heretofore furnished, or which may be furnished at anytime hereafter, by the undersigned for the above-described premises, INCLUDING EXTRAS.*

DATE April 15, 2026

COMPANY NAME UTILITY DYNAMICS CORPORATION

ADDRESS 23 COMMERCE DRIVE, OSWEGO, IL 60543

SIGNATURE AND TITLE: _____
JOSEPH B. SPENCER, PRESIDENT

*EXTRAS INCLUDE BUT ARE NOT LIMITED TO CHANGE ORDERS, BOTH ORAL AND WRITTEN, TO THE CONTRACT.

CONTRACTOR'S AFFIDAVIT

STATE OF ILLINOIS
COUNTY OF KENDALL } SS

TO WHOM IT MAY CONCERN:

THE UNDERSIGNED, (NAME) JOSEPH B. SPENCER BEING DULY SWORN, DEPOSES AND SAYS THAT HE OR SHE IS (POSITION) PRESIDENT OF (COMPANY NAME) UTILITY DYNAMICS CORPORATION WHO IS THE CONTRACTOR FURNISHING LABOR & MATERIALS WORK ON THE BUILDING LOCATED AT PLAINFIELD, IL
OWNED BY VILLAGE OF PLAINFIELD

That the total amount of the contract including extras* is $357,984.10 on which he or she has received payment of $314,820.00 prior to this payment. That all waivers are true, correct and genuine and delivered unconditionally and that there is no claim either legal or equitable to defeat the validity of said waivers. That the following are the names and addresses of all parties who have furnished material or labor, or both, for said work and all parties having contracts or sub contracts for specific portions of said work or for material entering into the construction thereof and the amount due or to become due to each, and that the items mentioned include all labor and material required to complete said work according to plans and specifications:

NAMES AND ADDRESSES	WHAT FOR	CONTRACT PRICE INCLDG EXTRAS*	AMOUNT PAID	THIS PAYMENT	BALANCE DUE
UTILITY DYNAMICS CORPORATION 23 COMMERCE DRIVE OSWEGO, IL 60543	LABOR & MATERIAL	357,984.10	314,820.00	43,164.10	0.00
TOTAL LABOR AND MATERIAL INCLUDING EXTRAS* TO COMPLETE.		357,984.10	314,820.00	43,164.10	0.00

That there are no other contracts for said work outstanding, and that there is nothing due or to become due to any person for material, labor or other work of any kind done or to be done upon or in connection with said work other than above stated.

DATE April 15th, 2026

SIGNATURE: _____
JOSEPH B. SPENCER, PRESIDENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS 15th DAY OF APRIL, 2026

_____
NOTARY PUBLIC

OFFICIAL SEAL
CHRISTIE M MADAY
Commission No. 839310
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 08/22/2028

*EXTRAS INCLUDE BUT ARE NOT LIMITED TO CHANGE

ORDERS, BOTH ORAL AND WRITTEN, TO THE CONTRACT.

MEMORANDUM

To: Mayor Argoudelis and Village Trustees

From: Josh Blakemore, Village Administrator
Robert Miller, Police Chief

Date: Thursday, July 2nd, 2026

Re: MCS Collection Contract

State statute authorizes municipalities, to retain a collection services agency to collect any default in any fine or penalty. Municipalities are allowed to pass on to the offender any fees or costs incurred from the collection services agency used. Furthermore, municipalities may use collection services to collect any other delinquent municipal debts.

Attached for your review and consideration is a collection contract for collection services with Municipal Collection Services LLC ("MCS"), a licensed collection agency in the State of Illinois. A collection fee will be added to each debt due and owed the Village that is sent to MCS for collections so that the cost of collections is passed on to the offender who has failed to pay their citation.

Since the Village has moved the majority of its administrative citations into adjudication with the implementation of DACRA citations, we have lost the convenience of the circuit clerk's office collecting on unpaid fines for us. As of today's date, there remains 99 citations that have already had a default judgement entered after a hearing date with $5,850 in fines and court costs outstanding on those citations.

At this time staff is recommending use of MCS for delinquent administrative citations, however the contract is worded in such a way that we will have the ability to use MCS to collect any other delinquent municipal debts, like final water bills, in the future if we so choose.

MUNICIPAL COLLECTION SERVICES LLC

The Municipal Collection Specialist

Collection Contract

May 20, 2026

Village of Plainfield
24401 W. Lockport Street
Plainfield, IL 60544

Attached is an agreement for the VILLAGE OF PLAINFIELD's consideration in regards to Municipal Collection Services, LLC. (MCS) providing collection services. Please contact me if you any questions.

To execute, please make two copies of this agreement, sign and date both copies and return to MCS. We will execute by signing both, return a copy to VILLAGE OF PLAINFIELD and retain one copy on file here.

We appreciate the VILLAGE OF PLAINFIELD considering our collection services and look forward to serving your needs in the future should the decision be to contract with MCS.

Sincerely,

Desiri Budzinski
General Manager

7330 College Drive, Suite 108, Palos Heights, Illinois 60463 (708)448-6669 Fax (708)448-1749

Collections Contract

For

Collection Services

WITHIN THE

Village of Plainfield

PRESENTED ON: 05/20/2026

(If not accepted, Offer expires in 60 days)

PRESENTED BY:

Municipal Collection Services, LLC
7330 College Drive, Suite 204
Palos Heights, IL 60463
(708) 448-6669
FAX 448 -1749

MUNICIPAL COLLECTION SERVICES, LLC.

AGREEMENT, made this _____ day of _____, 20____ by and between Municipal Collection Services LLC, a Delaware limited liability company (hereinafter referred to as MCS), and the Village of Plainfield, Illinois (hereinafter referred to as THE VILLAGE OF PLAINFIELD).

WITNESSETH

WHEREAS, MCS is a duly licensed collection agency in the State of Illinois, and;

WHEREAS, THE VILLAGE OF PLAINFIELD wishes to list certain debts owed to THE VILLAGE OF PLAINFIELD with MCS for collection, and;

WHEREAS, MCS possesses the personnel, experience, expertise and equipment to effectively aid the VILLAGE OF PLAINFIELD in collecting its debts through an effective collection process and court actions, if necessary.

NOW, THEREFORE, in consideration of the mutual and several promises and covenants herein contained, the parties do hereby agree as follows:

1.00 DEBTS PLACED FOR COLLECTION

1.01 THE VILLAGE OF PLAINFIELD agrees that it may place debts for collection with MCS, during the term of this Agreement, and any fines or other debts placed for collection shall be hereinafter collectively referred to as "DEBTS".

1.02 THE VILLAGE OF PLAINFIELD agrees that the DEBTS will be collected and administered pursuant to all of the terms and conditions contained in this Agreement.

1.03 All DEBTS will be forwarded to MCS, using the forms and procedures that are designated by MCS, from time-to-time.

1.04 MCS will acknowledge receipt of any DEBTS placed for collection within five days after receipt by MCS.

2.00 COLLECTION OF DEBTS

2.01 MCS agrees to use its best efforts and any lawful means, which in its sole judgment and discretion, that it believes will result in the collection of DEBTS.

2.02 If requested by THE VILLAGE OF PLAINFIELD, and in its efforts to collect DEBTS, MCS will assist THE VILLAGE OF PLAINFIELD in managing the Local Debt Recovery Program implemented by The Illinois Office of the Comptroller (IOC). MCS, or its designated technology partner, will prepare

and, if allowed to do so by the IOC, will perform the weekly upload of the "add", "change" and "delete" files.

3.00 COMPENSATION

3.01 No fees will be payable to MCS by THE VILLAGE OF PLAINFIELD until such time as any money is collected on a DEBT(s). THE VILLAGE OF PLAINFIELD may add a collection fee of thirty-five percent (35%) to each DEBT listed for collection, and said collection fee shall be included as a part of the DEBT.

3.02 At such time as any money is collected, MCS shall be paid as follows:

For debts where a collection fee has not been added:

3.02.1 MCS will be entitled to any costs awarded by a court in the collection of DEBTS. If no additional expense amount is awarded for such costs, this Section 3.02.1 will not apply.

3.02.2 Twenty-six percent (26%) of the balance of the amount collected on each DEBT, unless the payment is received from the IOC.

3.02.3 MCS's fee for any services relating to the Local Debt Recovery Program and for DEBTS collected through the IOC shall be eighteen percent (18%) of the amount received by THE VILLAGE OF PLAINFIELD.

For debts where a collection fee has been added:

3.02.4 Twenty-five and 93/100 percent (25.93%) of the balance of the amount collected on each DEBT.

3.02.5 MCS's fee for any services relating to the Local Debt Recovery Program and for DEBTS collected through the IOC shall be twenty-five and 93/100 percent (25.93%) of the amount received by THE VILLAGE OF PLAINFIELD.

4.00 COLLECTION AND PAYMENT

4.01 MCS shall have the exclusive right to collect the DEBTS until such time as it chooses, in its sole discretion, to return any DEBT to THE VILLAGE OF PLAINFIELD. Any inquiries received by THE VILLAGE OF PLAINFIELD concerning any DEBT; including attempts to make payments thereon, shall be referred at the earliest possible time to MCS.

4.02 MCS will deposit any money collected in a separate bank trust account established for that purpose.

4.03 After deduction of its fees and costs allowable by this Agreement, MCS will forward to THE VILLAGE OF PLAINFIELD, its share of any amounts collected. Remittance to THE VILLAGE OF PLAINFIELD will be made by the 17th of the month for any amounts collected by the last day of the preceding month.

4.04 In the event that any funds are paid to, or collected by THE VILLAGE OF PLAINFIELD on any DEBTS, THE VILLAGE OF PLAINFIELD will report such collections to MCS daily for accounting under

this Section, and MCS may deduct its fees and allowable costs, on those DEBTS, from the amount that would otherwise be due to MCS under Section 4.03.

5.00 SETTLEMENT OF DEBTS

5.01 THE VILLAGE OF PLAINFIELD hereby authorizes MCS to compromise, or reach negotiated settlements on any DEBT. However, unless otherwise authorized by THE VILLAGE OF PLAINFIELD in writing, any such settlement shall be in conformance with the minimum amounts set forth herein. The parties agree that no DEBT will be settled, negotiated or compromised for less than fifty percent (50%) of the amount due, unless mutually agreed upon, in writing, between MCS and THE VILLAGE OF PLAINFIELD.

5.02 Should THE VILLAGE OF PLAINFIELD make any settlement or otherwise take any action in derogation of MCS's exclusive right to collect DEBTS, then MCS shall be entitled to payment of its fee in full, as delineated in this Agreement, based on the full amount of the DEBT, as placed.

6.00 INDEMNIFICATION

6.01 MCS agrees to indemnify and hold THE VILLAGE OF PLAINFIELD harmless against any and all liability, costs and expenses including reasonable attorney fees, occasioned by claims or suits for loss or damages arising out of the acts, or omissions of the officers, agents, servants or employees of MCS under or related to this Agreement. Conversely, THE VILLAGE OF PLAINFIELD agrees to indemnify and hold MCS harmless against any and all liability, costs and expenses including reasonable attorney fees, occasioned by claims or suits for loss or damages arising out of the acts, or omissions, of THE VILLAGE OF PLAINFIELD, its officers, agents, servants or employees under or related to this Agreement.

6.02 Further, VILLAGE OF PLAINFIELD warrants and represents to MCS that any Debt placed for collection will be a legal and valid debt owed to THE VILLAGE OF PLAINFIELD that has not been discharged in bankruptcy. THE VILLAGE OF PLAINFIELD also warrants and represents that it will immediately notify MCS of any notice of bankruptcy received relative to any DEBT and that it will also immediately inform MCS of any payments of DEBTS received by THE VILLAGE OF PLAINFIELD. In addition to the indemnities listed above, THE VILLAGE OF PLAINFIELD agrees to indemnify and hold MCS harmless against any and all liability, costs and expenses including reasonable attorneys' fees occasioned by claims or suits under the Federal "Fair Debt Collection Practices Act", the Illinois "Collection Agency Act", the Federal Bankruptcy Code, or any other similar consumer protection law, due to the breach of these warranties and representations.

7.00 CONFIDENTIALITY & COMPLIANCE

Confidentiality. "Confidential Information" shall mean this Agreement and all data, trade secrets, business information and other information of any kind and in whatever form whatsoever, including data developed or produced through access to Confidential Information, that a Party ("Discloser") discloses, in any format/medium, to the other Party ("Recipient") or to which Recipient obtains access and that relates to Discloser or, in the case of MCS, to the VILLAGE OF PLAINFIELD.

7.01 MCS acknowledges the VILLAGE OF PLAINFIELD has a responsibility to its constituents to keep information confidential. Each of the Parties, as Recipients, hereby agrees it will not, and will cause/direct any affiliates, associates, representatives and independent contractors not to disclose Confidential Information of the other Party or the consumer during or after the term of this Agreement, unless specifically outlined herein, consented to by the other Party or the consumer, expressly permitted by law, or on a "need to know" basis. Recipient shall not use or disclose Confidential Information of the other Party for any purpose other than to carry out this Agreement. Recipient shall treat Confidential Information of the other Party with no less care than it employs for its own Confidential Information of a similar nature that it does not wish to disclose, publish, or disseminate, but in no event less than a commercially reasonable degree of care. Upon expiration or termination of this Agreement for any reason, or at the written request of the VILLAGE OF PLAINFIELD during the term of this Agreement, MCS shall promptly return to the VILLAGE OF PLAINFIELD or destroy, if directed, all Confidential Information in MCS's possession or the possession of any of MCS's affiliates, subcontractors, etc., subject to and in accordance with the terms and provisions of this Agreement.

7.02 To the extent legally permitted, Recipient shall notify Discloser of any actual or threatened requirement of law to disclose Confidential Information promptly upon receiving actual knowledge thereof and shall cooperate with Discloser's reasonable, lawful efforts to resist, limit or delay disclosure. Nothing in this Paragraph shall require any notice of other action by the VILLAGE OF PLAINFIELD in connection with requests or demands for Confidential Information by bank external examiners, regulators or others with lawful enforcement and oversight powers with respect to the VILLAGE OF PLAINFIELD or its affiliates.

7.03 With the exception of debtor account information provided by the VILLAGE OF PLAINFIELD to MCS, the obligations of confidentiality in this Section shall not apply to any information that (i) Recipient rightfully has in its possession when disclosed to it, free of obligation to Discloser to maintain its confidentiality; (ii) Recipient independently develops without access to Discloser's Confidential Information; (iii) is or becomes known to the public other than by breach of this Section or (iv) is rightfully received by Recipient from a third party without the obligation of confidentiality.

7.04 MCS acknowledges that the VILLAGE OF PLAINFIELD is required to comply with the information security standards required by applicable federal or state statutory, legal and regulatory requirements regarding the protection and privacy of information relating to individuals. If applicable, MCS shall employ commercially reasonable efforts to assist the VILLAGE OF PLAINFIELD to comply and shall comply and conform with applicable privacy laws, as amended from time to time.

8.00 TERM

8.01 The term of this Agreement is for a period of 36 months from the date first written above ("Initial Period"). However, this Agreement shall continue, under the same terms and conditions, for additional periods of 12 months ("Extension Period(s)") unless either party gives written notice to the other, at least 60 days prior to the end of the Initial Period or any Extension

Period, that the party is terminating this Agreement at the end of the Initial Period or the then current Extension Period.

8.02 Notwithstanding a notice of termination given by either party, THE VILLAGE OF PLAINFIELD's obligation to list DEBTS with MCS for collection shall continue until the termination of this Agreement.

8.03 In the event of termination of this Agreement by either party, MCS shall retain its exclusive right to collect any DEBTS placed prior to the end of this Agreement, until such time as it elects to return any such DEBTS to THE VILLAGE OF PLAINFIELD, as provided under the terms of this Agreement; and the terms of this Agreement shall remain in full force and effect with respect to collection by MCS of these retained DEBTS.

8.04 At least once per year, MCS will return to THE VILLAGE OF PLAINFIELD such DEBTS which it determines, in its sole judgment and discretion, to be uncollectible.

9.00 NOTICES

9.01 Any notices to be given pursuant to this Agreement shall be deemed as served when placed in the United States Mail, with postage prepaid, sent by certified mail, return receipt requested; to the address designated, in writing, by either party. Until such time as a different address is designated, notices shall be sent as follows:

If to MCS:

Municipal Collection Services, LLC.
Attn: Desiri Budzinski
7330 College Drive, Suite 204
Palos Heights, Illinois 60463

If to THE VILLAGE OF PLAINFIELD:

The Village of Plainfield
24401 W. Lockport Street
Plainfield, IL 60544

10.00 ENTIRE AGREEMENT

This Agreement contains the entire agreement between the parties hereto and supersedes any prior agreements or understandings between the parties. This Agreement may only be altered or modified by written instrument signed by both parties.

IN WITNESS WHEREOF, the parties have signed this Agreement effective as of the date first above written.

Village of Plainfield

By:

_____
President (PRINT)

_____
President (SIGNATURE)

Attested:

_____
Secretary (PRINT)

_____
Secretary (SIGNATURE)

Date: _____, 20 _____

MUNICIPAL COLLECTION SERVICES, LLC.
An Illinois Limited Liability Company

By:

_____
Chief Strategy Officer (PRINT)

_____
Chief Strategy Officer (SIGNATURE)

Attested:

_____
Secretary (PRINT)

_____
Secretary (SIGNATURE)

Date: _____, 20 _____

MEMORANDUM

To: Joshua Blakemore, Village Administrator
From: Scott Threewitt, Director of Public Works
Date: July 1, 2026
Re: **Proposed 143rd Street East Roadway Extension Property Acquisition – May 2026 Legal Fees (Bravo Company Engineering)**

Background Findings

The item under consideration by the Village Board pertains to services rendered by Bravo Company Engineering for the 143rd Street East Extension in May 2026. Invoice 26105 for these services was recently forwarded by the Illinois Department of Transportation to the Village and are specific to eminent domain proceedings for Plainfield Corners (1NN0002).

Policy Considerations

The Village has entered into an Intergovernmental Agreement with the Illinois Department of Transportation and this acquisition is consistent with that agreement.

According to Section 2-76(d)(5) of the Village Code of Ordinances, the Village Administrator shall make a recommendation to the President and Board of Trustees on purchases over the $25,000 statutory limit. The Board has the right to accept or reject any or all proposals.

Financial Considerations

Land acquisition for the 143rd Street East Extension is funded through the Capital Improvement Fund under the line item for 143rd Street East Extension (11-00-91-9165.009).

Recommendation

Staff recommends that the Village Board approve payment for eminent domain proceedings provided by Bravo Company Engineering in May 2026 for the 143rd Street East Extension totaling $6,720.00.

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

BUREAU OF LAND ACQUISITION
Route: **143rd Street**
Location:
County: **Will**
Job No.: **R-91-012-20**
Parcel: **1NN0002**

VIA ELECTRONIC DELIVERY

June 24, 2026

Scott Threewitt, P.E.
Lead Engineer
Village of Plainfield
14400 Coil Plus Drive
Plainfield, IL 60544

Dear Scott:

Enclosed please find Invoice No. 26105 dated June 2, 2026 in the amount of $6,720.00 from Bravo Company Engineering which was forwarded by Special Assistant Attorney General, Michael Martin. This invoice covers an expense associated with eminent domain proceedings for the above-referenced parcel and is being forwarded to the Village of Plainfield for payment.

Please submit your remittance directly to Bravo Company Engineering with a copy to attorney Michael Martin at the firm of Dunn, Martin & Miller, Ltd. **Also, please send a copy of your remittance to Ms. Joy A. Gustafson, Local Agency Coordinator (IDOT).**

Should you have any questions or require additional information, please do not hesitate to contact Ms. Gustafson at Joy.Gustafson@illinois.gov or (847) 705-4334.

Very truly yours,

Jose Rios, PE
Region One Engineer

By:
Omolara Johnson
Bureau Chief of Land Acquisition

Bravo Company
ENGINEERING

Received 6/4/2026

Date: June 2, 2026

Jose Rios, P.E.
Regional Engineer, Region One
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: Route:143rd Street
Section: IL 59 to IL 126
County: Will
Job No.: R-91-012-20 Plainfield
Parcel: 1NN0002

Attn: Special Assistant Attorneys General
Dunn, Martin & Miller, Ltd.
15 W. Jefferson St., Suite 300
Joliet, Illinois 60432

Invoice No.: 26105
(Billing Period 4/25/26 thru 5/29/26)

Items	Hours	Rate	Total
5/8/26 - RTM - POH Overlay Exhibit, Before Take Exhibit, Before Take Autoturn Loading Dock Circulation Exhibits, Take Exhibit, After Take Exhibit, Evaluation and Development of PO Concept Ex-1.2 Exhibit, Evaluation of Alt Concept After Condition Layouts, and After Condition Alt Concept Autoturn Evaluation of Pump Fueling Positions	4	$240.00	$960.00
5/11/26 - RTM - POH Overlay Exhibit, Before Take Exhibit, Before Take Autoturn Loading Dock Circulation Exhibits, Take Exhibit, After Take Exhibit, Evaluation and Development of PO Concept Ex-1.2 Exhibit, Evaluation of Alt Concept After Condition Layouts, and After Condition Alt Concept Autoturn Evaluation of Pump Fueling Positions	8	$240.00	$1,920.00
5/12/26 - RTM - Report Development with Zoning Investigations, Before Conditions, Take Conditions, After Conditions, Probable Site Remedy Conditions, AutoTurn Analyses for both the Before and After Site Loading Docks, and PO Conceptual Gas Station Before and After Conditions with Loading Docks.	8	$240.00	$1,920.00
5/13/26 - RTM - Report Development with Zoning Investigations, Before Conditions, Take Conditions, After Conditions, Probable Site Remedy Conditions, Cost To Cure Analysis, Summary Opinions	6	$240.00	$1,440.00
5/22/26 - RTM - Property and Parcel Impacts Review	2	$240.00	$480.00
		Total	**$6,720.00**

For questions regarding this invoice, please contact:

Reid T. Magner - 224.239.6346
rmagner@bravocoeng.com

Bravo Company Engineering, Inc.
550 Warrenville Road, Suite 220
Lisle, IL 60532

Approved:

6-3-26

Special Assistant Attorneys General
Dunn, Martin & Miller, Ltd.
15 W. Jefferson St., Suite 300
Joliet, Illinois 60432

APPROVED
By David Howorth at 1:23 pm, Jun 04, 2026

MEMORANDUM

To: Joshua Blakemore, Village Administrator
From: Scott Threewitt, Director of Public Works
Date: July 1, 2026
Re: **Proposed 143rd Street East Roadway Extension Property Acquisition – Legal Fees (April and May 2026)**

Background Findings

The item under consideration by the Village Board pertains to services rendered by Dunn, Martin & Miller, Ltd. for the 143rd Street East Extension in April and May 2026. Invoices for these services were recently forwarded by the Illinois Department of Transportation to the Village and are specific to eminent domain proceedings for the following property: Plainfield Corners, LLC (1NN0002).

1NN0002	Plainfield Corners, LLC	$6,400.00

Policy Considerations

The Village has entered into an Intergovernmental Agreement with the Illinois Department of Transportation and this acquisition is consistent with that agreement.

According to Section 2-76(d)(5) of the Village Code of Ordinances, the Village Administrator shall make a recommendation to the President and Board of Trustees on purchases over the $25,000 statutory limit. The Board has the right to accept or reject any or all proposals.

Financial Considerations

Land acquisition for the 143rd Street East Extension is funded through the Capital Improvement Fund under the line item for 143rd Street East Extension (11-00-91-9165.009).

Recommendation

Staff recommends that the Village Board approve legal fees for services rendered by Dunn, Martin & Miller, Ltd. for the 143rd Street East Extension for April and May 2026 totaling $6,400.00.

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

BUREAU OF LAND ACQUISITION
Route: **143rd Street**
Location: **US 30 / 143rd Street**
County: **Will**
Job No.: **R-91-012-20**
Parcel: **1NN0002**

VIA ELECTRONIC DELIVERY

June 23, 2026

Scott Threewitt, P.E.,
Lead Engineer
Village of Plainfield
14400 Coil Plus Drive
Plainfield, IL 60544

Dear Scott:

Attached please find cover letter/statement dated May 12, 2026 in the amount of $4,200.00 from Dunn, Martin & Miller, Ltd. for services rendered in April 2026. This cover letter/statement covers the expense of eminent domain proceedings for the above-referenced parcel and is being forwarded to the Village of Plainfield for payment.

Please submit your remittance directly to Dunn, Martin & Miller, Ltd. **Also, please send a copy of your remittance to Ms. Joy A. Gustafson, Local Agency Coordinator (IDOT).**

Should you have any questions or require additional information, please do not hesitate to contact Ms. Gustafson at Joy.Gustafson@illinois.gov or (847) 705-4334.

Very truly yours,

Jose Rios, PE
Region One Engineer



By:
Omolara Johnson
Bureau Chief of Land Acquisition

DUNN, MARTIN & MILLER, LTD.

Attorneys at Law

www.WillCountylaw.com

MICHAEL J. MARTIN
RANDAL J. MILLER
MICHAEL R. MARTIN

15 WEST JEFFERSON STREET
SUITE 300
JOLIET, ILLINOIS 60432
TELEPHONE (815) 726-7311
FAX (815) 726-2644

FRANCIS A. DUNN (1913-1994)

Via Email to: Jacqueline.D.Butler@illinois.gov
and Christian.DelAguila@illinois.gov

Received 5/12/2026

May 12, 2026

Department of Transportation
Attn: Ms. Omolara Johnson
Bureau Chief - Land Acquisition
201 W. Center Court
Schaumburg, Illinois 60196-1096
Parcels

Expenditure #: W008257/W002176
Contract #: R000320
Michael J. Martin
Michael R. Martin
April, 2026 Billing Plainfield

Re: April, 2026 Billing Plainfield

Dear Ms. Johnson:

I am submitting herewith our statement for legal services rendered for the Plainfield cases pending in Will County from **April 1st through April 30th,** based on the attached documentation, recapitulated as follows:

PARCEL NO:	**FEES**	**COSTS**	**TOTAL**
PLAINFIELD CORNERS, LLC **Job No: R-91-012-20** **Parcel: 1NN0002, 1NN0002TE-A & B**	$4,200.00	$0.00	$4,200.00
	$4,200.00	**$0.00**	**$4,200.00**

TOTAL HOURS =16.8 x $250.00(Hour/Rate)	=		**$4,200.00**
Total Paralegal Hours=0.00 x $100.00 (Hour/Rate)	=		**$ 0.00**
Miscellaneous Expenses	=		**$ 0.00**
			$4,200.00
TOTAL	=		

Thank you for letting us assist you in these matters.

$4,200.00

MICHAEL R. MARTIN
Special Assistant Attorney General
Expenditure Tracking No. W002176
Contract No. R000320

MICHAEL J. MARTIN
Special Assistant Attorney General
Expenditure Tracking No. W008257
Contract No. R000320

Attorney General

5/26/2026

District Signature JButler
5/26/2026

AFFIDAVIT

a) The undersigned, Michael R. Martin, being first duly sworn, deposes and states that he performed the legal services above-stated in the time stated, or the services have been performed under his/her supervision and direction; and that the Statement of Fees and Reimbursable Expenses to which this Affidavit is attached is a true and correct representation of said services and time; further, that the expenses detailed herein were incurred or expended in the prosecution of the identified case or cases and were necessary therefore.

Michael R. Martin

Subscribed and sworn to before me

this 12th day of May, 2026.

Notary Public

OFFICIAL SEAL
SANDRA JEAN BEEBE
Notary Public, State of Illinois
Commission No 1014878
My Commission Expires August 5, 2029

AFFIDAVIT

a) The undersigned, Michael J. Martin, being first duly sworn, deposes and states that he performed the legal services above-stated in the time stated, or the services have been performed under his/her supervision and direction; and that the Statement of Fees and Reimbursable Expenses to which this Affidavit is attached is a true and correct representation of said services and time; further, that the expenses detailed herein were incurred or expended in the prosecution of the identified case or cases and were necessary therefore.

MICHAEL J. MARTIN

Subscribed and sworn to before me

this 12th day of May, 2026.

Notary Public

OFFICIAL SEAL
SANDRA JEAN BEEBE
Notary Public, State of Illinois
Commission No 1014878
My Commission Expires August 5, 2029

Dunn, Martin & Miller, Ltd.

INVOICE

15 West Jefferson Street, Suite 300
Joliet, Illinois 60432

Invoice # 9038
Date: 05/12/2026

Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Department of Transportation-01787

Job: R-91-012-20 Parcels: 1NN0002, 1NN0002TE-A, 1NN0002TE-B DOT v. Plainfield Corners, LLC Will County Case No: 2023 ED 11

Client Reference Number: 23-1787-MRM

Attorney	Date	Description	Quantity	Rate	Total
MJM	04/17/2026	Telephone conference with Chris Lannert re: report, Todd Abrams and other documents.	0.30	$250.00	$75.00
MRM	04/21/2026	Discussed upcoming deposition with Michael J. Martin, and further deposition preparation.	2.00	$250.00	$500.00
MRM	04/23/2026	Discussed upcoming deposition of Defendant's engineer with Michael J. Martin, and areas of focus (X 2)(.40); Call with planner Chris Lannert re: Abrams deposition (.40); Call with Reid Magner re: Abrams deposition (X 2)(.50); Further deposition preparation (1.3); Correspondence to attorney Wagner re: deposition (.20).	2.80	$250.00	$700.00
MRM	04/24/2026	Reviewed file, includes review of Abrams electronic file produced, deposition of Lin Li, initial marking of exhibits, and prepared for upcoming deposition of Abrams.	2.50	$250.00	$625.00
MJM	04/24/2026	Review of W-T Engineering report and preparation for deposition of Todd Abrams.	2.00	$250.00	$500.00
MRM	04/26/2026	Finalized markup of deposition exhibits, further deposition preparation.	2.80	$250.00	$700.00
MRM	04/27/2026	Call with Chris Lannert re: deposition (.40); Further deposition preparation, final review of file and completion of witness outline (1.8); Attended and took the deposition of Todd Abrams (2.0); Discussed deposition with Michael J. Martin (.20).	4.40	$250.00	$1,100.00

Time Keeper	Quantity	Rate	Total
Michael J. Martin	2.3	$250.00	$575.00
Michael R. Martin	14.5	$250.00	$3,625.00
		Subtotal	**$4,200.00**
		Total	**$4,200.00**

Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

BUREAU OF LAND ACQUISITION
Route: **143rd Street**
Location: **US 30 / 143rd Street**
County: **Will**
Job No.: **R-91-012-20**
Parcel: **1NN0002**

VIA ELECTRONIC DELIVERY

June 23, 2026

Scott Threewitt, P.E.,
Lead Engineer
Village of Plainfield
14400 Coil Plus Drive
Plainfield, IL 60544

Dear Scott:

Attached please find cover letter/statement dated May 20, 2026 in the amount of $2,200.00 from Dunn, Martin & Miller, Ltd. for services rendered from May 15 through May 15, 2026. This cover letter/statement covers the expense of eminent domain proceedings for the above-referenced parcel and is being forwarded to the Village of Plainfield for payment.

Please submit your remittance directly to Dunn, Martin & Miller, Ltd. **Also, please send a copy of your remittance to Ms. Joy A. Gustafson, Local Agency Coordinator (IDOT).**

Should you have any questions or require additional information, please do not hesitate to contact Ms. Gustafson at Joy.Gustafson@illinois.gov or (847) 705-4334.

Very truly yours,

Jose Rios, PE
Region One Engineer

Omolara Johnson

By:
Omolara Johnson
Bureau Chief of Land Acquisition

DUNN, MARTIN & MILLER, LTD.

Attorneys at Law

www.WillCountylaw.com

MICHAEL J. MARTIN
RANDAL J. MILLER
MICHAEL R. MARTIN

15 WEST JEFFERSON STREET
SUITE 300
JOLIET, ILLINOIS 60432
TELEPHONE (815) 726-7311
FAX (815) 726-2644

FRANCIS A. DUNN (1913-1994)

Via Email to: Jacqueline.D.Butler@illinois.gov
and Christian.DelAguila@illinois.gov

Received 5/20/2026

May 20, 2026

Department of Transportation
Attn: Ms. Omolara Johnson
Bureau Chief - Land Acquisition
201 W. Center Court
Schaumburg, Illinois 60196-1096
Parcels

Expenditure #: W008257/W002176
Contract #: R000320
Michael J. Martin
Michael R. Martin
May 1-15, 2026 Billing Plainfield

Re: May 1-15, 2026 Billing Plainfield

Dear Ms. Johnson:

I am submitting herewith our statement for legal services rendered for the Plainfield cases pending in Will County from **May 1st through May 15th,** based on the attached documentation, recapitulated as follows:

PARCEL NO:	FEES	COSTS	TOTAL
PLAINFIELD CORNERS, LLC **Job No: R-91-012-20** **Parcel: 1NN0002, 1NN0002TE-A & B**	$1,700.00	$0.00	$1,700.00
CUBE-SMART **Job: R-91-012-20** **Parcel: 1NN0004**	$500.00	$0.00	$500.00
	$2,200.00	**$0.00**	**$2,200.00**

TOTAL HOURS =8.8 x $250.00(Hour/Rate) Total	=		**$2,200.00**
Paralegal Hours=0.00 x $100.00 (Hour/Rate)	=		**$ 0.00**
Miscellaneous Expenses	=		**$ 0.00**
			$2,200.00
TOTAL	=		

May 1-15, 2026 Billing Plainfield $2,200.00

Thank you for letting us assist you in these matters.

MICHAEL R. MARTIN
Special Assistant Attorney General
Expenditure Tracking No. W002176
Contract No. R000320

MICHAEL J. MARTIN
Special Assistant Attorney General
Expenditure Tracking No. W008257
Contract No. R000320

Attorney General

José Rios 6/1/2026
District Signature JButler 6/1/2026

AFFIDAVIT

a) The undersigned, Michael R. Martin, being first duly sworn, deposes and states that he performed the legal services above-stated in the time stated, or the services have been performed under his/her supervision and direction; and that the Statement of Fees and Reimbursable Expenses to which this Affidavit is attached is a true and correct representation of said services and time; further, that the expenses detailed herein were incurred or expended in the prosecution of the identified case or cases and were necessary therefore.

Michael R. Martin

Subscribed and sworn to before me

this 20th day of May, 2026.

Notary Public

OFFICIAL SEAL
SANDRA JEAN BEEBE
Notary Public, State of Illinois
Commission No 1014878
My Commission Expires August 5, 2029

AFFIDAVIT

a) The undersigned, Michael J. Martin, being first duly sworn, deposes and states that he performed the legal services above-stated in the time stated, or the services have been performed under his/her supervision and direction; and that the Statement of Fees and Reimbursable Expenses to which this Affidavit is attached is a true and correct representation of said services and time; further, that the expenses detailed herein were incurred or expended in the prosecution of the identified case or cases and were necessary therefore.

MICHAEL J. MARTIN

Subscribed and sworn to before me

this 20th day of May, 2026.

Notary Public

OFFICIAL SEAL
SANDRA JEAN BEEBE
Notary Public, State of Illinois
Commission No 1014878
My Commission Expires August 5, 2029

Dunn, Martin & Miller, Ltd.

INVOICE

15 West Jefferson Street, Suite 300
Joliet, Illinois 60432

Invoice # 9071
Date: 05/20/2026

Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Department of Transportation-01787

Job: R-91-012-20 Parcels: 1NN0002, 1NN0002TE-A, 1NN0002TE-B DOT v. Plainfield Corners, LLC Will County Case No: 2023 ED 11

Client Reference Number: 23-1787-MRM

Attorney	Date	Description	Quantity	Rate	Total
MJM	05/04/2026	Received and reviewed Todd Abrams deposition transcript. Email correspondence forwarding transcript to Reid Magner, Chris Lannert, Nick Solano, Lin Li and Joe Cross. Telephone conference with Chris Lannert.	2.00	$250.00	$500.00
MJM	05/05/2026	Correspondence to DOT re: invoice of George Rydman & Associates.	0.50	$250.00	$125.00
MRM	05/07/2026	Met with planner Chris Lannert to review Abrams deposition, discuss upcoming report and witness testimony.	1.20	$250.00	$300.00
MJM	05/07/2026	Telephone conference with Chris Lannert re: report and investigation..	1.50	$250.00	$375.00
MJM	05/11/2026	Telephone conference with Reid Magner re: report (.20). Correspondence to Chris Lannert and Michael R. Martin re: scheduling conference call (.20). Review and approved Chris Lannert invoice and correspondence to DOT (.50).	0.90	$250.00	$225.00
MJM	05/12/2026	Email correspondence to attorney re: resetting case management.	0.20	$250.00	$50.00
MJM	05/13/2026	Received information from Reid Magner for Zoom conference call and telephone conference with Reid.	0.50	$250.00	$125.00

Time Keeper	Quantity	Rate	Total
Michael J. Martin	5.6	$250.00	$1,400.00
Michael R. Martin	1.2	$250.00	$300.00
		Subtotal	**$1,700.00**
		Total	**$1,700.00**

Dunn, Martin & Miller, Ltd.

INVOICE

15 West Jefferson Street, Suite 300
Joliet, Illinois 60432

Invoice # 9072
Date: 05/20/2026

Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Department of Transportation-01788

Job: R-91-012-20 Parcels: 1NN0004, 1NN0004TE DOT v. U-Store-It, L.P., et al Will County Case No: 2023 ED 09

Client Reference Number: 23-1788-MJM

Attorney	Date	Description	Quantity	Rate	Total
MJM	05/15/2026	Reviewed file and appraisals to reconstruct negotiation terms and settlement.	2.00	$250.00	$500.00

Time Keeper	Quantity	Rate	Total
Michael J. Martin	2.0	$250.00	$500.00
		Subtotal	**$500.00**
		Total	**$500.00**

Accounts Payable by G/L Distribution Report

Invoice Due Date Range 07/06/26 - 07/06/26

Vendor	Invoice No.	Invoice Description	Status	Invoice Date	G/L Date	Payment Date	Invoice Amount
Fund **01 - General Fund**							
Unit **04 - Administration/Finance**							
Division **02 - Administration Program**							
Account **8065 - Legal Fees**							
13103 - EKL, WILLIAMS & PROVENZALE LLC	58	Client No. 4165-000 Board App. 04/26/2021	Edit	05/31/2026	07/07/2026		3,216.49
				Account **8065 - Legal Fees** Totals	Invoice 1 Transactions		$3,216.49
				Division **02 - Administration Program** Totals	Invoice 1 Transactions		$3,216.49
				Unit **04 - Administration/Finance** Totals	Invoice 1 Transactions		$3,216.49
				Fund **01 - General Fund** Totals	Invoice 1 Transactions		$3,216.49
				Grand Totals	Invoice 1 Transactions		$3,216.49

John F. Argoudelis
PRESIDENT

Michelle Gibas
VILLAGE CLERK

TRUSTEES
Margie Bonuchi
Richard Kiefer
Siv Panicker
Tom Ruane
Vanessa Sula
Brian Wojowski

MEMO TO: President Argoudelis and Board of Trustees
FROM: Jonathan Proulx, Director of Planning
DATE: July 2, 2026
RE: Wheeler / Panattoni Development ~ Public Hearing Continuance
Case No. 1199.FP

Staff and the applicant are respectfully requesting a continuance of the public hearing regarding the annexation agreement for proposed Panattoni warehouse/distribution development at the northwest corner of Illinois Route 126 (Lockport Street) and Steiner Road, as outlined below.

A public hearing was originally scheduled for the May 4, 2026 meeting of the Village President and Board of Trustees and subsequently continued to the June 1, 2026, June 15, 2026 and July , 2026 Village Board meetings. The applicant and staff are continuing to work through details related to utility routing and tree preservation that must be incorporated into the draft of the annexation agreement and will not be in position to present the agreement at the July 6 meeting. Therefore, we wish to continue the duly noticed public hearing to the July 20, 2026 Village Board meeting.

Based on the foregoing, the following motion is offered for the Village Board's consideration:

I move we continue the Public Hearing regarding an annexation agreement for the proposed development at the northwest corner of Lockport Street and Steiner Road (PIN 06-03-07-400-002-0000) to the July 20, 2026 meeting of the Village President and Board of Trustees.

C: John Pagliari – Panattoni

John F. Argoudelis
PRESIDENT

Michelle Gibas
VILLAGE CLERK

TRUSTEES
Margie Bonuchi
Richard Kiefer
Siv Panicker
Tom Ruane
Vanessa Sula
Brian Wojowski

MEMO TO: President Argoudelis and Board of Trustees
FROM: Jonathan Proulx, Director of Planning
DATE: July 2, 2026
RE: Downtown Design Guidelines

On behalf of the design consultant, JLK Architects, staff is pleased to present the enclosed Downtown Design Guidelines for adoption.

In mid-2025, the Village of Plainfield contracted with JLK Architects to prepare updated design guidelines to help shape the development and redevelopment of the downtown area, generally encompassed by Main Street to the north, Route 59 to the east, and Chicago Street to the south. This effort culminated in a presentation of the draft guidelines at the March 23, 2026 meeting of the Committee of the Whole. At that meeting, trustees offered support of the draft document, while there were comments provided by members of the public and the Village's Historic Preservation Commission (HPC) regarding compatibility of the new document with existing Village design guidelines and historic preservation standards. Subsequent to the COW meeting, the consultant met with the HPC and Michael Lambert to further discuss this recommended coordination. The design guidelines have been updated to incorporate this further coordination and staff's understanding is that the HPC and interested parties are satisfied with the revised guidelines document.

Based on the foregoing, staff is seeking adoption of the design guidelines by ordinance give authority to staff to utilize the design guidelines in future proposed development reviews. Staff believes the updated guidelines will help further protect the historic fabric of the downtown area while allowing for new and creative development and redevelopment. Should the Village Board concur, the following motion is offered for your consideration:

I move we adopt Ordinance No. _____, an Ordinance Adopting the Village of Plainfield Downtown Design Guidelines, Prepared by JLK Architects, Dated May 12, 2026.

C: Jennifer Feucht – JLK Architects

Ordinance No.

AN ORDINANCE ADOPTING THE VILLAGE OF PLAINFIELD DOWNTOWN DESIGN GUIDELINES, PREPARED BY JLK ARCHITECTS, DATED MAY 12, 2026

WHEREAS, the downtown area of the Village of Plainfield is a vital, with a mix of residential and commercial development; and

WHEREAS, a portion of the downtown area along Lockport Street is recognizes as both a local Village of Plainfield Historic District and also as part of the National Register of Historic Districts; and

WHEREAS, there is interest in developing and redeveloping property within the downtown area; and

WHEREAS, the Village of Plainfield adopted the Design Manual for the Lockport Street Business Corridor in 2002 via Ordinance No. 2142 to guide development of portions of the downtown; and

WHEREAS, the Village of Plainfield wishes to provide supplemental design guidelines for the downtown area that include additional geographic territory and supplement, but not supersede, the Design Manual for the Lockport Street Business Corridor.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF PLAINFIELD, WILL AND KENDALL COUNTIES, ILLINOIS AS FOLLOWS:

Section 1: Recitals – The foregoing recitals are hereby incorporated into this Ordinance as if fully set forth herein.

Section 2: Approval – That the President and Village Clerk are hereby adopt the Downtown Design Guidelines, prepared by JLK Architects, dated May 12, 2026, attached hereto as Exhibit A.

Section 3: Application – Any proposed development or redevelopment within

the geographic area covered by the Downtown Design Guidelines shall be reviewed for conformance with the Guidelines prior to issuance of any site plan or building permit approval.

Section 4: Incorporation into Future Regulations – The Village of Plainfield is currently in the process of preparing a Unified Development Ordinance to replace and combine the existing Subdivision Code and Zoning Code. The Village will incorporate applicable provisions of the Downtown Design Guidelines into the Unified Development Ordinance.

Section 5: Effective Date - This Ordinance shall be in effect upon its passage and approval as provided by law.

PASSED THIS _____ DAY OF _____, 2026.

AYES:

NAYS:

ABSENT:

APPROVED THIS _____ DAY OF _____, 2026.

_____
VILLAGE PRESIDENT

ATTEST:

_____
VILLAGE CLERK

PREPARED BY AND RETURN TO:
VILLAGE OF PLAINFIELD
24401 W. LOCKPORT STREET
PLAINFIELD, IL 60544
ATTN: VILLAGE CLERK

EXHIBIT "A"

Downtown Design Guidelines

EXHIBIT B
LEGAL DESCRIPTION

Legal Description – 24816 Pine Cone Lane

PARCEL 1: LOT 1 IN PINE CONE WOODS, A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 36 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 8, 1989 AS DOCUMENT NO. R89-45552, IN WILL COUNTY, ILLINOIS.

PARCEL 2: NONEXCLUSIVE EASEMENT FOR THE INGRESS AND EGRESS FOR THE BENEFIT OF THE PARCEL 1 OVER ACROSS LOT 13 ALSO KNOWN AS PINE CONE LANE IN PINE CONE WOODS, A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 36 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 8, 1989 AS DOCUMENT NO. R89-45552 IN WILL COUNTY, ILLINOIS.

PIN: 06-03-20-401-024-0000

Village of Plainfield
Downtown Design Guidelines

DRAFT



Image: National Register of Historic Places Nomination Form, Downtown Plainfield Historic District

THE VILLAGE OF PLAINFIELD welcomes you!

Prepared by JLK ARCHITECTS

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Introduction



Figure 1. Downtown Plainfield, intersection of Lockport Street and Illinois Street, NRHP Nomination Form

These guidelines present principles for maintaining the historic character and improving the overall built environment of downtown Plainfield, a vibrant, pedestrian-focused destination. Following comprehensive planning effort in 2023, the Village of Plainfield has identified the need for a proactive response to the potential development and redevelopment of sites in and near the historic core of Plainfield on Lockport Street and the surrounding area. The guidelines synthesize previous historic surveys, master plans, comprehensive plans, and historic recommendations to create a wholistic vision of downtown Plainfield that acknowledges the historic character of Plainfield's downtown district while guiding future development.

These guidelines are designed to be read in tandem with all other Plainfield zoning ordinances and guidelines, and focus on building massing, scale, style, materials, signage, awnings, lighting and public art. Information related to site design, parking, sidewalks, or screening is not included in this document; refer to applicable Plainfield zoning documentation for those requirements.

These guidelines are intended primarily for new commercial construction. They include limited guidance on the redevelopment of existing buildings and the conversion of residential structures to commercial use. They do not provide standards for new single or multi-family residential.

This document includes a brief overview of historic preservation to provide general information and resources; however, it does not include guidelines for the treatment of historic properties. For work involving historic structures, refer to the Plainfield Historic Preservation Ordinance and the Certificate of Appropriateness (COA) Guidelines. See the Historic Properties and Historic Preservation section for additional information and requirements.

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Background

Located 35 miles southwest of Chicago, the Village of Plainfield was incorporated in 1834, and is one of the oldest communities in Will and DuPage Counties. While the Village remained small for most of its history, it benefited from its proximity to the Lincoln Highway, the oldest transcontinental highway in the United States. Starting around 1990, the population of Plainfield grew exponentially, in line with suburbanization trends throughout the region. As the Village has grown, local historic preservation groups such as the Plainfield Historic Preservation Commission (HPC) and the Plainfield Historical Society have advocated for a preservation-minded approach to development and community planning. To that end, the historic downtown district has been designated both a Local Historic District and a National Register Historic District, and survey work has been undertaken to assess the potential for additional National Register-Eligible historic districts and the contributing resources therein.

The primary development type in downtown Plainfield along Lockport Street is brick masonry storefronts that consist of one or two stories, though some of the oldest storefronts on Lockport are wood frame construction. This forms the core of the National Register District, is representative of the architecture and commerce of historic Plainfield during the 19th and 20th centuries, and is the standard that new development in the area is being compared to in these guidelines. The design elements that characterize these properties are their brick masonry, cast iron storefront windows, operable canvas awnings, and stamped metal cornices and decorative parapets at the roofline.

A secondary type of commercial development present in downtown Plainfield is the reuse of historic homes for businesses, which is more common outside of Lockport Street's core between James Street and Illinois Street, to the north along Main Street and



Figure 2. Downtown Plainfield, intersection of Lockport Street and Des Plaines Street

DRAFT



Figure 3. Downtown Plainfield, example of a residential conversion.

to the south along Chicago Street. These property conversions are characteristic of the historic urban core and transitional urban core districts of Plainfield as delineated by the Village's 2000 Downtown Master Plan and the 2002 Design Manual for the Lockport Street Business Corridor and are integral to the historic character of the area. The buildings are typically free-standing structures located on landscaped plots that are set back from the public right-of-way, and are described in the Design Manual for the Lockport Street Business Corridor and Plainfield's Historic Urbanized Core: An Intensive-Level Survey and Report. While the architectural style and construction date vary within the National Register Period of Significance, many are American Foursquares, Queen Annes, or Greek Revivals that are 1-2 stories in height and nearing 100 years old. Secondary residential conversions also make up the character of the district, and any new building and infill development should be aware of their characteristics as well.

As Plainfield continues to grow, it is important that the Downtown District maintains its vibrant pedestrian character, and these guidelines provide an avenue to do so.

DRAFT

Purpose, Use & Application

The purpose of the Village of Plainfield Downtown Design Guidelines is to explain best practices for the development and redevelopment of Plainfield's downtown. The details included in this document will provide a quick, easy-to-digest overview of best practices and basic principles for design in downtown Plainfield. For extensive guidelines and specific recommendations, see the Design Manual for the Lockport Street Corridor as linked in the References section.

The Downtown Design Guidelines will be used for development in the downtown district, which is bounded by the DuPage River to the north and west, IL Route 59 to the East, and Chicago Street to the South. These guidelines quantify the characteristics of the downtown district and delineate three geographic zones that encompass three different development and historic preservation foci in downtown Plainfield.

The first zone is located along Lockport Street and is bounded by the DuPage River to the West and State Route 59 to the East and extends one block south to Chicago Street and one block north along Des Plaines St. It is primarily characterized by 1-2 brick storefront commercial buildings, and encompasses the National Register District.

The second zone follows Main Street, extending diagonally northeast from the DuPage River to State Route 59, and also encompasses the area between Main and Des Plaines Streets. This zone is characterized by a core of multi-family and historic single-family residential development, with commercial uses concentrated along its edges. The guidelines for this zone focus on new commercial or mixed-use development which is expected to occur in the portions of the zone that are not occupied by single family residential.

Finally, the third zone is located along Oak Street and Illinois Street and is characterized by residential and residential conversion structures. Refer to Figure 4, Plainfield Boundary and Area Map for specific boundaries of the downtown district and its development zones.

These guidelines will be applied to new development and the redevelopment of existing buildings in all three zones of this district in order to maintain the vibrant, historic, and walkable nature of the downtown corridor in alignment with Plainfield's Comprehensive Plan, the Design Manual for the Lockport Street Corridor, and other planning documents. The guidelines also consider the Secretary of the Interior's Standards for Historic Preservation and Rehabilitation Guidelines as their foundation for all recommendations. Through the assessment of the built character of downtown Plainfield and application of national best practices, this document addresses the needs of the present day while honoring its commitment to the past.

For ease of use, the three categories of development are organized geographically. However, it may be the case that the guidelines for one geographic zone better inform the development of a type located in a different geographic zone. The geographic zones are not mutually exclusive. If development of a type more common in one zone occurs in a different zone, for example, a residential structure is being converted to a commercial one along Lockport Street, refer to the geographic zone containing the relevant development type for appropriate guidelines.

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Development Zones

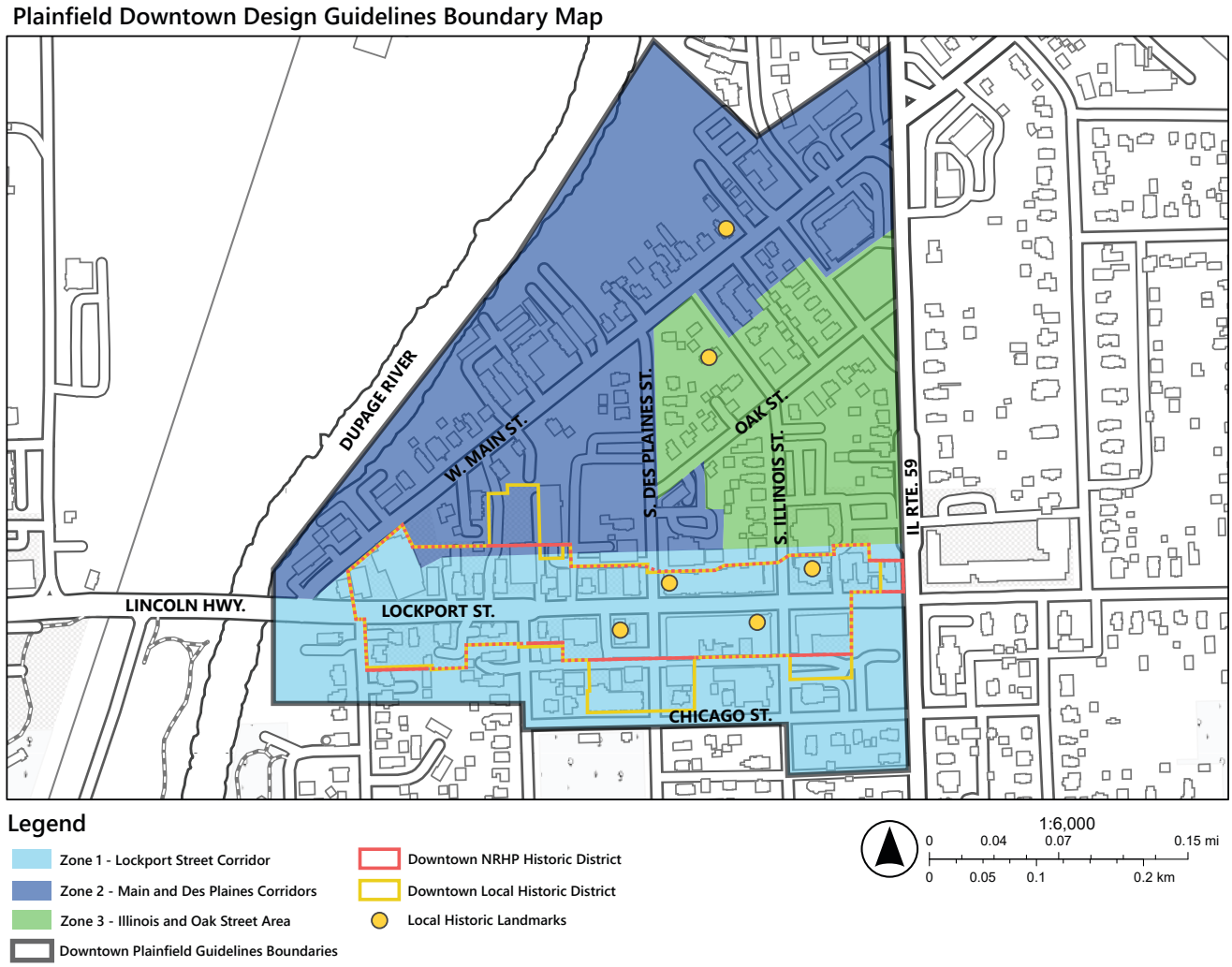


Figure 4. Plainfield Boundary Area and Map.

Zone 1 - Lockport Street Corridor

Between the DuPage River and State Route 59, along Lockport Street and extending south to, and partially beyond, Chicago Street. This zone includes historic commercial brick storefronts and the Downtown Plainfield National Register Historic District.

Zone 2 - Main and Des Plaines Street Corridors

Diagonally north from the DuPage River along Main Street to State Route 59, including the area between Main and Des Plaines Streets. This zone includes a core of multi-family and historic single-family residential development, with commercial uses concentrated along its edges. This zone is recommended for new commercial and mixed-use development in areas not occupied by single-family residential.

Zone 3 - Illinois and Oak Street Area

North of Lockport Street along Illinois Street and Oak Street. This zone includes residential structures and is recommended for any residential conversion to commercial use.

The following sections provide detailed descriptions of all zones.

General Guidelines

The key criteria to note for all zones when developing the downtown area are as follows:

1. **Maintain existing site development patterns.**

   Building-to-building and site-to-site, ensure that the property does not jut out or recess back unnecessarily. Anchor new buildings to existing setbacks to ensure cohesion between new and old.

2. **Respect the rhythm and alignment of the existing facades.**

   The size and placement of windows on new buildings should reflect the window proportions and rhythm of surrounding existing buildings. New construction should also align ground-floor elevations and floor-to-floor heights with adjacent buildings where feasible. Where exact alignment is not possible, design techniques should be used to continue established datum lines across façades, such as aligning storefront and window heads and sills with those of surrounding buildings and incorporating façade articulation or ornamentation that reinforces these relationships. The tops of new foundations should be within six inches of the average top-of-foundation elevations of the two adjacent properties.

3. **Incorporate pedestrian-oriented design elements at the sidewalk level.**

   Recessed entries with glass doors and large glass storefronts are encouraged for existing and new commercial buildings and residential entryways are appropriate for residential conversions.

4. **Use historically appropriate colors, materials, and design elements.**

   Awnings, signage, and other applied elements should be appropriately proportioned to the building on which they sit and its immediate context. Lighting should not be too bright or too modern, and colors should not be garish or incongruous with their surroundings.

5. **Respect the existing character of the zones while developing new mixed use and commercial building.**

   Commercial development in Zones 1, 2 and 3 should not overpower existing residential scale, massing, and character. New multifamily residential in Zones 1 and 2 should conform to existing scale, massing, and character of Zone 1.

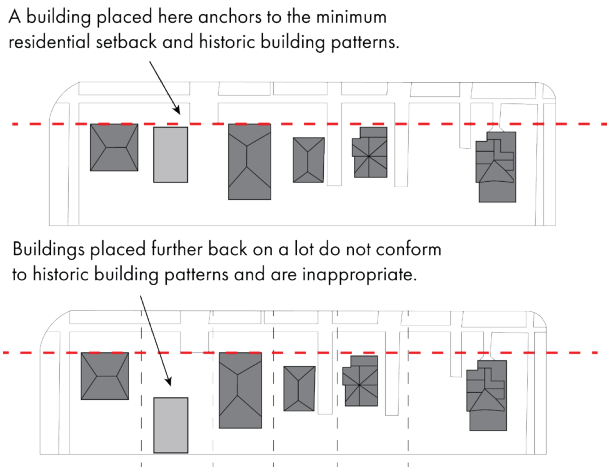


Figure 5. Site Placement of Infill Construction



Figure 6. Existing Facade Rhythm and Alignment

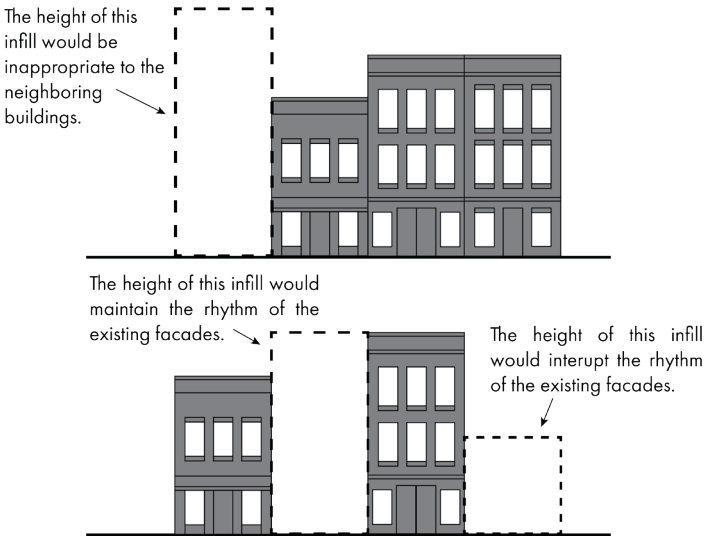


Figure 7. Proportions of Infill Construction

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Historic Properties and Historic Preservation in Downtown Plainfield



Figure 8. Plainfield Downtown Local Historic District

The Village of Plainfield has a long-standing commitment to preserving the character and integrity of its historic built environment. From its early settlement in the 1820s through over 150 years of growth, Plainfield's downtown has evolved into a distinct and recognizable place shaped by its variety of historic architecture.

Plainfield's Downtown Historic District is listed on the National Register of Historic Places, a designation administered by the National Park Service. This recognition places the Village among a select number of historic downtowns in Illinois and acknowledges the architectural and historical significance of its core. The District runs along Lockport Street between Route 59 and James Street and includes 53 properties. In addition to the Commercial Italianate and Commercial Vernacular structures that are featured in these guidelines, the architecture in the district consists of a diverse variety of styles including Greek Revival, Italianate, Queen Anne, Richardsonian Romanesque, and International Style. There are also vernacular house types like upright and wing, bungalows, and American Foursquares. The broad range of styles, building types, and materials reflect development in the downtown from the 1840s through the 1960s.

In 2006, Plainfield's Historic Urbanized Core: An Intensive-Level Survey and Report evaluated downtown buildings to identify those with historic significance. Buildings recognized as significant, either individually or as part of a potential larger district, were classified as "contributing buildings." Shown on the Zone maps in the following sections as "Potential Contributing Resources," these properties are typically of historic age, reflect Plainfield's development, retain key original features, and may have important architectural or historical associations. As such, they may contribute to a historic district or be eligible for listing on the National Register of Historic Places.

A preservation-minded approach should be taken for redevelopment in the downtown. Whenever possible, historic landmarks, buildings within historic districts, and buildings of historic age should be retained and reused.

For additional historic information and guidelines, refer to the Design Manual for the Lockport Street Business Corridor and Plainfield's Historic Urbanized Core: An Intensive-Level Survey and Report, or visit the Historic Preservation section of the Village of Plainfield website.

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Making Changes to a Historic Property

Village of Plainfield Certificate of Appropriateness

Extra consideration and care are requested of historic landmark owners, owners of properties in historic districts, and owners of historic age properties. The buildings have stood the test of time partly due to the care shown by the owners in maintaining and sensitively changing these buildings.

Some changes to historic landmarks or properties located in a historic district require a Certificate of Appropriateness (COA). A COA is not required for ordinary maintenance and repairs. The COA is required prior to the issuance of a permit for minor and major work involving any new and other construction, alteration, repair, demolition, relocation or other changes that may affect the exterior architectural appearance of any structure or site. The Historic Preservation Commission (HPC) will recommend approval of applications for major and minor work that will not impair the integrity of contributing structures.

The Village Zoning Ordinance identifies criteria for the HPC to use when reviewing a COA. These include examining the significance of the structure, general design guidelines, and the U.S. Secretary of the Interior's Standards for Rehabilitation.

A Certificate of Economic Hardship (COEH) may be authorized for alteration, construction, relocation of, or removal or demolition of a landmark or a building, structure, site, or other improvement within a designated historic district. This can occur when such property, in its current state, cannot be put to a reasonably beneficial use or the owner cannot obtain a reasonable economic return thereon without the proposed alteration, construction, relocation, removal, or demolition.

Please refer to the Certificate of Appropriateness Guidelines - Village of Plainfield Historic Preservation Guidelines and the Secretary of the Interior's Standards for Rehabilitation for descriptions of appropriate work. For specific treatments of historic building elements and materials, please refer to the National Park Service's Preservation Briefs.

Historic Landmarks

Structures that are over 50 years of age can be considered historic and may be eligible for local landmark status or listing on the National Register of Historic Places. The Historic Preservation Commission (HPC) may designate properties within the Village of Plainfield that have historical or architectural significance as local landmarks. To determine significance, the HPC looks at the integrity of design, workmanship, materials, location, setting and feeling, and the extent to which it meets one or more of twelve criteria outlined in the HPC ordinance. Nominations for landmark or district status may be made by any Village of Plainfield property owner, businessperson, the HPC, or the Village Board. Property owners must provide consent for landmark nominations.

For a brief overview of Historic Preservation in Plainfield, see the Historic Preservation Brochure.

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Economic Incentives

Studies have shown that historic districts stabilize and/or increase property values in a designated area. The Village offers two matching grant programs: the Rehabilitation Grant Program and the Façade Improvement Program. Additionally, the Illinois Property Tax Assessment Freeze Program is available through the Illinois Historic Preservation Agency and tax credits of 20% and 10% are available through the National Park Service.

- **Village Rehabilitation Grant Program**

  Provides a matching grant up to $10,000 for preserving, restoring, or rehabilitating the historic character of a structure's exterior. This program is available for historic landmarks and contributing properties located within historic districts. Please refer to Rehabilitation Grant Program Description and Application found on the Village of Plainfield website.

- **Village Facade Grant Program**

  This program is for properties located within the TIF district in downtown Plainfield. View the boundaries for the TIF district and additional information on the facade program on the Village of Plainfield website. Historic Preservation is not a requirement of the facade grant program but the degree to which the building is preserved is considered.

- **Illinois Property Tax Assessment Freeze Program**

  For owners of registered historic residential structures of up to six units that has a substantial rehabilitation that significantly improves the condition of the building. At least 25% of the property's market value must be spent on an approved rehabilitation project. With the program, the assessed valuation of the property is frozen for eight years at its level the year the rehabilitation began. The valuation is then brought to market level over a period of four years.

- **Historic Preservation Tax Credits**

  There is a 20% tax credit for a substantial rehabilitation of income producing properties that are certified as historic. This is available for commercial, agricultural, industrial, and rental properties. A 10% tax credit available for non-contributing, non-historic structures built before 1936.

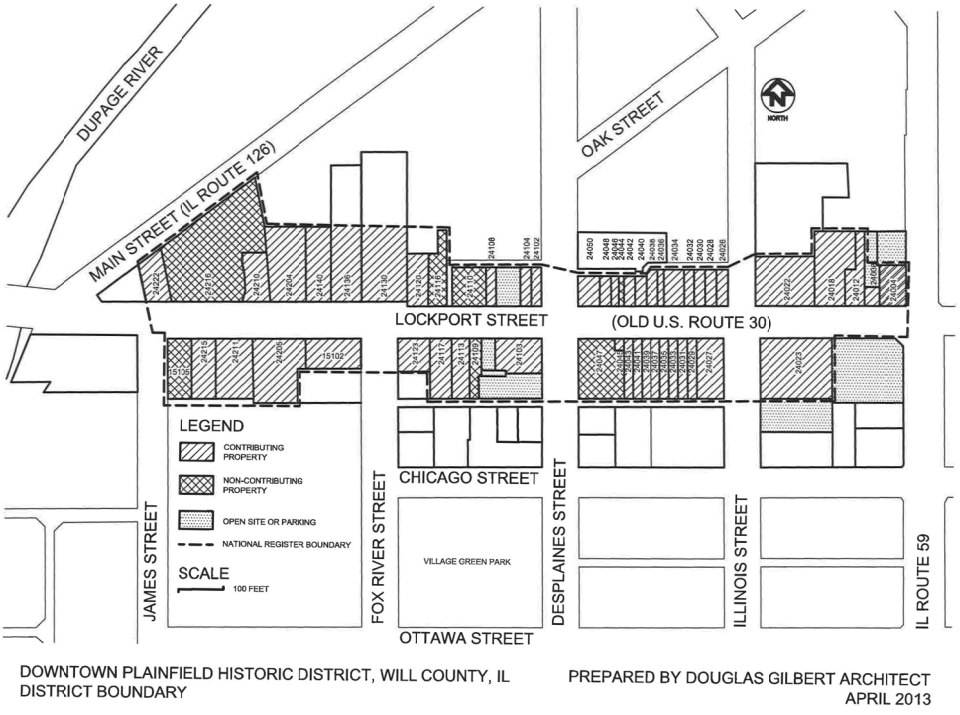


Figure 9. Plainfield Downtown National Register Historic District

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Historic Preservation Resources

Resources Available on the Village of Plainfield website:

- Design Manual for the Lockport Street Business Corridor
- Plainfield's Historic Urbanized Core: An Intensive-Level Survey and Report
- Certificate of Appropriateness Guide
- Certificate Of Appropriateness (COA) Application
- Certificate of Economic Hardship Application
- Certificate of Appropriateness Guidelines - Village of Plainfield Historic Preservation Guidelines
- Evaluation Criteria for Historic Landmarks
- Historic Preservation Brochure
- Historic Landmark Application
- Rehabilitation Grant Program Description and Application
- Facade Improvement Program Description
- Facade Grant Application
- Historic Preservation Ordinance and Demolition Ordinance (within Municipal Code)

Resources Available on the National Park Service website:

- The Secretary of the Interior's Standards for Rehabilitation
- National Park Service's Preservation Briefs
- Historic Preservation Tax Incentives (20% Credit, 10% Credit) – Information and Applications

Resources Available on the Illinois.gov website:

- Property Tax Assessment Freeze - Information and Application

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Zone 1 - Lockport Street Corridor

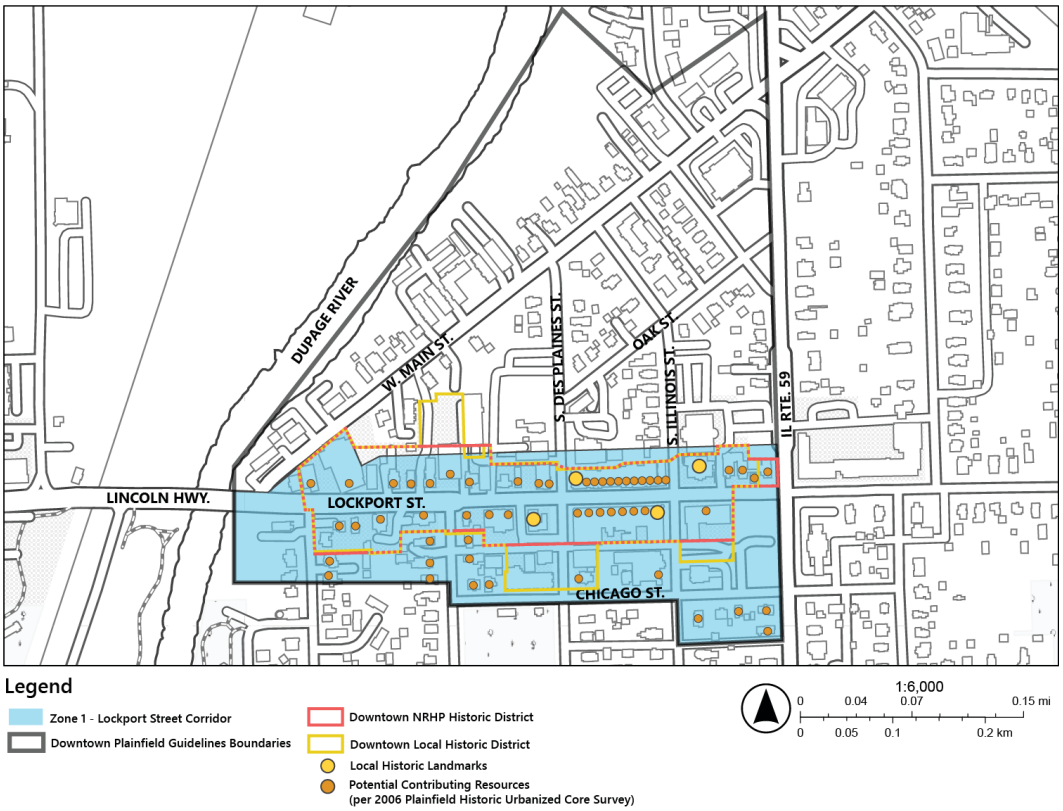


Figure 10. Lockport Street Corridor Map

Zone 1 encompasses properties on Lockport Street between the DuPage River and State Route 59 and extends south to and partially beyond Chicago Street.

Lockport Street represents the historic commercial core of downtown Plainfield, with most buildings included in the National Register and Local Historic Districts. These buildings date to the period of historic significance and should be preserved, these "Contributing Resources" are shown as orange dots within the District boundaries on the map above. Historic Landmarks in this zone include the Plymouth Congregational Church, Opera House Block, Masonic Block, and Standard Oil Station. Alterations to these buildings will require a Certificate of Appropriateness and must comply with HPC's COA guidelines and the Secretary of the Interior's Standards.

"Potential Contributing Resources" shown on the map outside of the District boundaries were also designated as potentially historic structures in the Urbanized Core Survey. Refer to the Historic Properties and Historic Preservation section of these guidelines for additional information.

The commercial core is mainly defined by 1 - 2 story brick storefronts, with some additional styles and adaptive reuse of residential buildings toward the district's edges. Two wood-framed commercial buildings at 24026 and 24104 Lockport Street also contribute to the district's character.

Any new building downtown should use the downtown core as its primary reference for scale, material, and design in order to preserve the historic, pedestrian-oriented nature of the downtown district. Refer to the Visual Guide at the end of this document for images of building types and architectural features that define the character of downtown Plainfield.

Some development off of Lockport Street in Zone 1 may better conform to Zone 2 development standards. For existing residential properties being converted to commercial use within Zone 1, refer to Zone 3 for applicable guidelines.



Figure 11. Lockport Street

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A. Building Scale, Massing, and Design

Building scale, massing, and design for new buildings in this zone should be based on the existing historic commercial core and residential conversions on Lockport Street.

1. New building heights should comply with all Plainfield zoning regulations and remain consistent with the historic core, generally staying within the established 1- to 2-story range.
2. The scale of new buildings on Lockport Street should not be significantly different than that of the existing buildings. Any large building masses should be broken up with façade articulation and features like bays or recessed entries to reduce the appearance of large, unbroken walls and help the building relate to the rhythm and scale of adjacent buildings.
3. Corner lot developments may include added architectural articulation or a monument, reflecting the common corner features found along Lockport Street.
4. Rooflines should be flat or low slope with a parapet or cornice. Existing rooflines also often include an ornate cornice or parapet. Refer to the visual guide for examples. Depending on building use, a gable roof, like those found on the residential conversions on Lockport may be appropriate. New buildings should mimic parapets or gables with contemporary building practices.
5. It is not appropriate to inaccurately recreate historic building styles in contemporary design. Mimicry rather than exact replication is preferred.
6. A secondary façade that is visible from the public right-of-way should not detract from the character and composition of the downtown district.
7. For existing buildings and conversions, retain any and all original, historic features of buildings that date to the National Register Period of Significance including decorative brickwork at the roofline, exterior lighting, cast iron storefronts, and stonework at the storefront window. No inappropriate alterations will be accepted.
8. Refer to Zoning Section 9-61. - Standards for the B Districts and Section 9-116. - Design Requirements for building requirements.

B. Building Materials

1. Red brick masonry, the predominant building material used in the historic core, should remain the primary material for new development in the Lockport zone, however complementary brick colors or accents may also be accepted.

2. Stone accents, such as sills, copings, or decorative details, or brick accents may be used on new brick buildings to reflect common local ornamentation. These elements should complement existing buildings on Lockport Street, following the principle of mimicry rather than exact replication.

3. Retain existing wood siding on wood frame commercial storefronts, historic houses and residential conversions. If siding is to be used in new construction, it should be high-quality material in a historic scale and profile that matches historic siding in this zone.

4. Do not use Dry-vit or EIFS, aluminum or vinyl siding, plastic panels or trim elements, CMU, or exposed concrete on primary or secondary facades visible to public view. The use of imitation materials, such as brick panels or stone veneer is strongly discouraged.

5. Large expanses of modern materials are generally discouraged for building facades in this zone. Glass, metal panels, and other highly reflective materials are not typically appropriate as primary building materials. While historically appropriate materials are preferred, alternative materials may be considered if they are visually compatible with the traditional character of the area and will be reviewed on a case-by-case basis.

6. Roofing materials on pitched roofs that are visible to the public should emulate historic materials. Modern materials may be used on flat or low slope roofs, typically surrounded by parapet walls.

7. Color selections for paint and other materials should align with historically appropriate color schemes. Bright or neon colors should be avoided in favor of more subdued, muted tones that complement the character of the historic core. Refer to Plainfield's Historic Preservation COA guidelines or reach out to the HPC for guidance. Existing historic brick should not be painted.

8. Masonry building materials should match the scale and character of those in the historic core. Avoid oversized materials such as king, queen, or utility size bricks, as well as large-scale concrete units, which are not appropriate for the historic district.

9. Refer to Zoning Section 9-116. - Design Requirements for building material requirements.

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C. Entrances and Windows

Historic storefront and window configurations play a key role in defining the character of the downtown commercial district. Respecting these established patterns in renovation or new construction helps reinforce the architectural continuity of the district.

1. The primary façade should include:
    i. Ground-floor glazing, typically storefront bays or bands of windows with an entry door. Entries may be flush or recessed, with traditional recessed designs often featuring angled sidewalls. New storefronts, glazing, and entries should generally reflect the size, articulation, and rhythm of nearby historic buildings. Existing storefront frames, typically cast iron or wood, should be preserved and restored. New frames, typically aluminum, should be painted to complement the historic context.
    ii. Second-floor windows should be regularly spaced above the storefront and reflect the type, size, proportion, and rhythm of historic district windows. Ornamentation and decorative window detailing, common on existing buildings, is also appropriate for new construction.
2. Windows on secondary facades may be simpler than those on the primary facade but should not be of a lesser quality, in a different rhythm, or overly wide or expansive. These windows should also be consistent with the character and composition of the downtown district.
3. Refer to Section 9-61. - Standards for the B Districts of the Plainfield Zoning Ordinance for entry and storefront requirements.



Figure 12. Typical Storefront



Figure 13. Typical Storefront with Awning



Figure 14. Typical Second Story Window Rhythm

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D. Awnings and Canopies

1. Awnings should be constructed of durable, fade-resistant fabric with a matte finish, consistent with the historic character of downtown Plainfield. Metal, glass, plastic, or vinyl awnings are not historically appropriate and should be avoided.
2. Awning colors should complement the building façade and be in keeping with the overall historic color palette.
3. Simple, sloped awnings are appropriate above entries, storefront windows, and occasionally non-storefront windows. Rounded or arched canopies are only acceptable when matching an arched or rounded opening.
4. Awnings should project over individual door and window openings and should not cover architectural features or span across structural bays of the facade.
5. New awnings should complement the style and configuration of existing adjacent awnings.
6. Awnings may include the name of the business or a brief description.
7. See Section 9-93. - General Sign Standards and Section 9-99. - Non-Residential Use Signs of the Zoning Ordinance for awning requirements.



Figure 15. Typical Awning



Figure 16. Typical Awning

E. Lighting

1. Gooseneck fixtures are the typical standard for façade and signage lighting in the historic core; other fixture types may be acceptable but must complement the building and the character of downtown.
2. Lighting should be provided at all building entries. Period-appropriate lighting on historic buildings includes small sconces or ceiling hung lights in storefront door alcoves. Similar lighting treatments would also be appropriate for new storefronts in the district.
3. Small spotlighting for signage may also be appropriate.
4. All exterior lighting shall be fully shielded, directed down at a ninety degree angle, and otherwise designed to avoid glare onto neighboring residential properties.
5. See Section 9-121. - Lighting and Section 9-93. - General Sign Standards of the Zoning Ordinance for lighting requirements.



Figures 17. Gooseneck lighting

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F. Signage

Signage should reflect the traditional styles found along Lockport Street and must comply with Article XI. - Signs and subsection Central Sign District of the Village of Plainfield Zoning Ordinance.

1. Signage should be appropriately scaled to the building and should not overwhelm the storefront or primary façade.
2. Signage should be complementary to the building architecture and not obstruct important or historic architectural details.
3. The following signage types are all appropriate to the historic character of downtown:

   i. **Arm mounted signage that matches the existing downtown standard**:



Figure 18.

   ii. **Façade mounted sign above the storefront:**



Figure 19.

   iii. **Façade mounted letters above the storefront:**



Figure 20.

   iv. **Painted or applied lettering or logos on storefront glass.** In some instances, it may not be appropriate to paint or apply lettering or logos on historic storefront glass. Refer to Plainfield HPC and NPS Preservation Briefs for details.



Figure 21.

   v. **For residential conversions only: short free-standing, post-mounted signage**



Figure 22.

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G. Public Art

Public art contributes to the vibrant nature of downtown Plainfield but should not detract from historic characteristics of the district. While surface painting may be appropriate for a new building, painting unpainted brick facades is not an appropriate treatment of these facades per Secretary of the Interior Preservation Standards, which the historic district's guidelines dictate. Art installations should be demountable or reversible, such as banners or hanging signs, and must not damage existing building materials. Installations are not permitted on the primary façade of any building.

Because of the historic nature of the district and the Village's desire to keep a cohesive design style between historic and new development, art installations will be reviewed on a case by case basis and must be approved by the Village of Plainfield.

The existing precedent for public art is a wall mounted, painted sign on a non-historic building, located at 24210 Lockport.



Figure 23. Existing public art precedent.

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Zone 2 - Main and Des Plaines Street Corridors

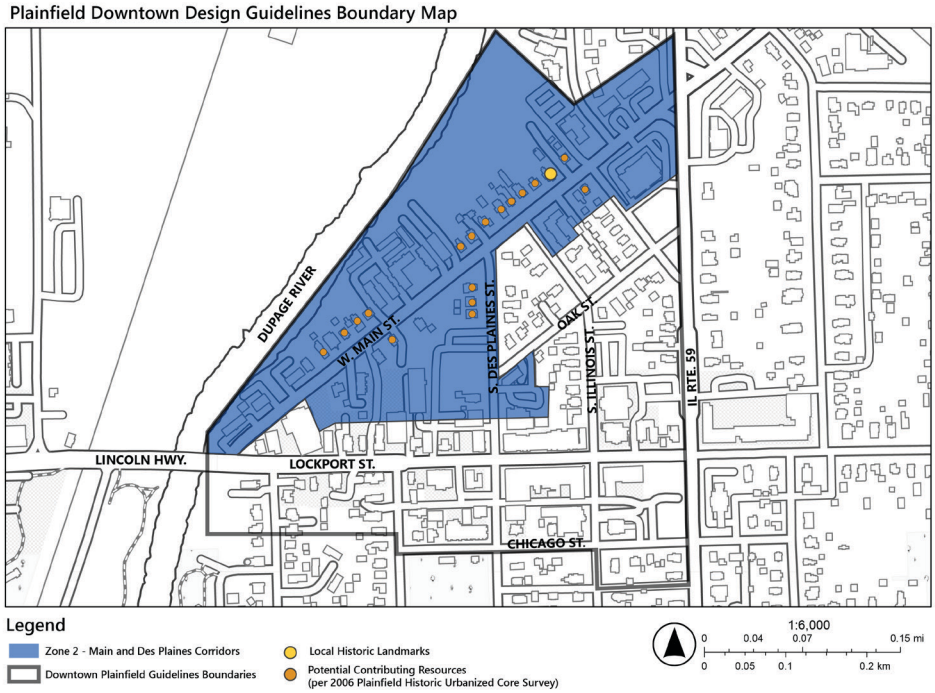


Figure 24. Main and Des Plaines Street Corridors Map

Zone 2 encompasses the portion of Main Street extending from the DuPage River to Illinois Route 59, and Des Plaines Street from Main Street to just south of the intersection of Oak Street. The character of Zone 2 varies significantly from west to east:

- **Main Street (DuPage River to Des Plaines)**: The western end of this stretch is mostly commercial, and functions as the service and parking areas for the commercial properties that front on Lockport Street. East of the existing commercial is a mix of single-family and multifamily residential.
- **Main Street (Des Plaines to Arnold Street):** Predominantly composed of single-family residential homes. This area of the zone contains one Historic Landmark - The Halfway House, located at 24038 West Main Street. The Halfway House is an example of a single-family home with a Greek Revival Influence and was listed as a National Landmark in 1980.
- **Main Street (Arnold Street to IL Route 59):** An auto-oriented commercial corridor, with limited pedestrian infrastructure and large surface parking lots.
- **Des Plaines Street (Main Street to Lockport Street):** Serves as a transitional corridor between the historic downtown core (Zone 1) and nearby single-family residential neighborhoods. North of Oak Street, Des Plaines Street includes a large public parking lot and multiple historic-age houses, as described in the Plainfield Historic Urbanized Core Survey. The section south of Oak Street is comprised of multiple commercial properties.

The "Potential Contributing Resources" shown on the map were designated as potentially historic structures in the Urbanized Core Survey and should be retained and reused whenever possible. Please refer to the Historic Properties and Historic Preservation section of these guidelines for more information.

For existing residential properties being converted to commercial use within Zone 2, refer to Zone 3 for applicable guidelines.

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A. Building Scale, Massing, and Design

Future development in Zone 2 should take in to account the existing built environment and development patterns of the area.

1. The ends of Main Street (near IL Route 59 and the DuPage River) are existing commercial areas that can support larger or more flexible mixed-use design. However, infill development between the commercial and residential areas should serve as a transitional buffer, shifting from auto-focused to pedestrian-friendly design.
2. New development along Des Plaines Street should serve as a visual and physical transition between the historic downtown and adjacent residential neighborhoods. Given its visibility from the key intersection of Des Plaines and Lockport—the heart of the historic district—new construction must be compatible with the historic scale and character of Lockport Street, as outlined in Zone 1. Development should reflect downtown architectural patterns, prioritize pedestrian-oriented design, and avoid excessive massing that could overwhelm adjacent homes.
3. New construction should complement the scale, massing, and character of surrounding residential and commercial areas. While Zone 2 may support larger mixed-use development, new construction must remain visually deferential to the surrounding downtown context. Large building masses should be broken up using façade articulation and features like bays or recessed entries to maintain the rhythm and scale of adjacent buildings.
4. Three-story buildings are acceptable in Zone 2; however, the third story should be stepped back to preserve the pedestrian-friendly scale of downtown Plainfield. Line of sight studies should be used to assess visual impact from adjacent properties and key intersections, these studies should be presented to the Village of Plainfield for review.
5. For new buildings with step-backs or usable outdoor space, areas visible from the public right-of-way should be kept free of personal items, storage, and clutter.
6. Align new buildings with the setbacks of adjacent structures to maintain a cohesive streetwall.
7. New commercial or mixed-use buildings should feature flat roofs with parapet walls, consistent with traditional architectural forms found in the downtown area.
8. Parking should be placed at the rear or side of buildings whenever possible to preserve the pedestrian experience along the street. Avoid front-facing surface parking.
9. Refer to Zoning Section 9-61. - Standards for the B Districts and Section 9-116. - Design Requirements for building requirements.

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Figure 25. Main Street, Typical Adjacencies.

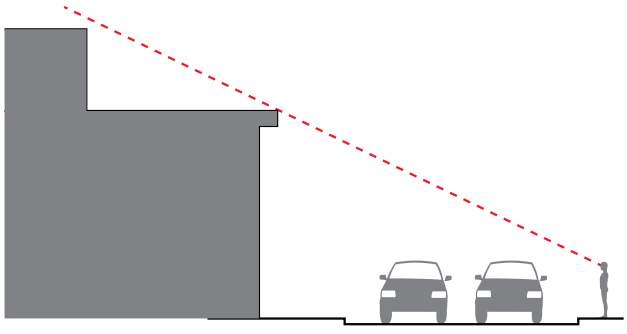


Figure 26. Stepped back 3rd Story - Line of Sight Diagram

B. Building Materials

1. The preferred material for new mixed-use and commercial development is brick masonry with stone accents. Other high quality, durable materials may also be appropriate pending planning and design review.
2. Exterior building materials and colors should be visually compatible with surrounding structures and consistent with the traditional materials that define the area's character.
3. Secondary façades should also incorporate high-quality building materials. Architectural detailing should be consistent on all sides of the structure.
4. Do not use Dry-vit or EIFS, aluminum or vinyl siding, plastic panels or trim elements, CMU, or exposed concrete on primary or secondary facades visible to public view. The use of imitation materials, such as brick panels or stone veneer is strongly discouraged.
5. Glass, metal panels, and other highly reflective materials are not typically appropriate as primary building materials. While historically appropriate materials are preferred, alternative materials may be considered if they are visually compatible with the traditional character of the area and will be reviewed on a case-by-case basis.
6. Refer to Zoning Section 9-116. - Design Requirements for building material requirements.

C. Entrances and Windows

1. New commercial or mixed-use development in this zone should include traditionally proportioned storefront glazing at the first floor with an entry door. Recessed storefront entrances are recommended. New storefront frames, typically aluminum, should be painted in a color that would be appropriate for a traditional storefront.
2. At upper floors, punched openings, similar to those on Lockport Street's historic buildings are preferred. Full expanses of glass are not typically appropriate at the second floor and above, and large windows or long, continuous strips of windows should be avoided.
3. New development that is adjacent to single family residential or located on Des Plaines Street should have traditionally proportioned glazing used in the proper ratio of solid to transparent on the building façade, which mimics the historic ratios seen in surrounding residential properties. These windows should also complement the window types, sizes and patterns of the existing surrounding buildings.
4. Refer to Section 9-61. - Standards for the B Districts of the Plainfield Zoning Ordinance for entry and storefront requirements.



Figure 27. Glazed Storefront



Figure 28. Recessed storefront entry

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D. Awnings and Canopies

1. Simple, sloped fabric awnings above building entries and storefront windows are appropriate for new construction. Rounded or arched canopies are only acceptable when matching an arched or rounded opening. These awnings should be made of durable, matte finish, fade resistant fabric. Awnings may include the name of the business or a brief description.
2. Awnings should project over individual door and window openings and should not cover architectural features or span across structural bays of the facade.
3. New awnings should complement the style and configuration of adjacent storefront awnings.
4. Metal awnings or canopies may also be appropriate for new commercial or mixed-use development in this zone.
5. Awning and canopy colors should complement the color scheme of the building façade.
6. See Section 9-93. - General Sign Standards and Section 9-99. - Non-Residential Use Signs of the Zoning Ordinance for awning requirements.



Figure 29. Typical Awning

E. Lighting

1. The use of gooseneck fixtures to provide facade lighting or to highlight exterior signage is appropriate for new commercial and mixed-use development. Other fixture types may be acceptable but must complement the building and the character of downtown.
2. Lighting should be provided at all entrances to the building. Appropriate lighting includes wall mounted sconces or ceiling mounted lights in storefront door alcoves.
3. Minimal lighting for signage is acceptable.
4. Lighting should not be so bright as to disturb neighboring residential structures. All exterior lighting shall be fully shielded, directed down at a ninety degree angle, and otherwise designed to avoid glare onto neighboring residential properties.
5. See Section 9-121. - Lighting and Section 9-93. - General Sign Standards of the Zoning Ordinance for lighting requirements.



Figure 30. Typical Gooseneck Lighting

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F. Signage

Signage should reflect the traditional styles found along Lockport Street and must comply with Article XI. - Signs and subsection Central Sign District of the Village of Plainfield Zoning Ordinance.

1. Signage should be appropriately scaled to the building and should not overwhelm the storefront or primary façade.
2. Signage should be complementary to the building architecture and not obstruct important or historic architectural details.
3. The following signage types are all appropriate to the historic character of downtown:

Arm mounted signage that matches existing downtown standard:



Figure 31.

Façade mounted letters above the storefront:



Figure 32.

Façade mounted signage above the storefront:



Figure 33.

Painted or applied lettering or logos on storefront glazing:



Figure 34.

G. Public Art

There may be opportunity for public art as part of larger scale developments. Any proposed installation will be subject to review by the Village of Plainfield.

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Zone 3 - Illinois and Oak Street Area

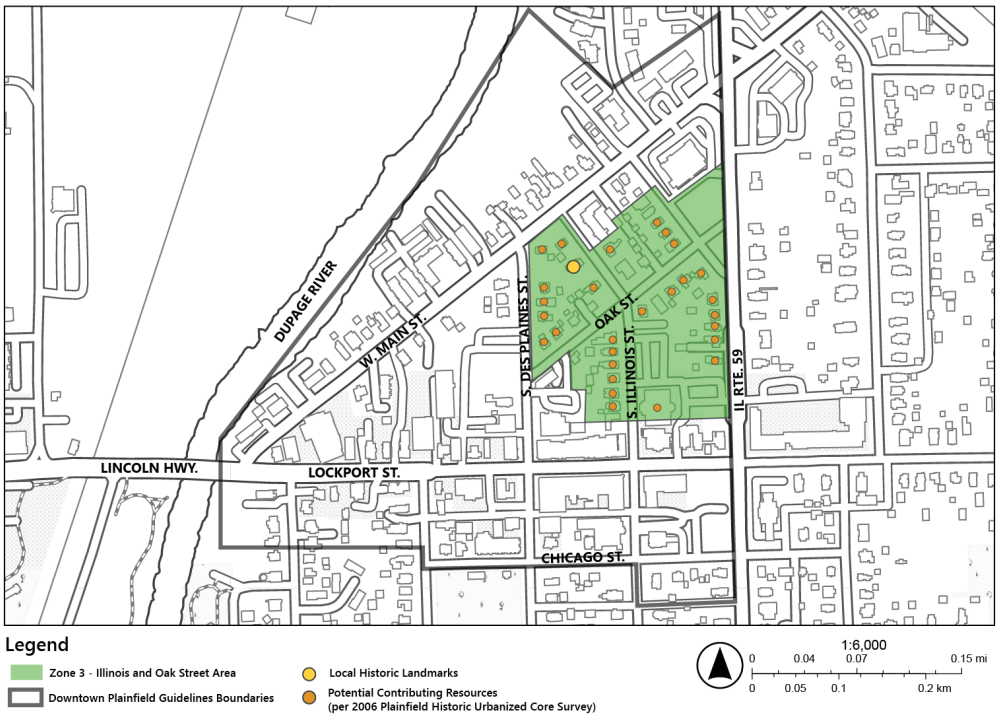


Figure 35. Oak and Illinois Street Corridor Map

The third planning zone the Village of Plainfield has identified is located north of Lockport Street, in the area around Illinois Street and Oak Street, between Des Plaines Street and IL Route 59.

It is characterized by residential development, and includes the Overman-Brown-Buss Residence, a local historic landmark. While it is not specifically represented in the Downtown Plainfield Historic District, its adjacency to this district means that it was developed alongside the commercial core downtown, and its historic nature has been categorized in the 2006 Plainfield Historic Urbanized Core Survey. The "Potential Contributing Resources" shown on the map were also designated as potentially historic structures in the Urbanized Core Survey. These buildings should be retained and reused. Please refer to the Historic Properties and Historic Preservation section of these guidelines for more information.

Residential conversion to commercial use is a distinctive feature of Plainfield development, where numerous historic and potentially historic homes adjacent to the Lockport Street commercial core, including side streets and the secondary commercial corridor on Chicago Street, have been adaptively reused for commercial purposes. Zone 3 also contains existing residential-to-commercial conversions. Future residential conversion should be similar in scale and nature to that on Lockport.

Thoughtful conversion is paramount to preserving the integrity of these historic buildings, and the Historic Preservation Commission has developed a set of COA guidelines for appropriate modifications to these buildings. The Plainfield Downtown Design Guidelines approach historic buildings in tandem with the Historic Preservation Commission's COA guidelines to ensure that all residential conversions maintain the same standards. Where a greater level of detail is needed, refer to the Historic Preservation Commission.

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A. Building Scale, Massing, and Design

1. Residential buildings in Plainfield are, typically, single family structures with setbacks on their lots. Residential conversions should maintain their residential scale and setback from the street.
2. Any residential conversion with an addition should maintain the residential scale and historic appearance of existing buildings. Roof modifications that add an additional story to a residential structure should be avoided.
3. New building in areas with a large historic presence should adhere to all applicable zoning guidelines and keep with the historic nature of adjacent buildings.
4. Additions to the rear of the property that do not overwhelm the historic nature of the building are to be encouraged.
5. Maintain original roof profile including both functional and decorative features, such as dormers.
6. Maintain all historic and character defining features that date to the period of significance for the building.
7. Refer to the Plainfield HPC's COA Guidelines for further details.

B. Building Materials

1. Building materials for any new additions should match those already existing on the exterior of the building. Any additions should seamlessly integrate historic and contemporary materials and colors.
2. High quality siding in appropriate historic colors is encouraged. For example, residential architecture in Plainfield, while including a variety of types and styles, is often frame construction with historic wood or replica siding.
3. New materials should not appear historically anachronistic.
4. Construction for any residential conversions should maintain the character of the surrounding historic buildings by incorporating similar materials in a similar color palette.
5. Refer the Plainfield HPC COA Guidelines for more details.



Figure 36. Residential conversion on Lockport Street using appropriate materials

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C. Entrances and Windows

1. Existing door and window configurations should remain whenever possible, if an opening requires alteration, it should not significantly change the exterior historic character of an existing building.
2. Simulated divided light and dimensional new windows in historic proportions, styles, and replica materials are encouraged.
3. These guidelines encourage the appropriate use of new, energy efficient doors and windows to conform to green requirements and sustainability goals outlined in Plainfield's Comprehensive Plan and master planning documents. However, these doors and windows should not look anachronistic or out-of-place on any historic building.
4. Refer to the Plainfield HPC's COA Guidelines for further details.



Figure 37. Residential conversion on with new and appropriate windows and awnings.

D. Awnings and Canopies

1. Exterior canopies on residential conversions are not a part of typical residential use and do not convey the historic nature of a building as a residential space.
2. Exterior awnings over single bay windows may be appropriate.
3. Exterior sunshade coverage for patio seating may be an appropriate use of a canopy where not obstructing the sightlines to the residential building.
4. Porches and overhangs more in line with the residential character of surrounding buildings are preferred to awnings or canopies that would be more appropriate on other commercial properties.
5. Refer to the Plainfield HPC's COA Guidelines for further details.



Figure 38. Residential conversion with appropriate patio canopy for restaurant use.

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E. Lighting

1. Lighting should be provided at all building entrances. Small sconces that are historically appropriate to the building's character are recommended.
2. Lights that mimic those usually found on residential spaces, such as porch lights near the exterior entryways are encouraged.
3. Accent lighting in the form of recessed soffit lights or small spotlighting for signage may also be appropriate.
4. Lighting should not be so bright as to disturb neighboring structures that are still primarily residential, single-family dwellings.
5. Refer to the Plainfield HPC's COA Guidelines for further details and see Section 9-121. - Lighting and Section 9-93. - General Sign Standards of the Zoning Ordinance for lighting requirements.

F. Signage

1. Preferred signage on residential conversions in Plainfield is free-standing, short pole-mounted signs within the front yard setback, located within planting beds or lawn and coordinated with the related building. The signage should not overwhelm the existing architecture of the house with its size or style.
2. While there are some hanging arm signs located on residential conversions, yard signs are preferred because they do not disturb the exterior architecture of historic buildings.
3. Hanging signs, if small and subdued in nature, may be allowed but free-standing signage is preferred. Avoid modifying the historic exterior of any residential conversion with new signage.
4. Signage must comply with Article XI. - Signs and subsection Business Transition District of the Village of Plainfield Zoning Ordinance



Figure 39. Pole-mounted yard sign.



Figure 40. Arm-mounted sign.

G. Public Art

1. It is not appropriate to incorporate painting or murals on the exterior of residential conversions due to the historic nature of their architecture, particularly siding material.
2. Free-standing art in the setback between the public right-of-way and the entryway to the residential conversion may be appropriate pending review by the Village of Plainfield.

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Applying These Guidelines



Figure 41. Intersection of Lockport and Des Plaines



Figure 42. Residential Conversion

These guidelines address a variety of development types as well as new construction and the rehabilitation of existing buildings. Because the use cases for these guidelines are so diverse, the following section includes a series of case studies to address how they will be applied to a variety of developments.

These guidelines are prescriptive, and are meant to be read with all other Plainfield documentation and zoning requirements, especially those listed in the final section of this document, "Reference Documents."

This section is meant to be instructive of the way in which these guidelines might address design and development choices. While in this instance, the guidelines have been applied retroactively and future development will occur with the guidelines in mind, it is helpful to observe the variety of successful development and design choices applied in Plainfield.

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Case Studies

Case Study 1 - Ideal New Construction



Figure 43. 24210 Lockport Street

This building is a successful example of new construction because of the following elements:

- Appropriate proportion of building to site.
- Respects rhythm of downtown facades by maintaining consistent height.
- Brick masonry with brackets at the top of the façade and stone accent elements are a nod to historic architecture without being too mimetic.
- Appropriately sized storefront glazing and entry configuration. One awning per bay of an appropriate size and material.
- Storefront signage does not overwhelm the façade, gooseneck sconces are typical of the area.
- Materials used are complimentary in color to the existing historic materials of Lockport Street.
- Visible secondary facades do not detract from the historic-like character of the primary façade. The secondary façade design also compliments the converted residential businesses on Lockport Street.

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Case Study 2 - Conforming New Construction



Figure 44. 24047 Lockport Street

This building is an acceptable example of new construction because of the following elements:

- The brick façade with stone accents follows material guidelines and the materials color palette complements the surrounding buildings.
- Ornamental corner elements mimic rather than replicate those on its historic neighbors.
- Multiple recessed entries and storefront windows mirrors window configuration on the Masonic Block across the street, but expands it somewhat disproportionately.
- Appropriate signage and lighting on the signage.

This building is not the ideal example because:

- While the building has an appropriate setback on the lot, the building occupies the entire corner lot, and appears much larger than its neighbors, which are generally buildings with smaller primary façades set on narrower lots.
- The building façade appears visually flat, lacking articulation or depth typically created through architectural accents or ornamentation. As a result, the intended division into three distinct bays along Lockport Street is not strongly expressed, making the structure read as a single, monolithic mass that is much larger than surrounding facades.
- While the intention behind the second floor window design is appropriate, the rhythm and spacing differ from those of the nearby historic buildings.

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Case Study 3 - Conforming Commercial Reuse



Figure 45. 24216 Lockport Street

This building is an acceptable example of commercial reuse because of the following elements:

- Large expanses of modern materials are generally discouraged for building facades in this zone. However, large expanses of glass may be appropriate when they are consistent with a building's architectural style or help to highlight the original design and function of a structure. 24216 Lockport Street, constructed in 1904 as a trolley barn and maintenance shop, illustrates this approach. Its front façade uses large expanses of glass to evoke the large original openings for trolley cars, while a central brick pier, retained in its original configuration, defines the two former train entry bays.
- All other facades were restored to their original brick masonry appearance with new windows and doors in original openings, as such, secondary and rear façades are in keeping with the historic character of the downtown.
- Since this building does not have a traditional storefront configuration, metal awnings on this façade are appropriate. These awnings are simple in design, appropriately sized, and are in line with the structure of the window wall, allowing them to complement the façade rather than draw attention.
- The non-historic materials used on this building have a historically appropriate color scheme.
- Gooseneck lighting fixtures are used on all building elevations.
- Arm mounted signage and surface mounted signage on the awnings are appropriately sized. However, the façade mounted signage at the top of the window wall is larger than typical signage in the downtown area.

Case Study 4 - Conforming Commercial Reuse



Figure 46. 15025 Des Plaines Street

This building is an acceptable example of commercial reuse because of the following elements:

- Brick façade. While there are no stone accents, the balance of brick and glass mimics the height and massing of more traditional downtown architecture.
- Conversion of garage doors to storefront entrance and bays of operable glazing are of similar proportion to other storefronts of buildings downtown.
- This building was set back further from the street compared to adjacent buildings, however the footprint and indoor/ outdoor nature of the of the metal canopy structures allows the building to mimic the setbacks of the adjacent buildings.
- Signage is proportionate, and conforms to other examples downtown.

This building is not the ideal example because:

- Large bays of windows on the second floor of the building do not conform to other examples of downtown infrastructure.
- Brick adornment is not at the top of the building façade, but is rather in alignment with the windows.
- Canopies are appropriate to outdoor seating, but may be too large and imposing in relation to other canopies and awnings downtown. Metal canopies are typically not appropriate on Lockport street, but may be appropriate in Zone 2.
- The entrance on the corner is a typical feature of corner buildings, but this corner element does not mimic others downtown and is almost hidden when viewing the primary facade.

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Case Study 5 - Conforming Mixed Use Development



Figure 47. Conforming Mixed Use, Michael Doty Associates

While contemporary in style, the above mixed use building and others like it would be successful in Plainfield because they use the historic character of the district as their starting point for material, massing, and site design. This building is a successful example of mixed use development because of the following elements:

- The brick, stone, and window size at the second story follow the historic patterns and materials already present in Plainfield. Building ornamentation is complementary to the historic core without being too mimetic.
- The third story is stepped back far enough from the street that any impacts to the pedestrian experience have been diminished.
- While the patio canopy and corner storefront on the first floor do not conform to existing patterns of development in Plainfield, the exterior columns of the canopy mimic the spacing of traditional storefront bays and align with the adjacent facades, which reinforces the continuity of the downtown streetwall.
- Signage is small and fits within the character of Downtown Plainfield.

Case Study 6 - Nonconforming Mixed Use Development



Figure 48. Nonconforming Mixed Use

This building is not a successful example of mixed use development for downtown Plainfield because of the following elements:

- While using brick, the material palette does not conform to the simple brick and stone accent palette already existing in downtown Plainfield. The variety of materials on the alternating storefronts and at the fourth story, specifically large areas of EIFS and metal on a primary facade, are non-conforming and inappropriate based on these guidelines. This design creates a chaotic and distracting facade that has no relationship to existing building context, and would ultimately detract from the character of downtown. New development should not physically or materially overwhelm the existing downtown.
- While slightly stepped back above the first story, the building does not preserve the pedestrian friendly scale of Downtown Plainfield, and instead creates an imposing street wall that appears much too large in height, width, and massing.
- While the fenestration may appear conforming, with expanses of storefront glass on the first floor and punched openings above, storefront windows at the first floor do not incorporate a knee wall at the ground level, which does not conform to historic storefronts in downtown Plainfield. The expanses of glass at the ground level are too wide, tall, and unbroken to conform to the standards outlined in these guidelines.
- The A:B:A:B storefront pattern does not conform to development patterns in Plainfield.

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Case Study 7 - Nonconforming Commercial Development



Figure 49. Nonconforming Commercial

This building is not a successful example of commercial development for downtown Plainfield because of the following elements:

- Site development like this, while incorporating historic architectural elements such as classical brick arches with roof pediments, mansard roofs, and banded windows at the second story, do not conform to the historic style of downtown Plainfield. The use of multiple historic elements overwhelms any one established style. New construction should complement the existing architectural style and character of downtown.
- The adorned corner building, while using brick, does not use an appropriate material palette nor does it respect the scale of the adjacent buildings. New corner elements should never overwhelm the building itself or appear out of scale with the surrounding architecture.
- The mix of material types, colors, and accents create a non-cohesive and chaotic streetscape that would visually overwhelm existing downtown buildings. Developments such as this also typically rely heavily on the use of applied materials, while the guidelines call for using true, high quality materials for new construction.
- The overall façade scheme of multiple buildings does not conform to that of Plainfield, whose historic downtown district maintains a uniform building height on the interior of the block rather than an A:B:A:B building bay pattern.
- Storefront entrances to these buildings vary in style, are not properly proportioned on the surrounding facade, and are not recessed or lighted like the historic core of downtown.

Terminology

ADDITION – any structural alteration that increases the size or capacity of a building

ALTERATION - Any act or process which changes one or more of the exterior architectural features of a structure.

AWNING - A temporary or permanent shelter supported entirely from the exterior wall of a building which extends over a doorway or window.

BANNER - A temporary sign made of lightweight durable, all-weather material, either enclosed or not enclosed in a rigid frame and secured or mounted to a permanent structure.

BAY/ STRUCTURAL BAY - Any division of a building between vertical lines, planes or between architectural elements, especially the entire space included between two adjacent supports such as columns, pilasters, or masonry piers.

CANOPY - A structure deriving its support from a framework of posts or other means independent of a connected structure for the purpose of shielding from the elements.

CHARACTER - physical attributes of a building, structure, or area that distinguish it from its surroundings and contribute to its individual identity. These attributes may include height, shape, materials, orientation, architectural style, and the relationship to the surrounding context.

COMMERCIAL - businesses with the purpose of buying, selling, or trading of merchandise or services.

CONTEMPORARY - current or modern.

CONTEXT - the visual and functional surroundings in which a particular building occurs.

COPING - The top layer or course of a masonry wall, usually having a slanting upper surface to shed water.

CORNICE - The horizontal, and often projecting, decorative treatment uppermost on a building facade.

EIFS (Exterior Insulation and Finish Systems) - A thin layer of stucco-like material applied over a substrate of synthetic insulation (common trade name is "Dryvit").

FACADE- Any one of the exterior faces or elevations of a building.

FEATURES - Elements of a building, which may be functional or ornamental.

GLAZING - panes or sheets of glass, usually set into frames.

GABLE - Part of the upper section of a wall between the edges of a sloping roof.

GABLE ROOF – A double sloping roof with a ridge and gables at each end.

HISTORIC DISTRICT - a designated area with defined boundaries that includes one or more historic landmarks, along with other properties or features that, while not individually landmarked, contribute to the district's overall historic or visual character. It may consist of a single site or multiple, related sites connected by design, history, or context.

HISTORIC LANDMARK - A building, structure, or site which has been designated as a "historic landmark" because of its historic, architectural, or scenic significance or by its inclusion in the National Register of Historic Places.

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HISTORIC SIGNIFICANCE - Having character, interest or value as part of the development, heritage, or culture of the community, county, state or nation; as the location of an important local, county, state or national event; or through identification with a person or persons who made important contributions to the development of the community, county, state or nation.

LOT - A parcel of land indicated as such upon a subdivision or assessment plat recorded in the office of the county recorder.

MASSING - The overall three-dimensional shape, form, and bulk of a building.

MIXED-USE - various uses within one building or development area. Uses are typically stacked vertically with commercial on the ground floor and residential or offices on the upper floors.

MULTIFAMILY - Residential buildings that contain multiple dwelling units, typically seen as condominiums and apartments.

PARAPET - The portion of the wall of a façade that extends above, and conceals, the edge of a flat roof.

PEDESTRIAN SCALE/ PEDESTRIAN-ORIENTED/ PEDESTRIAN-FRIENDLY - design of buildings, streets, and public spaces in a way that is comfortable, accessible, and visually engaging for people on foot. Elements relate to the human body and walking speed, rather than those designed primarily for cars or large-scale infrastructure.

PERIOD OF SIGNIFICANCE - typically identified in National Register documentation as a defined and specific period of time that relates to a historic moment, theme, or person. The Downtown Plainfield Historic District has a period of significance which stretches from 1848 -1963.

PITCH - Slope, usually of a roof or an awning.

PROPORTION - A part considered in relation to the whole.

RESIDENTIAL CONVERSION – in this case, conversion of a single-family home to a commercial use.

RIGHT-OF-WAY - A publicly controlled strip of land containing at least one of the following: streets, alleys, sidewalks or public utility easements.

ROOF LINE - Either the edge of the roof or the top of the parapet, whichever forms the top line of the building silhouette

SCALE – the size of a building or its elements in relation to human dimensions and the surrounding environment.

SETBACK - The minimum distance by which any building or structure is separated from a lot line, as measured from the lot line to the closest point of the building, excluding open stairs or stoops.

STOREFRONT – the ground floor or street level of a commercial building, typically including one or more display windows.

TRADITIONAL - based upon the custom or style of preceding generations.

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Additional Reference Documents

Design Manual for the Lockport Street Business Corridor (2002)
Master Plan and Streetscape Design, Downtown Plainfield (2000)
Plainfield's Historic Urbanized Core: An Intensive-Level Survey and Report (2006)
Downtown Plainfield Historic District- National Register Form (2013)
Plainfield Comprehensive Plan (2024)
Village of Plainfield Historic Preservation Guidelines (Certificate of Appropriateness (COA) Guidelines)
Plainfield, Illinois - Code of Ordinances (Sept 11, 2025 Version at time of writing) Refer to most current Plainfield Code of Ordinances.
The Secretary of the Interior's Standards for the Treatment of Historic Properties
The Secretary of the Interior's Standards for Rehabilitation

NPS Preservation Briefs, especially the following:

- Brief 11 - Rehabilitating Historic Storefronts
- Brief 14 - Exterior Additions to Historic Buildings: Preservation Concerns
- Brief 27 - The Maintenance and Repair of Architectural Cast Iron
- Brief 44 - The Use of Awnings on Historic Buildings: Repair, Replacement, and New Design
- Brief 47 - Maintaining the Exterior of Small and Medium Size Historic Buildings
- Brief 51 - Building Codes for Historic and Existing Buildings: Planning and Maximizing their Application

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The Secretary of the Interior's Standards for Rehabilitation

from NPS.org

The Standards for Rehabilitation are the criteria used to determine if a rehabilitation project qualifies as a certified rehabilitation. The intent of the Standards is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction. To be certified, a rehabilitation project must be determined by the Secretary to be consistent with the historic character of the structure(s) and, where applicable, the district in which it is located. The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemicals or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New Additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

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Visual Guide to Character Defining Features

The Visual Guide to Character Defining Features (Visual Guide) addresses both the building types located in Downtown Plainfield and the features within these buildings that make them unique. This visual guide will provide an overview of all building types included in this document and character defining features of the historic commercial buildings. For the different styles and character defining features of residential and residential conversions, refer to Plainfield's Historic Urbanized Core Survey and the Village of Plainfield (COA) Historic Preservation Guidelines.

1 Story Brick Commercial Buildings







1 Story Brick Commercial Buildings









2 Story Brick Commercial Buildings







2 Story Brick Commercial Buildings





Corner Monument Buildings





Wood Frame Commercial Buildings





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Converted Residential Buildings











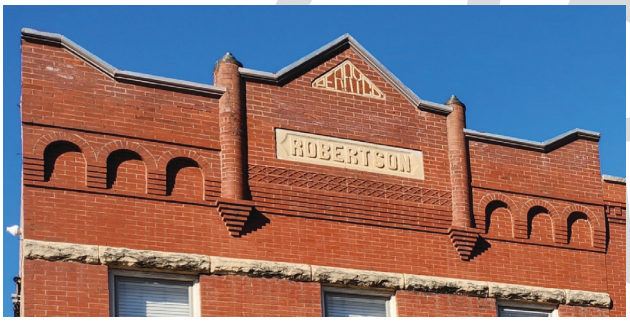


Character Defining Features

Parapets and Cornices

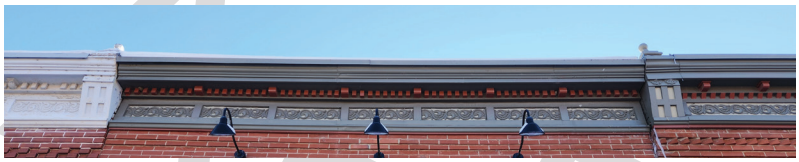












Masonry Ornamentation

















Storefronts









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Second Story Windows













Gable Roofs




FOOD COCKTAILS CULTURE


SCHOOL of ROCK




LOFT


24205
Shop
LOCAL
Dine
LOCAL


THISTLE & TWIG
DIVERSIONS
THISTLE & TWIG
CURIOSITIES
NOW OPEN

Additional Building Styles on Lockport Street

















John F. Argoudelis
PRESIDENT

Michelle Gibas
VILLAGE CLERK

TRUSTEES
Margie Bonuchi
Richard Kiefer
Siv Panicker
Tom Ruane
Vanessa Sula
Brian Wojowski

TO: **PRESIDENT ARGOUDELIS and BOARD OF TRUSTEES**
FROM: **JONATHAN PROULX, DIRECTOR OF PLANNING**
DATE: **JULY 2, 2026**
SUBJECT: **REPORT TO THE BOARD OF TRUSTEES**
CORE5 / ROT FARM
CASE NUMBER 2120-121925.AA/REZ/SPR/PP

REQUEST: Annexation Agreement (**Public Hearing**, Annexation, Map Amendment/Re-Zoning, Site Plan Review, Preliminary Plat

LOCATION: West of Ridge Road, north of Johnson Road

APPLICANT: DPGF Plainfield, LLC

ZONING: *Existing:* Kendall County A1 Agricultural
Proposed: I-1 – Office, Research and Light Industrial

COMP. PLAN: *Industrial, Local Commercial*
KENDALL CO. *Commercial, Suburban Residential*

DISCUSSION

The applicant is seeking annexation and zoning approvals to develop approximately 170 acres located at the northwest corner of Ridge Road and Johnson Road. The proposed development includes an industrial/warehouse anchor of approximately 1.2 million square feet, with a component of commercial lots located along the west side of Ridge Road. Of note, the project excludes a portion of the property ownership on the north end, which is designated in the *Comprehensive Plan* for "Mixed Residential" (7-8 du/ac). The requested entitlements include annexation by annexation agreement; map amendment (re-zoning) to the I-1 – Office, Research and Light Industrial and B-3 – Highway Business District zoning districts; site plan review and preliminary plat.

Existing Conditions/Site Context

The subject property is located at the northwest corner of Ridge Road and Johnson Road and extends north of approximately (just north of) the point at which Cherry Road curves from east to north. The adjacent land uses, zoning, and street classifications are as follows:

North: Undeveloped/agricultural (Kendall County A-1)
Single-family residential (R-1)
East: Undeveloped/agricultural/proposed industrial (R-1)
South: Undeveloped/agricultural/approved residential (R-1)
West: Undeveloped/agricultural/approved residential (R-1)

ANALYSIS

Annexation

The applicant is seeking to annex into the Village of Plainfield by annexation agreement. The subject parcel is contiguous to the Village of Plainfield's municipal boundary (to east, south and west) and is within the Village's Facility Planning Area (FPA). The subject site is also included in the Village's boundaries within the "Future Land Use Plan" of the Village's *Comprehensive Plan* (designated as "Industrial" with a small area identified as "Local Commercial"). Staff and the Plan Commission submit that annexation of the property would be a logical extension of the Village's boundaries.

Annexation Agreement

The applicant and staff have exchanged drafts of a proposed annexation agreement, including a matrix of proposed public improvements and a summary of the estimated costs. For efficiency, the key proposed terms of the annexation agreement have been summarized on a term sheet (attached). The highlights include the following:

- The Industrial developer will construct the full-width improvements to Johonson Road west of Ridge Road along the project frontage. This is the next segment of the 143rd Street West / Route 126 re-route between Lockport Street and the 143rd Street corridor.
- The Industrial developer will oversize and extend the regional trunk sanitary sewer main along Johnson Road west of Ridge Road to serve approximately 1,600 acres north of Johnson Road and west of Ridge Road.
- The developer will provide a $100,000 contribution to future widening of Ridge Road (proposed by Kendall County)
- The development will include implementation of the Greenbelt through the project site via a path on the north side of Johnson Road and within the buffer area on the west side of the development.

Map Amendment (Re-Zoning)

Upon annexation, the subject property is given a R-1 (Low Density Single-Family) zoning designation. The applicant is seeking to rezone the majority of the site to I-1 (Office, Research and Light Industrial) with the parcels on the west side of Ridge Road proposed as B-3 (Highway Business District). In order for the Board of Trustees to approve the requested map amendment, it must make the following findings of fact based on evidence presented.

a. *That the rezoning promotes the public health, safety, comfort, convenience, and general welfare, and complies with the polices and plans of the Village;*

The project is located on the 143rd Street corridor, which is identified in the *Comprehensive Plan* as both a Major Arterial and a future Class II Truck Route. The majority of the parcels is identified as "Industrial" in the future land use plan, with the hard corner identified as "Local Commercial". Johnson Road along the south project frontage as the future alignment of Illinois Route 126.

The proposed project would help implement a variety of goals and objectives of the *Comprehensive Plan*. The project would help complete the extension of 143rd Street west of Steiner Road to Ridge Road. The proposed development fulfills the planned future land use designation noted below.

> *The industrial land use includes areas and facilities used for, but not limited to low-intensity manufacturing, processing, storage, commercial service, and distribution of goods and materials. Users in this category range from large distribution companies to smaller production businesses in office parks. Most of Plainfield's industrial uses are in the central part of the Village, off 143rd Street. New areas for industrial land uses are primarily along the 143rd Corridor. With the extension of 143rd, the Village has the opportunity to capitalize on the connections to regional transportation routes. With proper buffering, setbacks, and open space requirements, industrial uses should be encouraged in these areas to limit the potential externalities.*

An important consideration in developing the Land Use Plan was to consider an appropriate mix of land uses that both respond to the needs of Plainfield and adapt to the changing demand in the retail, office, and industrial markets.

b. That the trend of development in the area is consistent with the requested rezoning;

In the *Comprehensive Plan*, the subject site is the western end of a large area of more than 600 acres that is designated for "Industrial" land use, extending from north of 143rd Street at the north end to existing Illinois Route 126 (Lockport Street) on the south end, between Steiner Road to the east and the west side of Ridge Road to the west. Midwest Warehouse (Diageo) and BP-Chill are existing industrial buildings that have been completed, with DHL (1.2 million sf) and Trammell Crow (788,000 sf) nearing completion of two additional buildings and DSV (800,000 sf) well under way with another project under construction. The proposed industrial development is clearly consistent with the trend of development in the area.

c. That the new zoning requested allows uses that are more suitable than those allowed under the existing zoning;

Staff believes that the proposed I-1 zoning is more appropriate than the default R-1 zoning that would be established following annexation. The subject property is adjacent to two major arterials (Ridge Road and 143rd Street) and in proximity to an existing warehouse with additional light industrial/business park uses planned and proposed. Staff

submits that the proposed warehouse use is more suitable than the single-family homes that correspond with the default R-1 zoning.

d. *That the property cannot yield a reasonable use under the existing zoning; and*

As stated above, staff believes the location adjacent to two major arterial roadways, in proximity to an existing, large warehouse, makes the site untenable for single-family development. This position is further supported by considering the ample alternative locations available for single-family development and the limited (i.e., not infinite) housing demand.

e. *That the rezoning would not alter the essential character of the neighborhood, nor would it be a substantial detriment to adjacent properties.*

Staff proposes that the rezoning would facilitate a continuation of the trend established by the many other projects in the area and would further support development of first-class industrial projects that create employment opportunities and property tax revenue with minimal demand for services.

Site Plan Review

The proposed site plan features a rectangular warehouse building of 1,256,540 square feet in a north-south orientation. Passenger vehicle parking is proposed on the north and south ends of the building. Truck parking is prosed on the east and west sides of the building, opposite the loading docks, with additional future truck parking located to the west. Proposed stormwater management is located on the west side of the property.

Vehicular Access/Parking

Three access points are proposed on Johnson Road. One full access is proposed on Ridge Road to serve the future commercial lots, with three additional right-in/right-out curb cuts on Ridge Road. Regarding the Ridge Road full access point, staff and the applicant have coordinated with Kendall County on the proposed access and staff believes the location and type of access is supported by Kendall County. This access point may be the location of a future traffic signal when warranted in the future. The full access will require approval of a variance from Kendall County. Staff will coordinate to assure that any final approved site plan is consistent with Kendall County's access approval.

Regarding the Johnson Road access points, staff notes that this road segment is planned to be part of a future realignment of Illinois Route 126 along the 143rd Street corridor. The Village wishes to mange the number, type and location of access points to conform with IDOT's access management standards. The applicant and staff are coordinating to limit certain movements at each of the Johnson Road access points to minimize turn movement conflicts. The proposed access points are part of the ongoing engineering review. Staff will look to have the approved access points incorporated into the final site plan that is presented to the Village President and Board of Trustees for approval.

Regarding pedestrian access, staff has recommended that the development provide for the construction of a multi-use path on the north side of Johnson Road. The recommendation for this improvement has been identified in the draft annexation agreement and will be subject to negotiation and consideration by the Village Board.

Elevations / Façade / Architecture

The proposed building is made up of scored pre-cast concrete panels. The panels include façade plane breaks and variation in roofline elevation to break up the mass of the building and provide visual interest. Additional architectural features include clerestory windows and color variations. The main entrance, and the corners of the building on the north and south elevations are enhanced with significant glass windows, canopy structures and additional detailing. The building height varies from approximately 47 feet to 49 feet, 6 inches. Staff submits that the proposed elevations are consistent with the site plan review standards.

Landscaping

The applicant submitted a landscape plan as part of the site plan review application that conforms to the Village code. Generous landscaping is provided along the west side of the site. Staff recommends enhancing the density of landscaping along the north side of the site. The passenger vehicle parking areas have curbed landscape islands. Staff will coordinate with the applicant and ultimate end-user on monument signage and landscaping as part of the administrative sign permit process.

Lighting / Photometrics

The applicant has submitted a photometric plan that demonstrates that the light spill diminishes to at or below the maximum permitted levels at the property line (0.5 footcandles). The proposed mounting height of the parking lot light fixtures does not exceed the principal height of the building, in accordance with the site plan review ordinance. The applicant has also provided cut sheets of the proposed fixtures. Staff notes that one of the concerns in the written public comments received is related to site lighting. Staff will look for opportunities to shield the parking lot lighting and address the resident's concerns to the greatest extent feasible.

Engineering / Stormwater Management

Current Village policy does not require final engineering at the time of initials zoning entitlements. Baxter & Woodman has conducted its first review of the preliminary engineering for the project. Aside from the proposed access coordination on Johnson Road as noted above, staff does not believe there are significant, unresolved engineering issues.

Preliminary Plat

The applicant has submitted a preliminary plat that encompasses approximately 214 acres. Of that total, approximately 42.6 acres is not a part of the proposed development. The development area is comprised of five (5) development lots on approximately 161.8 acres. The preliminary plat includes 7.7 acres of existing right-of-way (ROW) dedication and 2.1 acres of proposed ROW dedication. Prior to approval, staff notes that the Village will need to verify that the proposed ROW dedication is sufficient for the ultimate ROW needs along Cherry Road, Plainfield Road, Ridge Road and Johnson Road. In the future, one or more final plat(s) will be

presented to grant the ROW dedications and incorporate utility easements and cross-access easement.

Public Hearing / Plan Commission Consideration

The Plan Commission considered the case at its meeting of March 18, 2026, including holding a public hearing on the questions of annexation and rezoning. Staff received written comments from one member of the public who was unable to attend the public hearing. Several residents in the area spoke and raised concerns about traffic, needed road improvements, and maintaining access to Keller Farm at the west end of Johnson Road during any road construction. The Plan Commission voted unanimously, 4-0, to recommend approval of the requested entitlements.

CONCLUSION/RECOMMENDATION

In conclusion, staff submits that the proposed project represents a logical extension of the Village's boundaries, with a development that complies with the standards of the Village's Zoning and Subdivision Codes. The project would help to implement a variety of the Village's goals and objectives and is consistent with Kendall County's Land Resource Management Plan for this location as well. Should the Village Board concur, the following motion is offered for your consideration:

I move we direct the Village Attorney to prepare the necessary ordinances for approval of the annexation agreement, annexation, and map amendment (re-zoning) from the default R-1 to the proposed I-1 and B-3 zoning districts, for the property located generally at the northwest corner of Ridge Road and Johnson Road (Kendall County PIN's 06-01-300-002 and 06-01-300-004 and portions of PIN's 06-01-100-012 and 06-01-100-020).

NORTH

Call Before You Dig JULIE 1-800-892-0123

GRAPHIC SCALE IN FEET
0 100 200 400

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-9990
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: ALS
DRAWN BY: ALS
CHECKED BY: JMP

CORE5 INDUSTRIAL PARTNERS

CORE5 INDUSTRIAL

JOHNSON ROAD
PLAINFIELD, IL 60543

COLORED SITE PLAN

ORIGINAL ISSUE: 12/10/2025

KHA PROJECT NO. 368023000

SHEET NUMBER

EXH.

Drawing name: K:\CHS_LDEV\368023000_CORE5_Plainfield_IL\2 Design\CAD\Exhibits\Entitlement Exhibits\COLORED SITE PLAN EXHIBIT.dwg CI:0 Apr 27, 2026 12:46pm by: Sam.Paliga
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



MACGREGOR ASSOCIATES ARCHITECTS
2727 Paces Ferry Road SE
Building Two, Suite 1400
Atlanta, Georgia 30339
770-432-9400
PROJECT NUMBER: 2025-065

15660 N Dallas Pkwy
Suite 200
Dallas, Texas 75248

CORE5 INDUSTRIAL PARTNERS

JOHNSON RD.

Plainfield, IL

RENDERING

12/10/2025

SP-03

Summary of Terms
Core5 / Rot Farm Annexation Agreement

A. Improvements
   i. Option A: Johnson Road reconstruction to three lanes with curb and gutter, enclosed storm sewer and street lighting (or) Option B: two lanes with accessory turn lanes as recommended by traffic study, street lighting and curb & gutter on north side. Option A is preferred if the $308,000 of the building permit fees are applied to Johson Road improvements.
   ii. Johnson Road path – path along north side of Johnson Road from Ridge Road to west property limit. Agreed.
   iii. Greenbelt path – path extending north from Johnson Road path to north project limits near Cherry Road along west side of development.
   iv. Johnson Road watermain - 12-inch water main on north side of Jonhson Road from Ridge Road to west parcel limit. Agreed.
   v. Johnson Road sanitary sewer – Oversized (21-inch) sanitary sewer along Johnson Road from Ridge Road to west parcel limit. Agreed subject to offsetting of other fees.
   vi. Ridge Road accessory turn lanes – Construction of northbound left turn in Ridge Road and southbound accessory / deceleration turn lanes as identified by the traffic study. Deferred to retail as Core5 is proposing no access to Ridge.
   vii. Traffic signal, if required by commercial traffic warrants in the future. Deferred to retail.
   viii. Ridge Road sanitary sewer oversizing recapture. Deferred to retail.
   ix. No pedestrian signalization of Ridge Road will be required.

B. Fees
   i. Option A: Pay for 100 percent of Johnson Road improvements and right to recapture 50 percent or Option B Pay for 100 percent of Johnson Road improvements, no recapture. See item A(i) above.
   ii. Greenbelt contribution Met via construction of path in lieu of per-acre donation. $170,000 Greenbelt contribution waived to offset cost of path construction.
   iii. Pay for Johnson Road watermain. Right to recapture 50 percent from property to south. See A(iv) above.
   iv. Johnson Road sanitary sewer. Pay 100 percent. Right to recapture cost above 8-inch. Tributary area of 1,614 acres, cost per acre $2,295. Estimated cost

$1,690,000. Estimated recapture: $1,504,000 ($186,000 cost to Core5). See A(v) above.

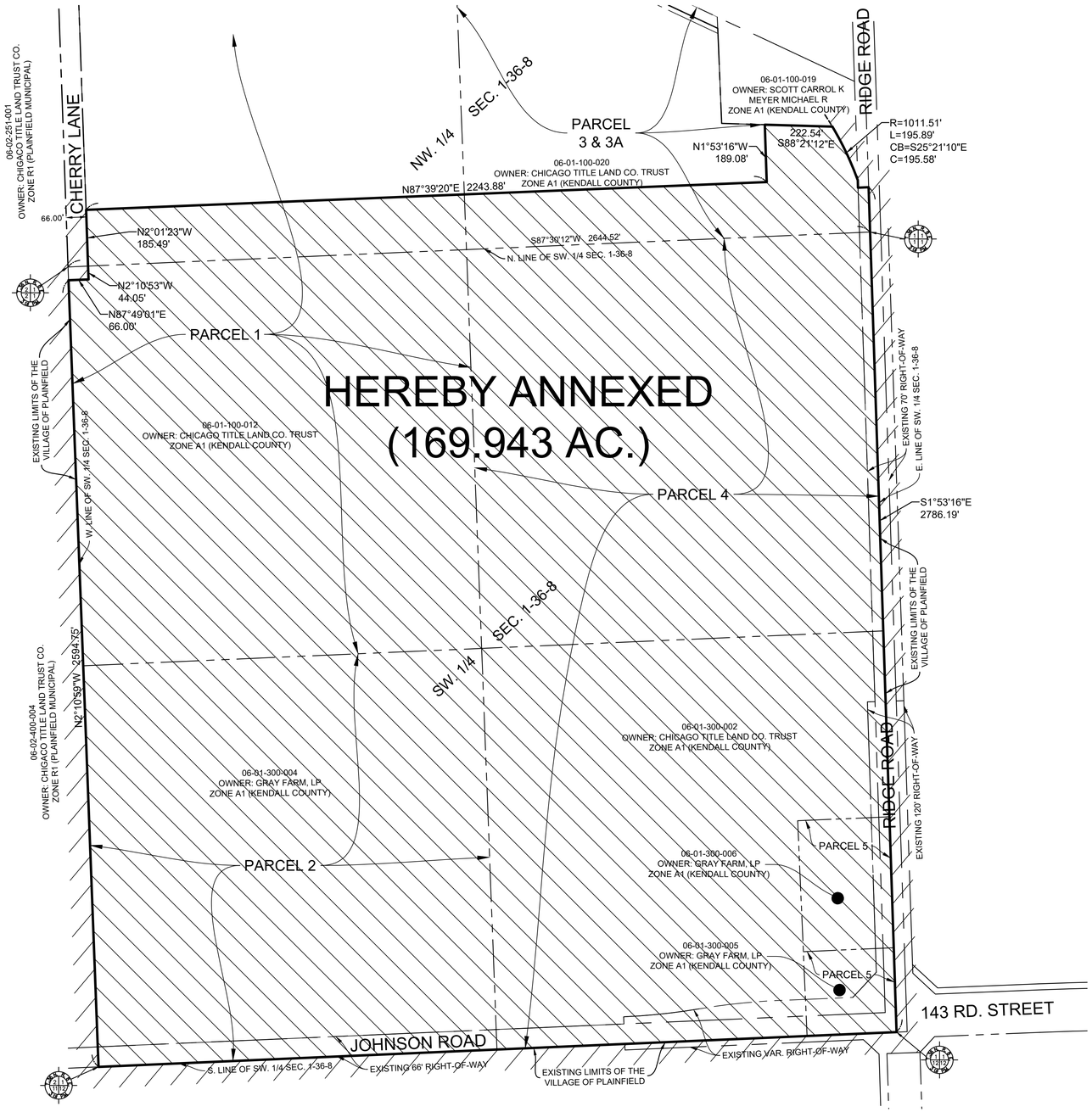
v. Ridge Road sanitary sewer oversizing recapture: per-acre fair share contribution based on improvement to be constructed by others (east side of Ridge between 143rd Street and Plainfield Road) Estimated $214,500. This cost will be credited toward sanitary sewer connection fees owed from Rot Farm site. See A(viii) above.

vi. Fire Protection District fee: $189,000. Agreed subject to offsetting of other fees.

vii. Ridge Road future widening contribution: $100,000. Agreed subject to offsetting of other fees.

PLAT OF ANNEXATION

BEING THAT PART OF FRACTIONAL SECTION 01, TOWNSHIP 36 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN.



BASIS OF BEARINGS

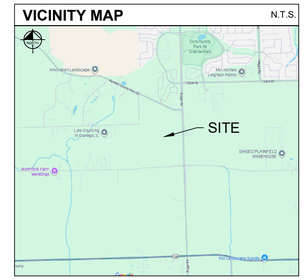
NORTH AMERICAN DATUM OF 1983 (2011)
ILLINOIS STATE PLANE EAST ZONE (1201)

GRAPHIC SCALE IN FEET

200 0 100 200 400

1" = 200' @ 24X36

VICINITY MAP N.T.S.



ANNEXATION LEGAL DESCRIPTION:

PARCEL 1:

THAT PART OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: THE WEST HALF OF LOT 1 OF THE NORTHWEST QUARTER OF SAID SECTION 1 (AS SHOWN ON PAGE 22, FEDERAL FIELD NOTES OF KENDALL COUNTY, ILLINOIS); AND ALSO THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 1; AND ALSO THAT PART OF THE NORTHWEST QUARTER OF SAID SECTION 1, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF GOVERNMENT LOT NO. 2 OF SAID NORTHWEST QUARTER WITH THE CENTER LINE OF CHERRY ROAD; THENCE NORTH 89 DEGREES 06 MINUTES 33 SECONDS EAST ALONG SAID SOUTH LINE, 806.32 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 0 DEGREES 53 MINUTES 27 SECONDS WEST, 68.67 FEET TO THE ORIGINAL CENTER LINE OF OSWEGO-PLAINFIELD ROAD; THENCE SOUTH 63 DEGREES 22 MINUTES 02 SECONDS EAST ALONG SAID CENTER LINE, 148.59 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 06 MINUTES 33 SECONDS WEST ALONG SAID SOUTH LINE, 131.78 FEET TO THE POINT OF BEGINNING,

EXCEPTING FROM THE FOREGOING THAT PART OF THE WEST 1/2 OF GOVERNMENT LOT NO. 1 IN THE NORTHWEST 1/4 OF SAID SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE ORIGINAL CENTER LINE OF THE OSWEGO-PLAINFIELD ROAD, AND ALSO EXCEPTING THE SUBDIVISION KNOWN AS "CONDON ACRES, NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS," AND ALSO EXCEPTING THAT PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF A SUBDIVISION KNOWN AS "CONDON ACRES, NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS: THENCE SOUTH 00 DEGREES 53 MINUTES 27 SECONDS EAST ALONG THE EAST LINE OF SAID SUBDIVISION EXTENDED SOUTHERLY 270.12 FEET; THENCE SOUTH 89 DEGREES 06 MINUTES 33 SECONDS WEST PARALLEL WITH THE SOUTH LINE OF SAID SUBDIVISION, 806.29 FEET TO THE CENTER LINE OF CHERRY ROAD; THENCE NORTH 00 DEGREES 54 MINUTES 00 SECONDS WEST ALONG SAID CENTER LINE 270.12 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 89 DEGREES 06 MINUTES 33 SECONDS EAST ALONG SAID SOUTH LINE 806.33 FEET TO THE POINT OF BEGINNING IN NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PART TAKEN OR IN USE FOR CHERRY ROAD.

PARCEL 2:

THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS.

PARCEL 3:

THAT PART OF THE EAST HALF OF LOT ONE IN THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE NORTHERLY ALONG THE EAST LINE OF SAID NORTHWEST QUARTER 467.17 FEET TO THE ORIGINAL CENTER LINE OF OSWEGO-PLAINFIELD ROAD; THENCE NORTHWESTERLY ALONG SAID ORIGINAL CENTER LINE, WHICH FORMS AN ANGLE OF 117°02'34" WITH THE LAST DESCRIBED COURSE, MEASURED CLOCKWISE THEREFROM, 554.14 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG A LINE WHICH FORMS AN ANGLE OF 62°30'00" WITH THE LAST DESCRIBED COURSE, MEASURED CLOCKWISE THEREFROM, 356.0 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 84°00'00" WITH THE LAST DESCRIBED COURSE, MEASURED CLOCKWISE THEREFROM 360.85 FEET TO THE PRESENT CENTER LINE OF PLAINFIELD ROAD (COUNTY HIGHWAY NO. 22); THENCE SOUTHERLY ALONG SAID PRESENT CENTER LINE, BEING ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1011.51 FEET, 362.52 FEET TO THE SOUTH LINE OF SAID NORTHWEST QUARTER; THENCE WESTERLY ALONG SAID SOUTH LINE 1311.17 FEET TO THE WEST LINE OF SAID EAST HALF; THENCE NORTHERLY ALONG SAID WEST LINE, WHICH FORMS AN ANGLE OF 89°04'17" WITH THE LAST DESCRIBED COURSE, MEASURED COUNTER- CLOCKWISE THEREFROM, 1161.25 FEET TO SAID ORIGINAL CENTER LINE; THENCE SOUTHEASTERLY ALONG SAID ORIGINAL CENTER LINE, WHICH FORMS AN ANGLE OF 63°03'46" WITH THE LAST DESCRIBED COURSE, MEASURED COUNTER- CLOCKWISE THEREFROM, 930.51 FEET TO THE POINT OF BEGINNING, IN NA-AU- SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING DEEDED TO THE COUNTY OF KENDALL BY DEED RECORDED JUNE 15, 2020 AS DOCUMENT NO. 202000010180, DESCRIBED AS FOLLOWS: THAT PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN NA AU SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, BEARINGS AND DISTANCES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011 ADJUSTMENT), DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 87 DEGREES 17 MINUTES 24 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, 13.34 FEET TO THE CENTERLINE OF SAID COUNTY HIGHWAY 22 PER DEDICATION RECORDED ON MAY 14, 1962 IN BOOK 126 PAGE 571 AND SHOWN ON THE RIGHT OF WAY PLAT DATED FEBRUARY 6, 1961 IN PLAT BOOK 10 PAGE 61 (SLOT 1588) AND THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 87 DEGREES 17 MINUTES 24 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, 61.67 FEET TO A LINE THAT IS 75.00 FEET WEST OF AS MEASURED PERPENDICULARLY THERETO THE EAST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 01 DEGREE 53 MINUTES 02 SECONDS WEST ALONG SAID PARALLEL LINE, 226.01 FEET RETURNING TO SAID CENTERLINE OF COUNTY HIGHWAY 22; THENCE SOUTHERLY 233.93 FEET ALONG SAID CENTERLINE, BEING A NON-TANGENTIAL CURVE TO THE RIGHT WITH A RADIUS OF 1,011.51 FEET, A CHORD THAT BEARS SOUTH 17 DEGREES 12 MINUTES 14 SECONDS EAST AND A CHORD DISTANCE OF 233.41 FEET TO THE POINT OF BEGINNING.

PARCEL 3A:

THAT PART OF THE RIGHT OF WAY THAT WAS DEDICATED FOR PUBLIC ROAD PURPOSES PER BOOK 126 PAGE 571 RECORDED ON MAY 14, 1962 AND SHOWN ON RIGHT OF WAY PLAT OF COUNTY HIGHWAY 22 DATED FEBRUARY 6, 1961 IN PLAT BOOK 10 PAGE 61 (SLOT 1588), IN THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN NA AU SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, BEARINGS AND DISTANCES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011 ADJUSTMENT), DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 87 DEGREES 17 MINUTES 24 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, 23.34 FEET TO THE CENTERLINE OF SAID COUNTY HIGHWAY 22; THENCE 233.93 FEET ALONG SAID CENTERLINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT WITH A RADIUS OF 1,011.51 FEET, A CHORD THAT BEARS NORTH 17 DEGREES 12 MINUTES 14 SECONDS WEST AND A CHORD DISTANCE OF 233.41 FEET TO A LINE THAT IS 75.00 FEET WEST OF, AS MEASURED PERPENDICULARLY THERETO, THE EAST LINE OF SAID NORTHWEST QUARTER AND THE POINT OF BEGINNING; THENCE SOUTH 01 DEGREE 53 MINUTES 02 SECONDS EAST, ALONG SAID PARALLEL LINE, 107.24 FEET TO A LINE THAT IS 35 FEET SOUTHWESTERLY OF, AS MEASURED PERPENDICULARLY THERETO, SAID CENTERLINE, ALSO BEING THE SOUTHWESTERLY LINE OF SAID RIGHT OF WAY THAT WAS DEDICATED FOR PUBLIC ROAD PURPOSES; THENCE 246.49 FEET ALONG SAID SOUTHWESTERLY LINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT WITH A RADIUS OF 97631 FEET, A CHORD THAT BEARS NORTH 25 DEGREES 12 MINUTES 50 SECONDS WEST AND A CHORD DISTANCE OF 245.83 FEET TO A SOUTHERLY LINE OF LANDS DESCRIBED IN DOCUMENT NO. 902572 IN BOOK 275 PAGE 7, RECORDED ON APRIL 24, 1990; THENCE SOUTH 88 DEGREES 20 MINUTES 28 SECONDS EAST ALONG SAID SOUTHERLY LINE, 41.94 FEET RETURNING TO SAID CENTERLINE OF COUNTY HIGHWAY 22; THENCE 128.59 FEET ALONG SAID CENTERLINE, BEING A NON-TANGENTIAL CURVE TO THE RIGHT WITH A RADIUS OF 1,011.51 FEET, A CHORD THAT BEARS SOUTH 27 DEGREES 28 MINUTES 16 SECONDS EAST AND A CHORD DISTANCE OF 128.50 FEET TO THE POINT OF BEGINNING.

PARCEL 4:

THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THE SOUTHERLY 720.00 FEET OF THE EASTERLY 302.50 FEET AND ALSO EXCEPT ALL OF THAT PART LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE; COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER OF SECTION 1; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER, 35.00 FEET TO A POINT IN THE WESTERLY RIGHT OF WAY LINE OF PLAINFIELD ROAD; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE, 720.00 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE, 1781.78 FEET TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY LINE, BEING A CURVE TO THE LEFT HAYING A RADIUS OF 976.51 FEET FOR A DISTANCE OF 138.68 FEET TO A POINT IN THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 1 FOR A POINT OF TERMINATION; ALL IN NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PART TAKEN OR IN USE FOR JOHNSON ROAD PER ORDINANCE 2629 RECORDED APRIL 12, 2007 AS DOCUMENT NO. 200700011911.

PARCEL 5:

THE SOUTHERLY 710.0 FEET, AS MEASURED ALONG THE EAST LINE OF THE EASTERLY 302.70 FEET, AS MEASURED ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS.

EXCEPTION PARCEL:

EXCEPT FROM PARCELS 1 AND 3 THE FOLLOWING DESCRIBED TRACT:

ALL THAT PART OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH AND WEST OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 1; THENCE NORTH 87 DEGREES 30 MINUTES 1237 SECONDS EAST, ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER, 66.00 FEET; THENCE NORTH 02 DEGREES 01 MINUTES 23 SECONDS WEST, 185.49 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 87 DEGREES 39 MINUTES 20 SECONDS EAST, 2243 88 FEET; THENCE NORTH 01 DEGREES 53 MINUTES 16 SECONDS WEST, 189.08 FEET; THENCE SOUTH 88 DEGREES 21 MINUTES 12 SECONDS EAST, 222.54 FEET TO POINT ON A NON-TANGENT CURVE; THENCE SOUTHEASTERLY 195.89 FEET ALONG THE ARC OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 1011.51 FEET, CHORD BEARING OF SOUTH 25 DEGREES 21 MINUTES 10 SECONDS EAST, AND CHORD DISTANCE OF 195.58 FEET; THENCE SOUTH 01 DEGREES 53 MINUTES 16 SECONDS EAST, ALONG A LINE PARALLEL WITH EAST LINE OF NORTHWEST QUARTER OF AFORESAID SECTION, 24.56 FEET; THENCE NORTH 87 DEGREES 39 MINUTES 20 SECONDS EAST, 35.00 FEET TO THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 1 FOR THE POINT OF TERMINATION OF THE ABOVE DESCRIBED LINE, ALL IN KENDALL COUNTY, ILLINOIS.

LEGEND

- ADJOINING LOT LINE / RIGHT-OF-WAY LINE
- LOT LINES
- RIGHT-OF-WAY CENTER LINE
- QUARTER SECTION LINES AND PARCEL LINES
- HEREBY ANNEXED TO THE VILLAGE OF PLAINFIELD
- EXISTING LIMITS OF THE VILLAGE OF PLAINFIELD

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT WE, KIMLEY-HORN AND ASSOCIATES INC., HAVE PLATTED THE ABOVE DESCRIBED PROPERTY FOR THE PURPOSE OF ANNEXING THE SAME INTO THE VILLAGE OF PLAINFIELD AND THAT THE PLAT DRAWN HEREON IS A TRUE AND CORRECT REPRESENTATION OF SAID PROPERTY.

GIVEN UNDER MY HAND AND SEAL THIS 21ST DAY OF NOVEMBER A.D. 2025

BRADLEY A. STROHL
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3686
LICENSE EXPIRES: NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL REGISTRATION NO. 184002012-0006
EXPIRES APRIL 30, 2027

BRADLEY A. STROHL 3686 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

No.	DATE	REVISION DESCRIPTION

Kimley»Horn
4201 Winfield Road
Warrenville, Illinois 60555
Tel. No. (630) 487-5550
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1"=200'	AJ	BAS	11/21/2025	368023000	1 OF 1

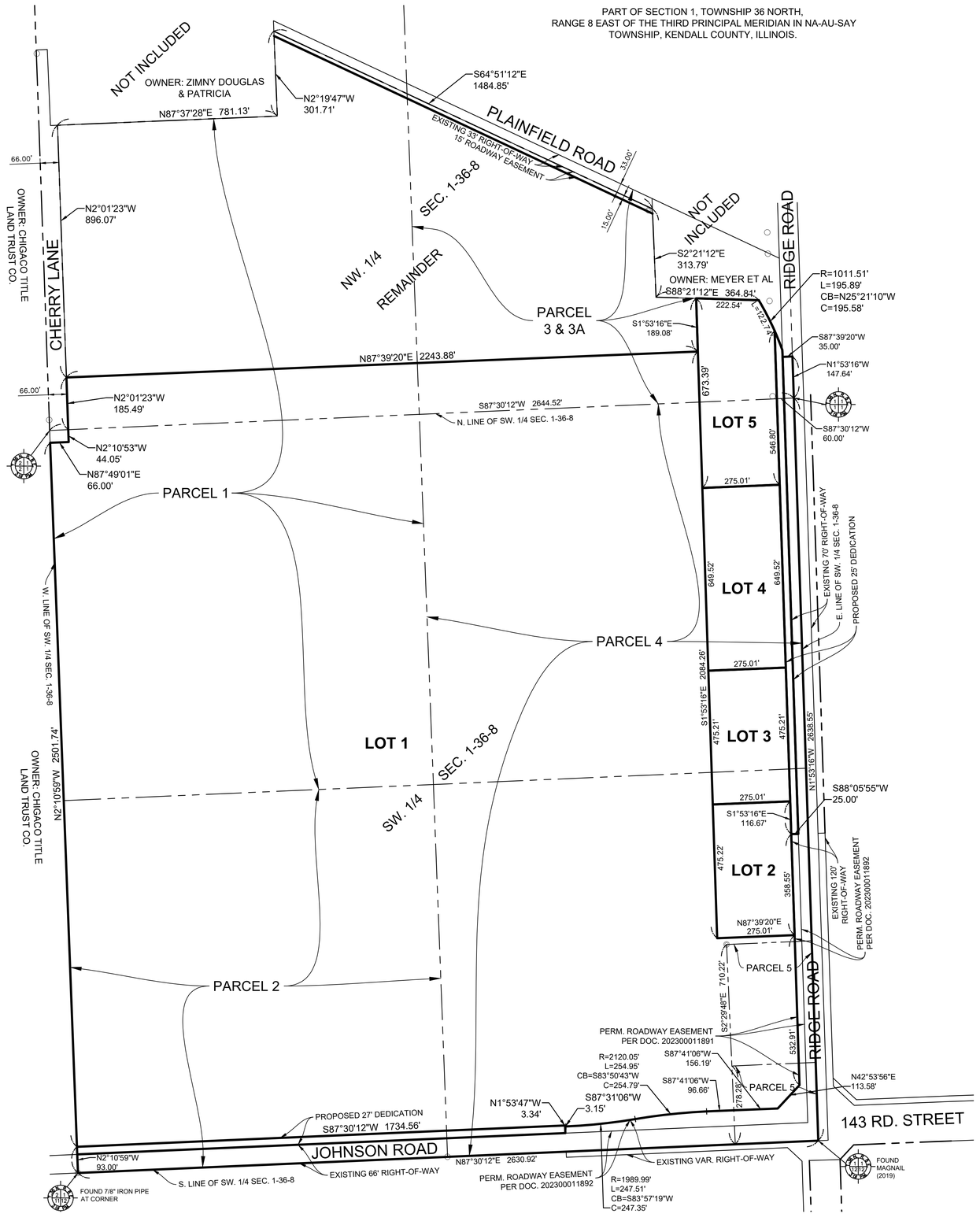
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DWG NAME: K:\CHS_LDEV\368023000_CORES_PLAINFIELD_IL\DESIGN\CAD\REFERENCES\KH SURVEY\SURVEY DESIGN\PLAT OF ANNEXATION_368023000.DWG PLOTTED BY: STROHL, BRAD 12/11/2025 8:14 AM LAST SAVED: 12/11/2025 8:14 AM

PINS:
06-01-100-012 (PT. OF PARCEL 1)
06-01-100-014 (PT. OF PARCEL 1)
06-01-300-004 (PARCEL 2)
06-01-100-020 (PARCELS 3 & 3A)
06-01-100-017 (PARCELS 3 & 3A)
06-01-300-002 (PARCEL 4)
06-01-300-005 (PT. OF PARCEL 5)
06-01-300-006 (PT. OF PARCEL 5)

PRELIMINARY PLAT OF CORE5 INDUSTRIAL

PART OF SECTION 1, TOWNSHIP 36 NORTH,
RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN IN NA-AU-SAY
TOWNSHIP, KENDALL COUNTY, ILLINOIS.





GRAPHIC SCALE IN FEET
200 0 100 200 400
1" = 200' @ 24X36

BASIS OF BEARINGS

ALL BEARINGS SHOWN ARE BASED ON GRID NORTH OF THE ILLINOIS COORDINATE SYSTEM OF 1983, EAST ZONE (1201)

SURVEYOR'S NOTES

1. RECORD MEASUREMENTS ARE IN PARENTHESES.

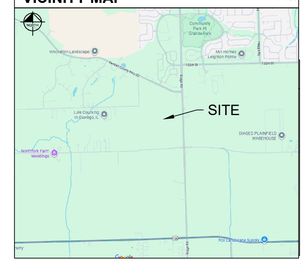
2. SET IRON RODS AT ALL CORNERS.

Owner:
GRAY FARM, LP (PARCELS 1,2 AND 5)
CHICAGO TITLE LAND CO. TRUST #319 (PARCELS 3, 3A, AND 4)

Prepared For:
CORE5 INDUSTRIAL PARTNERS, LLC

Prepared By:
Kimley-Horn and Associates, Inc.
4201 Winfield Road, Suite 600
Warrenville, IL 60555

VICINITY MAP N.T.S.



AREA SUMMARY TABLE

LOT 1	6,426,034	SQ.FT.	(147.522 AC.)
LOT 2	130,683	SQ.FT.	(3.000 AC.)
LOT 3	130,683	SQ.FT.	(3.000 AC.)
LOT 4	178,618	SQ.FT.	(4.101 AC.)
LOT 5	179,857	SQ.FT.	(4.129 AC.)
PROPOSED DEDICATIONS	90,712	SQ.FT.	(2.082 AC.)
EXISTING RIGHT-OF-WAY	335,682	SQ.FT.	(7.706 AC.)
REMAINDER	1,856,671	SQ.FT.	(42.623 AC.)
TOTAL SITE AREA	9,328,940	SQ.FT.	(214.163 AC.)

LEGEND

BOUNDARY SYMBOLS
FOUND IRON PIPE
FOUND IRON REBAR
FOUND CONCRETE MONUMENT

LINE TYPE LEGEND

———	BOUNDARY LINE
— — — —	ADJACENT PROP. / QUARTER SEC. LINE

KENDALL COUNTY
RIGHT TO FARM NOTICE

KENDALL COUNTY HAS A LONG, RICH TRADITION IN AGRICULTURE AND RESPECTS THE ROLE THAT FARMING CONTINUES TO PLAY IN SHAPING THE ECONOMIC VIABILITY OF THE COUNTRY. PROPERTY THAT SUPPORTS THIS INDUSTRY IS INDICATED BY A ZONING INDICATOR - A-1 OR AG SPECIAL USE. ANYONE CONSTRUCTING A RESIDENCE OR FACILITY NEAR THIS ZONING SHOULD BE AWARE THAT NORMAL AGRICULTURAL PRACTICES MAY RESULT IN OCCASIONAL SMELLS, DUST, SIGHTS, NOISE AND UNIQUE HOURS OF OPERATIONS THAT ARE NOT TYPICAL IN OTHER ZONING AREAS.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-9900
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED | FIELD BY: EK | DRAWN BY: AJ | CHECKED BY: BAS

CORE5 INDUSTRIAL PARTNERS

PRELIMINARY PLAT

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60585

ORIGINAL ISSUE: 11/21/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
1 OF 2

Drawing name: K:\CHS_LDEV\368023000_CORE5_Plainfield_IL\2 Design\CAD\References\KH Survey\Survey Design\Preliminary Plat-368023000.dwg 1 Dec 10, 2025 4:33pm by: Brad.Strohl
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PRELIMINARY PLAT OF CORE5 INDUSTRIAL

PART OF SECTION 1, TOWNSHIP 36 NORTH,
RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN IN NA-AU-SAY
TOWNSHIP, KENDALL COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____ A/AN _____ LIMITED LIABILITY COMPANY, IS THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN HEREON AND AS SUCH OWNER, HAS CAUSED THE PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND AS ALLOWED AND PROVIDED BY STATUTES, AND SAID LIMITED LIABILITY COMPANY DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE AFORESAID.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID AND, TO THE BEST OF OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF OSWEGO COMMUNITY CONSOLIDATED SCHOOL DISTRICT 308.

DATED AT _____, _____, THIS ____ DAY OF _____, A.D., 20 ___.

OWNER NAME: _____

ADDRESS: _____

BY:_____ _____ ATTEST: _____
SIGNATURE SIGNATURE

TITLE:_____ _____ TITLE: _____
PRINT TITLE PRINT TITLE

NOTARY'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____ , A NOTARY PUBLIC IN AND FOR THE SAID COUNTY IN THE STATE

AFORESAID, DO HEREBY CERTIFY THAT

_____, _____.
(PRINT NAME) (TITLE)

AND _____, _____ ,
(PRINT NAME) (TITLE)

OF SAID LIMITED LIABILITY COMPANY, WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE

SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH _____ AND _____ RESPECTFULLY, APPEARED BEFORE ME THIS DAY IN PERSON AND JOINTLY AND SEVERALLY ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____ A.D., 20 ___

_____
NOTARY PUBLIC SIGNATURE

_____
(PRINT NAME)

MORTGAGEE'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

_____ , AS MORTGAGEE UNDER PROVISIONS OF A CERTAIN MORTGAGE DATED

_____ AND RECORDED IN THE RECORDER'S OFFICE OF _____ COUNTY, ILLINOIS, AS DOCUMENT

NUMBER _____ ,
HEREBY CONSENTS TO RECORDING OF THE SUBDIVISION HEREIN SHOWN.

DATED AT _____ ,

THIS _____ DAY OF _____ , A.D., 20 ____ .

BY:_____ BY: _____

TITLE:_____ TITLE:_____

SURVEYOR'S AUTHORIZATION TO RECORD

I HEREBY DESIGNATE _____, AND/OR REPRESENTATIVES THEREOF, TO RECORD THIS PLAT, A TRUE COPY OF WHICH HAS BEEN RETAINED BY ME TO ASSURE NO CHANGES HAVE BEEN MADE TO SAID PLAT.

DATED THIS _____ DAY OF_____, 20 ____, AT WARRENVILLE, DUPAGE COUNTY, ILLINOIS.

BY:_____
BRADLEY A. STROHL

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3686
LICENSE EXPIRES: 11/30/2026

BRADLEY A. STROHL 3686 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

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CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
SS
COUNTY OF WILL)

I, _____, TREASURER OF THE VILLAGE OF PLAINFIELD DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED IN PLAINFIELD, WILL COUNTY, ILLINOIS, THIS _____ DAY OF _____ , A.D., 20 ____.

_____
TREASURER

BOARD OF TRUSTEES

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED AND ACCEPTED BY THE BOARD OF TRUSTEES OF PLAINFIELD, WILL COUNTY, ILLINOIS.

THIS _____ DAY OF _____ A.D., 20 ____

ATTEST:_____ _____ BY: _____
VILLAGE CLERK VILLAGE PRESIDENT

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

I, _____, COUNTY CLERK OF KENDALL COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

DATED THIS ____ DAY OF _____, A.D., 20 ____.

_____
COUNTY CLERK

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

THIS INSTRUMENT _____, WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS ON THE ____ DAY OF _____, A.D., 20 ____
AT _____ O'CLOCK ___.M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____.

_____
RECORDER OF DEEDS

NOTARY'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

I, _____ , A NOTARY PUBLIC IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ _____ _____ (TITLE)

AND _____ _____ (TITLE)

OF _____ (COMPANY), WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHO ARE SUBSCRIBED TO THE FOREGOING MORTGAGEE'S CERTIFICATE APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AN DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____ A.D., 20 ____ .

BY: _____
NOTARY PUBLIC

PLAN COMMISSION

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, CHAIRMAN OF THE VILLAGE OF PLAINFIELD PLAN COMMISSION DO HEREBY CERTIFY THAT ON THE _____ DAY OF _____ A.D., 20 ____, THIS PLAT OF SUBDIVISION WAS DULY APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF PLAINFIELD.

_____
CHAIRMAN

SURVEYOR'S CERTIFICATION

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

I, BRADLEY A. STROHL, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3686, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING PROPERTY:

PARCEL 1:
THAT PART OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: THE WEST HALF OF LOT 1 OF THE NORTHWEST QUARTER OF SAID SECTION 1 (AS SHOWN ON PAGE 22, FEDERAL FIELD NOTES OF KENDALL COUNTY, ILLINOIS); AND ALSO THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 1; AND ALSO THAT PART OF THE NORTHWEST QUARTER OF SAID SECTION 1, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF GOVERNMENT LOT NO. 2 OF SAID NORTHWEST QUARTER WITH THE CENTER LINE OF CHERRY ROAD; THENCE NORTH 89 DEGREES 06 MINUTES 33 SECONDS EAST ALONG SAID SOUTH LINE, 806.32 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 0 DEGREES 53 MINUTES 27 SECONDS WEST, 68.67 FEET TO THE ORIGINAL CENTER LINE OF OSWEGO-PLAINFIELD ROAD; THENCE SOUTH 63 DEGREES 22 MINUTES 02 SECONDS EAST ALONG SAID CENTER LINE, 148.59 FEET TO SAID SOUTH LINE; THENCE SOUTH 89 DEGREES 06 MINUTES 33 SECONDS WEST ALONG SAID SOUTH LINE, 131.78 FEET TO THE POINT OF BEGINNING; EXCEPTING FROM THE FOREGOING THAT PART OF THE WEST 1/2 OF GOVERNMENT LOT NO. 1 IN THE NORTHWEST 1/4 OF SAID SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE ORIGINAL CENTER LINE OF THE OSWEGO-PLAINFIELD ROAD; AND ALSO EXCEPTING THE SUBDIVISION KNOWN AS "CONDON ACRES, NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS," AND ALSO EXCEPTING THAT PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF A SUBDIVISION KNOWN AS "CONDON ACRES, NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS: THENCE SOUTH 00 DEGREES 53 MINUTES 27 SECONDS EAST ALONG THE EAST LINE OF SAID SUBDIVISION EXTENDED SOUTHERLY 270.12 FEET; THENCE SOUTH 89 DEGREES 06 MINUTES 33 SECONDS WEST PARALLEL WITH THE SOUTH LINE OF SAID SUBDIVISION, 806.29 FEET TO THE CENTER LINE OF CHERRY ROAD; THENCE NORTH 00 DEGREES 54 MINUTES 00 SECONDS WEST ALONG SAID CENTER LINE 270.12 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 89 DEGREES 06 MINUTES 33 SECONDS EAST ALONG SAID SOUTH LINE 806.33 FEET TO THE POINT OF BEGINNING IN NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PART TAKEN OR IN USE FOR CHERRY ROAD.

PARCEL 2:
THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF NA-AU-SAY, KENDALL COUNTY, ILLINOIS.

PARCEL 3:
THAT PART OF THE EAST HALF OF LOT ONE IN THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE NORTHERLY ALONG THE EAST LINE OF SAID NORTHWEST QUARTER 467.17 FEET TO THE ORIGINAL CENTER LINE OF OSWEGO-PLAINFIELD ROAD; THENCE NORTHWESTERLY ALONG SAID ORIGINAL CENTER LINE, WHICH FORMS AN ANGLE OF 117°02'34" WITH THE LAST DESCRIBED COURSE, MEASURED CLOCKWISE THEREFROM, 554.14 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG A LINE WHICH FORMS AN ANGLE OF 62°30'00" WITH THE LAST DESCRIBED COURSE, MEASURED CLOCKWISE THEREFROM, 356.0 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 94°00'00" WITH THE LAST DESCRIBED COURSE, MEASURED CLOCKWISE THEREFROM 360.85 FEET TO THE PRESENT CENTER LINE OF PLAINFIELD ROAD (COUNTY HIGHWAY NO. 22); THENCE SOUTHERLY ALONG SAID PRESENT CENTER LINE, BEING ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1011.51 FEET, 362.52 FEET TO THE SOUTH LINE OF SAID NORTHWEST QUARTER; THENCE WESTERLY ALONG SAID SOUTH LINE 1311.17 FEET TO THE WEST LINE OF SAID EAST HALF; THENCE NORTHERLY ALONG SAID WEST LINE, WHICH FORMS AN ANGLE OF 89°04'17" WITH THE LAST DESCRIBED COURSE, MEASURED COUNTER- CLOCKWISE THEREFROM, 1161.25 FEET TO SAID ORIGINAL CENTER LINE; THENCE SOUTHEASTERLY ALONG SAID ORIGINAL CENTER LINE, WHICH FORMS AN ANGLE OF 63°03'40" WITH THE LAST DESCRIBED COURSE, MEASURED COUNTER- CLOCKWISE THEREFROM, 930.51 FEET TO THE POINT OF BEGINNING, IN NA-AU- SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING DEEDED TO THE COUNTY OF KENDALL BY DEED RECORDED JUNE 15, 2020 AS DOCUMENT NO. 202000010180, DESCRIBED AS FOLLOWS: THAT PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN NA AU SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, BEARINGS AND DISTANCES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011 ADJUSTMENT), DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 87 DEGREES 17 MINUTES 24 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, 13.34 FEET TO THE CENTERLINE OF COUNTY HIGHWAY 22 PER DEDICATION RECORDED ON MAY 14, 1962 IN BOOK 126 PAGE 571 AND SHOWN ON THE RIGHT OF WAY PLAT DATED FEBRUARY 6, 1961 IN PLAT BOOK 10 PAGE 61 (SLOT 1588) AND THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 87 DEGREES 17 MINUTES 24 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, 61.67 FEET TO A LINE THAT IS 75.00 FEET WEST OF AS MEASURED PERPENDICULARLY THERETO THE EAST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 01 DEGREE 53 MINUTES 02 SECONDS WEST ALONG SAID PARALLEL LINE, 226.01 FEET RETURNING TO SAID CENTERLINE OF COUNTY HIGHWAY 22; THENCE SOUTHERLY 233.93 FEET ALONG SAID CENTERLINE, BEING A NON-TANGENTIAL CURVE TO THE RIGHT WITH A RADIUS OF 1,011.51 FEET, A CHORD THAT BEARS SOUTH 17 DEGREES 12 MINUTES 14 SECONDS EAST AND A CHORD DISTANCE OF 233.41 FEET TO THE POINT OF BEGINNING.

PARCEL 3A:
THAT PART OF THE RIGHT OF WAY THAT WAS DEDICATED FOR PUBLIC ROAD PURPOSES PER BOOK 126 PAGE 571 RECORDED ON MAY 14, 1962 AND SHOWN ON RIGHT OF WAY PLAT OF COUNTY HIGHWAY 22 DATED FEBRUARY 6, 1961 IN PLAT BOOK 10 PAGE 61 (SLOT 1588), IN THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN NA AU SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, BEARINGS AND DISTANCES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011 ADJUSTMENT), DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 87 DEGREES 17 MINUTES 24 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, 23.34 FEET TO THE CENTERLINE OF SAID COUNTY HIGHWAY 22; THENCE 233.93 FEET ALONG SAID CENTERLINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT WITH A RADIUS OF 1,011.51 FEET, A CHORD THAT BEARS NORTH 17 DEGREES 12 MINUTES 14 SECONDS WEST AND A CHORD DISTANCE OF 233.41 FEET TO A LINE THAT IS 75.00 FEET WEST OF, AS MEASURED PERPENDICULARLY THERETO, THE EAST LINE OF SAID NORTHWEST QUARTER AND THE POINT OF BEGINNING; THENCE SOUTH 01 DEGREE 53 MINUTES 02 SECONDS EAST ALONG SAID PARALLEL LINE, 107.24 FEET TO A LINE THAT IS 35 FEET SOUTHWESTERLY OF, AS MEASURED PERPENDICULARLY THERETO, SAID CENTERLINE, ALSO BEING THE SOUTHWESTERLY LINE OF SAID RIGHT OF WAY THAT WAS DEDICATED FOR PUBLIC ROAD PURPOSES; THENCE 246.49 FEET ALONG SAID SOUTHWESTERLY LINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT WITH A RADIUS OF 97631 FEET, A CHORD THAT BEARS NORTH 25 DEGREES 12 MINUTES 50 SECONDS WEST AND A CHORD DISTANCE OF 245.83 FEET TO A SOUTHERLY LINE OF LANDS DESCRIBED IN DOCUMENT NO. 902572 IN BOOK 275 PAGE 7, RECORDED ON APRIL 24, 1990; THENCE SOUTH 88 DEGREES 20 MINUTES 28 SECONDS EAST ALONG SAID SOUTHERLY LINE, 41.94 FEET RETURNING TO SAID CENTERLINE OF COUNTY HIGHWAY 22; THENCE 128.59 FEET ALONG SAID CENTERLINE, BEING A NON-TANGENTIAL CURVE TO THE RIGHT WITH A RADIUS OF 1,011.51 FEET, A CHORD THAT BEARS SOUTH 27 DEGREES 28 MINUTES 16 SECONDS EAST AND A CHORD DISTANCE OF 128.50 FEET TO THE POINT OF BEGINNING.

PARCEL 4:
THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THE SOUTHERLY 720.00 FEET OF THE EASTERLY 302.50 FEET AND ALSO EXCEPT ALL OF THAT PART LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE; COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER OF SECTION 1; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER, 35.00 FEET TO A POINT IN THE WESTERLY RIGHT OF WAY LINE OF PLAINFIELD ROAD; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE, 720.00 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE, 1781.78 FEET TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY LINE, BEING A CURVE TO THE LEFT HAYING A RADIUS OF 976.51 FEET FOR A DISTANCE OF 138.68 FEET TO A POINT IN THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 1 FOR A POINT OF TERMINATION; ALL IN NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PART TAKEN OR IN USE FOR JOHNSON ROAD PER ORDINANCE 2629 RECORDED APRIL 12, 2007 AS DOCUMENT NO. 200700011911.

PARCEL 5:
THE SOUTHERLY 710.0 FEET, AS MEASURED ALONG THE EAST LINE OF THE EASTERLY 302.70 FEET, AS MEASURED ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN NA-AU-SAY TOWNSHIP, KENDALL COUNTY, ILLINOIS.

EXCEPTION PARCEL:

EXCEPT FROM PARCELS 1 AND 3 THE FOLLOWING DESCRIBED TRACT: ALL THAT PART OF SECTION 1, TOWNSHIP 36 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH AND WEST OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 1; THENCE NORTH 87 DEGREES 30 MINUTES 1237 SECONDS EAST, ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER, 66.00 FEET; THENCE NORTH 02 DEGREES 01 MINUTES 23 SECONDS WEST, 185.49 FEET TO THE POINT OF BEGINNING; THENCE NORTH 87 DEGREES 39 MINUTES 20 SECONDS EAST, 2243.88 FEET; THENCE NORTH 01 DEGREES 53 MINUTES 16 SECONDS WEST, 189.08 FEET; THENCE SOUTH 89 DEGREES 21 MINUTES 12 SECONDS EAST, 222.54 FEET TO POINT ON A NON-TANGENT CURVE; THENCE SOUTHEASTERLY 195.89 FEET ALONG THE ARC OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 1011.51 FEET, CHORD BEARING OF SOUTH 25 DEGREES 21 MINUTES 10 SECONDS EAST, AND CHORD DISTANCE OF 195.58 FEET; THENCE SOUTH 01 DEGREES 53 MINUTES 16 SECONDS EAST, ALONG A LINE PARALLEL WITH EAST LINE OF NORTHWEST QUARTER OF AFORESAID SECTION, 24.38 FEET; THENCE NORTH 87 DEGREES 39 MINUTES 20 SECONDS EAST, 35.00 FEET TO THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 1 FOR THE POINT OF TERMINATION OF THE ABOVE DESCRIBED LINE, ALL IN KENDALL COUNTY, ILLINOIS.

THIS SUBDIVISION IS WITHIN THE VILLAGE OF PLAINFIELD WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED, AND THIS SITE FALLS WITHIN "OTHER AREAS: ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 170341 0135 H, MAP NUMBER 17093C0135H HAVING A REVISED DATE OF JANUARY 8, 2014.

GIVEN UNDER MY HAND AND SEAL AT WARRENVILLE , ILLINOIS

THIS_____ DAY OF _____, 20 ____.

KIMLEY HORN & ASSOCIATES
PROFESSIONAL DESIGN FIRM NO. 184002012-0006

BY:_____
BRADLEY A. STROHL
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3686
LICENSE EXPIRES 11/30/2026

BRADLEY A. STROHL 3686 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
401 WINFIELD ROAD, SUITE 650
WARRENVILLE, IL 60555
PHONE: 630-487-6500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED | FIELD BY: EK | DRAWN BY: AJ | CHECKED BY: BAS

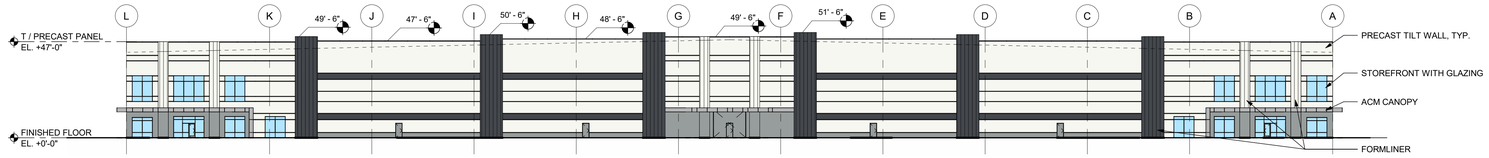
CORE5 INDUSTRIAL PARTNERS

PRELIMINARY PLAT

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60585

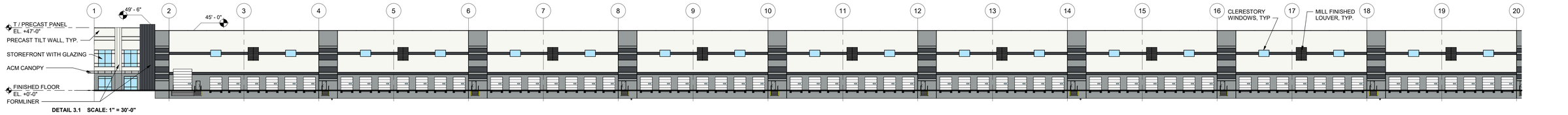
ORIGINAL ISSUE: 11/21/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
2 OF 2

Drawing name: K:\CHS_LDEV\368023000_CORE5_Plainfield_IL\2 Design\CAD\References\Kh Survey\Survey Design\Preliminary Plat--368023000.dwg 2 Dec 10, 2025 4:33pm by Brad.Strohl
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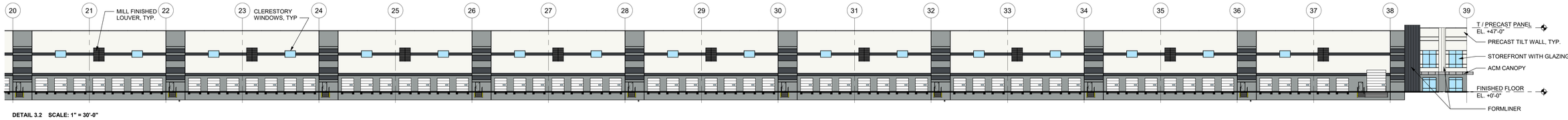


4 SOUTH ELEVATION

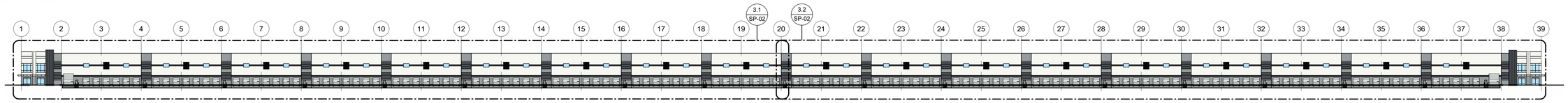
1" = 30'-0"



DETAIL 3.1 SCALE: 1" = 30'-0"

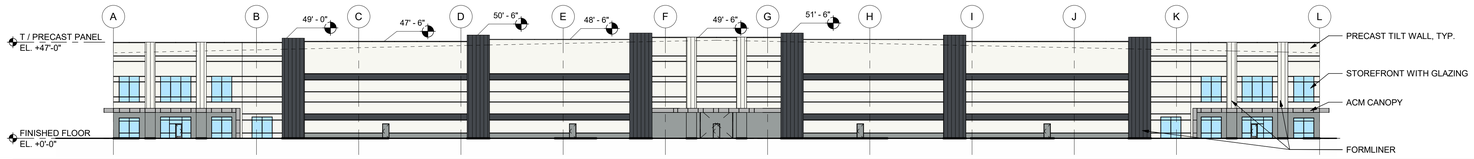


DETAIL 3.2 SCALE: 1" = 30'-0"



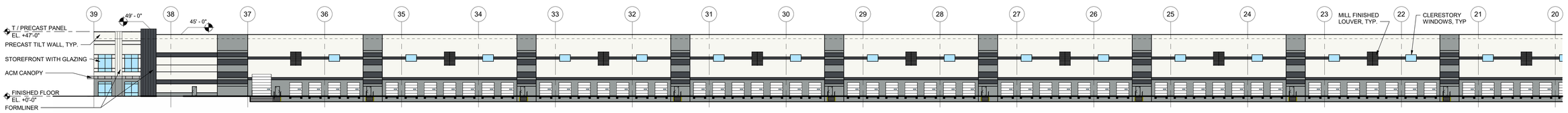
3 EAST ELEVATION

1" = 60'-0"

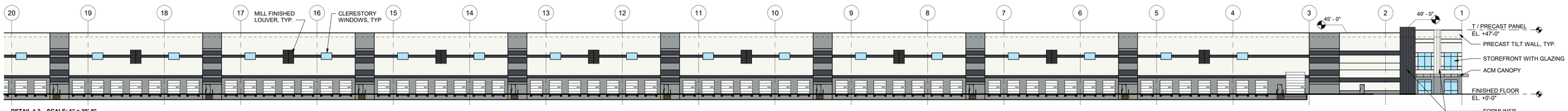


2 NORTH ELEVATION

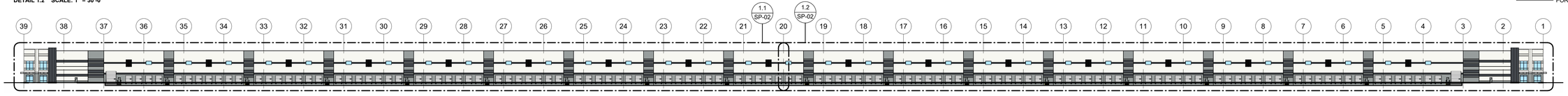
1" = 30'-0"



DETAIL 1.1 SCALE: 1" = 30'-0"



DETAIL 1.2 SCALE: 1" = 30'-0"



1 WEST ELEVATION

1" = 60'-0"

MACGREGOR ASSOCIATES ARCHITECTS
2727 Paces Ferry Road SE
Building Two, Suite 1400
Atlanta, Georgia 30339
770-432-9400
PROJECT NUMBER: 2025-085

15660 N Dallas Pkwy
Suite 200
Dallas, Texas 75248

CORE5 INDUSTRIAL PARTNERS

JOHNSON RD.

Plainfield, IL

BUILDING ELEVATIONS

12/10/2025

SP-02



MACGREGOR ASSOCIATES ARCHITECTS
2727 Paces Ferry Road SE
Building Two, Suite 1400
Atlanta, Georgia 30339
770-432-9400
PROJECT NUMBER: 2025-065

15660 N Dallas Pkwy
Suite 200
Dallas, Texas 75248

CORE5 INDUSTRIAL PARTNERS

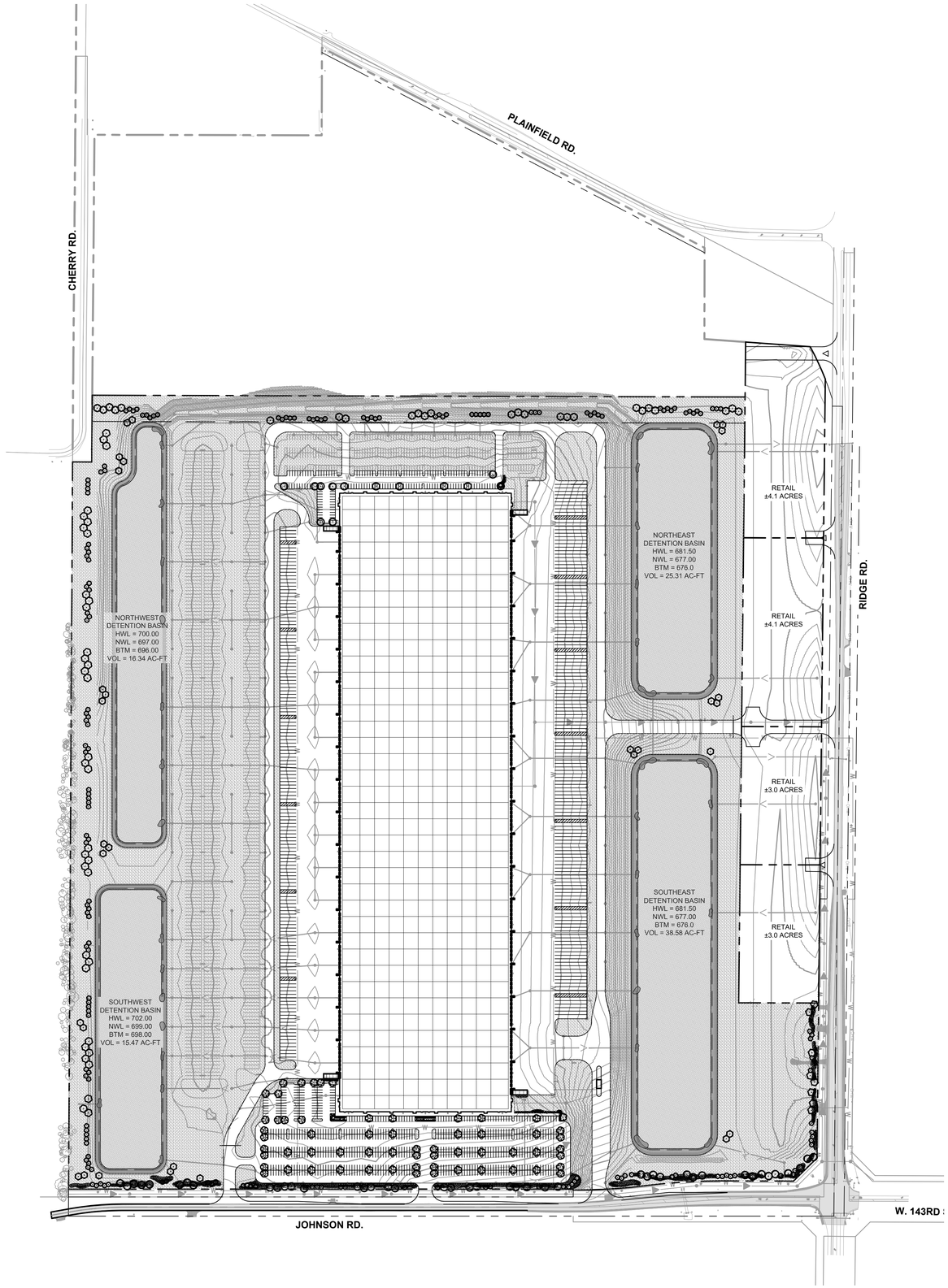
JOHNSON RD.

Plainfield, IL

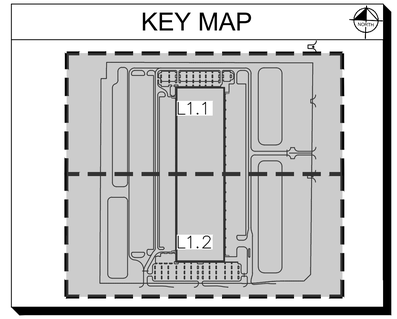
RENDERING

12/10/2025

SP-03



KEY MAP



NORTH

Call Before You Dig
JULIE
1-800-892-0123

GRAPHIC SCALE IN FEET
0 100 200 400

PLAINFIELD, IL - LANDSCAPE CODE REQUIREMENTS		
ZONING ORDINANCE	**REQUIRED**	**PROPOSED**
SECTION 9-130 - TREE REPLACEMENT		
REPLACEMENT TREES SHALL BE A MINIMUM OF THREE INCHES IN DBH AND THE SPECIES AND LOCATION SHALL BE IDENTIFIED ON THE PLANS. REPLACEMENT TREES SHALL BE IN ADDITION TO OTHER LANDSCAPING REQUIRED BY VILLAGE CODE. DIA. OF EX TREE: 8-12" = 2 REPLACEMENT TREES DIA. OF EX. TREE: 12.1-24" = 3 REPLACEMENT TREES DIA. OF EX. TREE: 24.1-36" = 4 REAPLACEMENT TREES DIA. OF EX. TREE: 36.1-48" = 5 REPLACEMENT TREES DIA. OF EX. TREE: 48.1+" = 6 REPLACEMENT TREES PLUS 1 TREE FOR EACH ADDITIONAL 12 INCH DIAMETER GREATER THAN 48.1"	(1) 8-12" DIA. TREE REMOVED 1 * 2 = 2 2 REPLACEMENT TREES REQUIRED (2) 12.1"-24" DIA. TREES REMOVED 2 * 3 = 6 6 REPLACEMENT TREES REQUIRED (2) 24.1"-36" DIA. TREES REMOVED 2 * 4 = 8 8 REPLACEMENT TREES REQUIRED (3) 36.1"-48" DIA. TREES REMOVED 3 * 5 = 15 15 REPLACEMENT TREES REQUIRED **31 REPLACEMENT TREES REQUIRED**	**31 REPLACEMENT TREES PROVIDED** NOTE: FINAL REPLACEMENT TREE QUANTITIES WILL BE DETERMINED AT TIME OF FINAL LANDSCAPE PLANS ONCE FULL TREE SURVEY HAS BEEN COMPLETED
SECTION 9-133 - MULTI-FAMILY RESIDENTIAL, COMMERCIAL, OFFICE, INSTITUTIONAL AND INDUSTRIAL		
<u>FRONT AND CORNER SIDE YARDS (ADJACENT TO VEHICULAR USE AREAS):</u> A MINIMUM OF 1 OVERSTORY/SHADE, ORNAMENTAL OR EVERGREEN TREE AND 15 SHRUBS FOR EVERY 30 FEET OF FRONTAGE SHALL BE PROVIDED. ** MINIMUM LANDSCAPE SETBACK OF 20 FEET FROM ALL PAVING OR PARKING **	<u>FRONT YARD (SOUTH):</u> SOUTH PROPERTY LINE (ALONG JOHNSON ROAD) = 2,609.95 LF 2,609.95 LF / 30 LF = 86.99 86.99 x 1 TREE = 86.99 = **87 TREES REQUIRED** 86.99 x 15 SHRUBS = 1,304.85 = **1,305 SHRUBS REQUIRED**	**87 TREES (43 SHADE, 20 ORNAMENTAL, 24 EVERGREEN) AND 1,305 SHRUBS PROVIDED ALONG JOHNSON ROAD**
	<u>FRONT YARD (EAST):</u> EAST PROPERTY LINE (ALONG RIDGE ROAD) = 532.89 LF 532.89 LF / 30 LF = 17.76 17.76 x 1 TREE = 18 = **18 TREES REQUIRED** 17.76 x 15 SHRUBS = 266.40 = **266 SHRUBS REQUIRED**	**18 TREES (8 SHADE, 3 ORNAMENTAL, 7 EVERGREEN) AND 266 SHRUBS PROVIDED ALONG RIDGE ROAD**
<u>INTERIOR PARKING LOT LANDSCAPING:</u> THE INTERIOR OF THE PARKING LOTS SHALL BE PLANTED WITH OVERSTORY/SHADE TREES AT A RATIO OF 1 TREE FOR EVERY 12 PARKING SPACES OR FRACTION THEREOF.	<u>NORTH PARKING LOT:</u> TOTAL PARKING SPACES = 152 SPACES 152 SPACES / 12 SPACES = 12.67 **13 OVERSTORY/SHADE TREES REQUIRED FOR NORTH PARKING LOT**	**13 OVERSTORY/SHADE TREES PROVIDED FOR NORTH PARKING LOT**
	<u>SOUTH PARKING LOT:</u> TOTAL PARKING SPACES = 731 SPACES 731 SPACES / 12 SPACES = 60.92 **61 OVERSTORY/SHADE TREES REQUIRED FOR SOUTH PARKING LOT**	**61 OVERSTORY/SHADE TREES PROPOSED FOR SOUTH PARKING LOT**
<u>COMMERCIAL, OFFICE OR INDUSTRIAL FOUNDATION PLANTINGS:</u> FOUNDATION LANDSCAPE SHALL CONSIST OF A MINIMUM RATIO OF 30 PLANT UNITS FOR EVERY 1,000 FEET AREA OF PLANTING BED. ** MINIMUM LANDSCAPE WIDTH OF 5 FEET FROM THE FOUNDATION **	<u>BUILDING FOUNDATION:</u> TOTAL FOUNDATION AREA = 6,962.99 SQ. FT. 6,962.99 SQ. FT. / 1,000 SQ. FT. = 6.96 6.96 x 30 PLANT UNITS = 208.80 **209 PLANT UNITS REQUIRED FOR BUILDING FOUNDATION**	**209 PLANT UNITS PROVIDED IN LANDSCAPE AREAS ADJACENT TO THE PARKING LOT FOR RELOCATED BUILDING FOUNDATION PLANTING AREA**
SECTION 9-134 - ADDITIONAL REQUIREMENTS FOR COMMERCIAL, OFFICE, INDUSTRIAL AND MULTI-FAMILY USES		
<u>BUFFERYARDS (ABUTTING RESIDENTIAL USE):</u> THE TOTAL AMOUNT OF LANDSCAPING PROVIDED SHALL BE IN THE PROPORTION OF 30 PLANT UNITS FOR EACH 1,000 SQUARE FEET OF BUFFER YARD AREA. ** MINIMUM BUFFER WIDTH OF 5 FEET FROM ALL PAVING OR PARKING **	<u>FRONT YARD (SOUTH):</u> SOUTH PROPERTY LINE AREA = 13,039.78 SQ. FT. 13,039.78 SQ. FT. / 1,000 SQ. FT. = 13.04 13.04 x 30 PLANT UNITS = 391.20 **391 PLANT UNITS REQUIRED FOR SOUTH FRONT YARD**	43 SHADE TREES x 5 PLANT UNITS = 215 PLANT UNITS (PROVIDED WITH SOUTH FRONT YARD REQUIREMENT ABOVE) 20 ORNAMENTAL TREES x 4 PLANT UNITS = 80 PLANT UNITS (PROVIDED WITH SOUTH FRONT YARD REQUIREMENT ABOVE) 24 EVERGREEN TREES x 4 PLANT UNITS = 96 PLANT UNITS (PROVIDED WITH SOUTH FRONT YARD REQUIREMENT ABOVE) **391 PLANT UNITS PROVIDED WITH SOUTH FRONT YARD REQUIREMENTS ABOVE**
	<u>FRONT YARD (EAST):</u> EAST PROPERTY LINE AREA = 2,664.35 SQ. FT. 2,664.35 SQ. FT. / 1,000 SQ. FT. = 2.66 2.66 x 30 PLANT UNITS = 79.80 **80 PLANT UNITS REQUIRED FOR EAST FRONT YARD**	8 SHADE TREES x 5 PLANT UNITS = 40 PLANT UNITS (PROVIDED WITH EAST FRONT YARD REQUIREMENT ABOVE) 3 ORNAMENTAL TREES x 4 PLANT UNITS = 12 PLANT UNITS (PROVIDED WITH EAST FRONT YARD REQUIREMENT ABOVE) 7 EVERGREEN TREES x 4 PLANT UNITS = 28 PLANT UNITS (PROVIDED WITH EAST FRONT YARD REQUIREMENT ABOVE) **80 PLANT UNITS PROVIDED WITH EAST FRONT YARD REQUIREMENTS ABOVE**
	<u>SIDE/REAR YARD (WEST):</u> WEST PROPERTY LINE AREA = 13,955.29 SQ. FT. 13,955.29 SQ. FT. / 1,000 SQ. FT. = 13.96 13.96 x 30 PLANT UNITS = 418.80 **419 PLANT UNITS REQUIRED FOR WEST SIDE/REAR YARD**	35 SHADE TREES x 5 PLANT UNITS = 175 PLANT UNITS 21 ORNAMENTAL TREES x 4 PLANT UNITS = 84 PLANT UNITS 40 EVERGREEN TREES x 4 PLANT UNITS = 160 PLANT UNITS **419 PLANT UNITS PROVIDED ALONG WEST SIDE/REAR YARD**
	<u>SIDE/REAR YARD (NORTH):</u> NORTH PROPERTY LINE AREA = 11,249.55 SQ. FT. 11,249.55 SQ. FT. / 1,000 SQ. FT. = 11.25 11.25 x 30 PLANT UNITS = 337.5 **338 PLANT UNITS REQUIRED FOR NORTH SIDE/REAR YARD**	25 SHADE TREES x 5 PLANT UNITS = 125 PLANT UNITS 24 ORNAMENTAL TREES x 4 PLANT UNITS = 96 PLANT UNITS 30 EVERGREEN TREES x 4 PLANT UNITS = 120 PLANT UNITS **341 PLANT UNITS PROVIDED ALONG NORTH SIDE/REAR YARD**
<u>LOADING DOCKS, SERVICE YARDS AND EXTERIOR WORK OR STORAGE AREAS:</u> MULTI-STEMMED ORNAMENTAL TREES, EVERGREEN TREES, LARGE SHRUBS OR SOME COMBINIATION THEREOF, PLANTED AT A MINIMUM RATIO OF 50 PLANT UNITS FOR EACH 100 LINEAR FEET OF PERIMETER TO BE SCREENED.	**LOADING DOCK SCREENING FROM JOHNSON ROAD REQUIRED**	**LOADING DOCK SCREENING FROM JOHNSON ROAD PROVIDED**
<u>PARKING LOT SCREENING:</u> ALL PARKING LOT AREAS SHALL BE SCREENED FROM VIEW OF ADJACENT PROPERTIES AND STREETS BY PLANTINGS THAT ARE A MINIMUM OF 3 FEET (OR WILL ATTAIN A MINIMUM OF 3 FEET WITHIN 3 YEARS OF PLANTING).	**PARKING LOT SCREENING REQUIRED ALONG JOHNSON ROAD**	**PARKING LOT SCREENING PROVIDED ALONG JOHNSON ROAD**

NOTE: SEE SHEET 2.0 FOR PLANT SCHEDULES

No.	REVISIONS	DATE	BY

Kimley»Horn

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1201 WINFIELD ROAD, SUITE 600
WINFIELD, IL 60565
PHONE: 630-487-5500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: ALS
DRAWN BY: ALS
CHECKED BY: JWP

CORE5 INDUSTRIAL PARTNERS

OVERALL LANDSCAPE PLAN

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60543

ORIGINAL ISSUE: 12/10/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
L1.0

Drawing name: K:\CHI_LDEV\368023000_core5_plainfield_IL\2_Design\CAD\Exhibit\settlement exhibits\L1.0 - LANDSCAPE PLAN EXHIBIT.dwg Dec 10, 2025 9:50am by Autumn.McElrich
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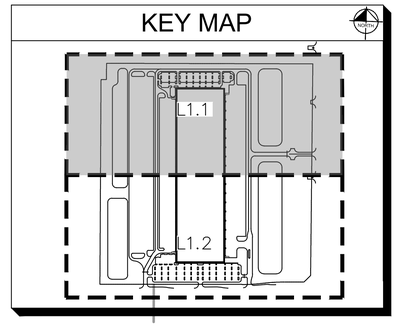
TURF SEED

EMERGENT WETLAND PLUG MIX

PIZZO WET-MESIC PRAIRIE SEED MIX

PIZZO WET PRAIRIE SEED MIX

KEY MAP



NORTH

Call Before You Dig
JULIE
1-800-892-0123

GRAPHIC SCALE IN FEET
0 50 100 200

CHERRY RD.

NORTHWEST
DETENTION BASIN
HWL = 700.00
NWL = 697.00
BTM = 696.00
VOL = 16.34 AC-FT

NORTHEAST
DETENTION BASIN
HWL = 681.50
NWL = 677.00
BTM = 676.0
VOL = 25.31 AC-FT

RETAIL
±4.1 ACRES

RETAIL
±4.1 ACRES

RETAIL
±3.0 ACRES

RIDGE RD.

MATCHLINE - SEE SHEET L1.2

No.	REVISIONS	DATE	BY

Kimley»Horn

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PHONE: 630-487-5500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: ALS
DRAWN BY: ALS
CHECKED BY: JWP

CORE5 INDUSTRIAL PARTNERS

LANDSCAPE PLAN

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60543

ORIGINAL ISSUE: 12/10/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
L1.1

Drawing name: K:\CHS_LDEV_368023000_core5_plainfield_IL\2 Design\CAD\Exhibits\entitlement exhibits\L1.0 – LANDSCAPE PLAN EXHIBIT.dwg 1 OF 2 LANDSCAPE PLAN Dec 10, 2025 9:51am by Autumn.Mattoch
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Drawing name: K:\OKS_LDEV\368023000_core5_plainfield_jt\2 Design\CAD\Exhibit\entitlement exhibit\L1.0 - LANDSCAPE PLAN EXHIBIT.dwg 2 OF 2 LANDSCAPE PLAN Dec 10, 2025 9:51pm by Autumn.McMinch
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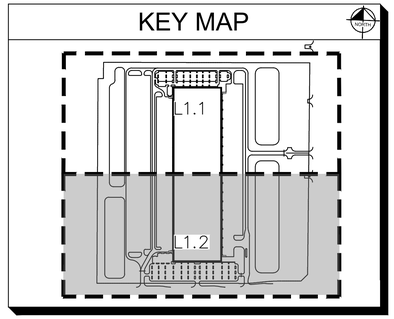
TURF SEED

EMERGENT WETLAND PLUG MIX

PIZZO WET-MESIC PRAIRIE SEED MIX

PIZZO WET PRAIRIE SEED MIX

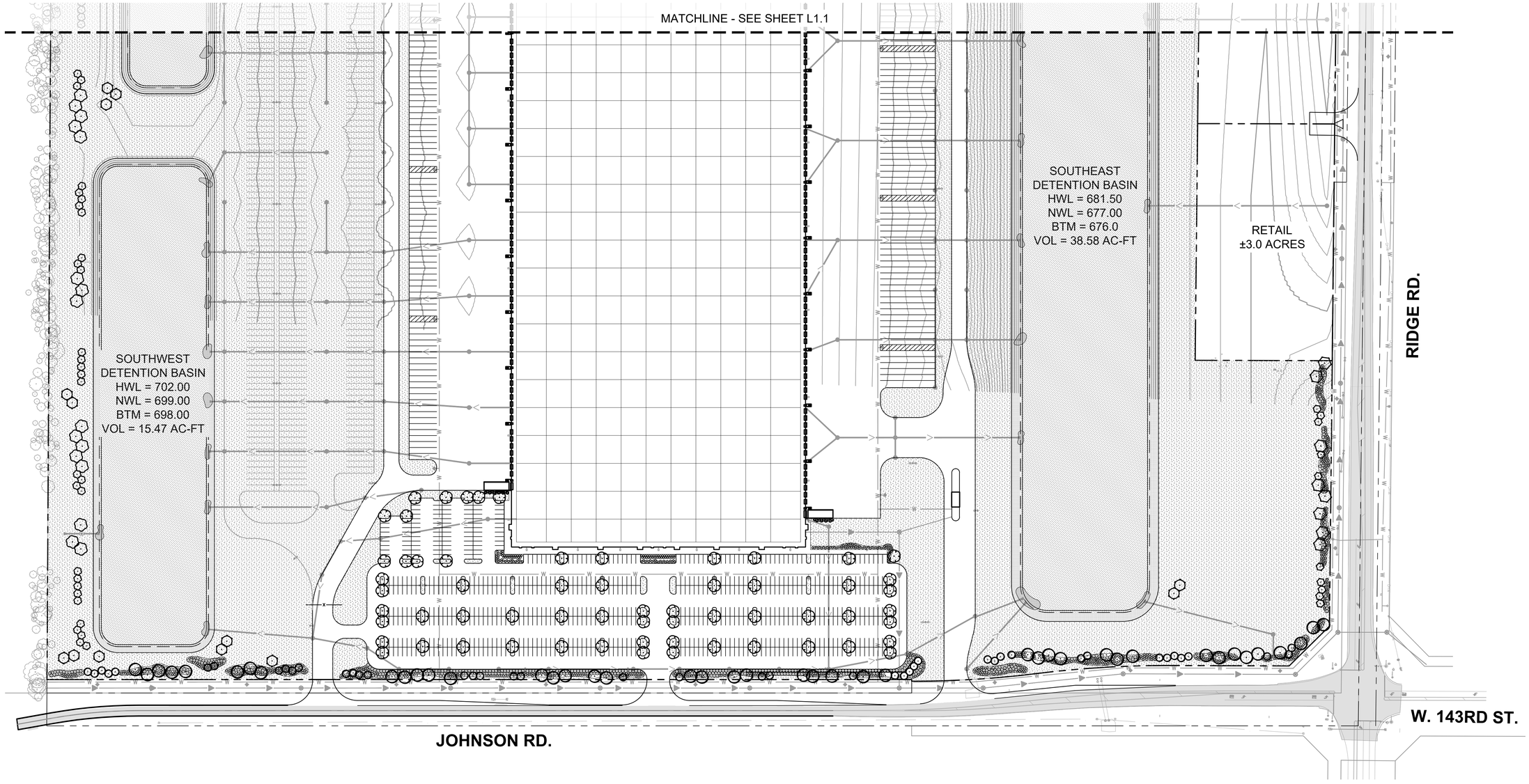
KEY MAP



NORTH

Call Before You Dig
JULIE
1-800-892-0123

GRAPHIC SCALE IN FEET
0 50 100 200



No.	REVISIONS	DATE	BY

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PHONE: 630-487-5500
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SCALE: AS NOTED
DESIGNED BY: ALS
DRAWN BY: ALS
CHECKED BY: JWP

CORE5 INDUSTRIAL PARTNERS

LANDSCAPE PLAN

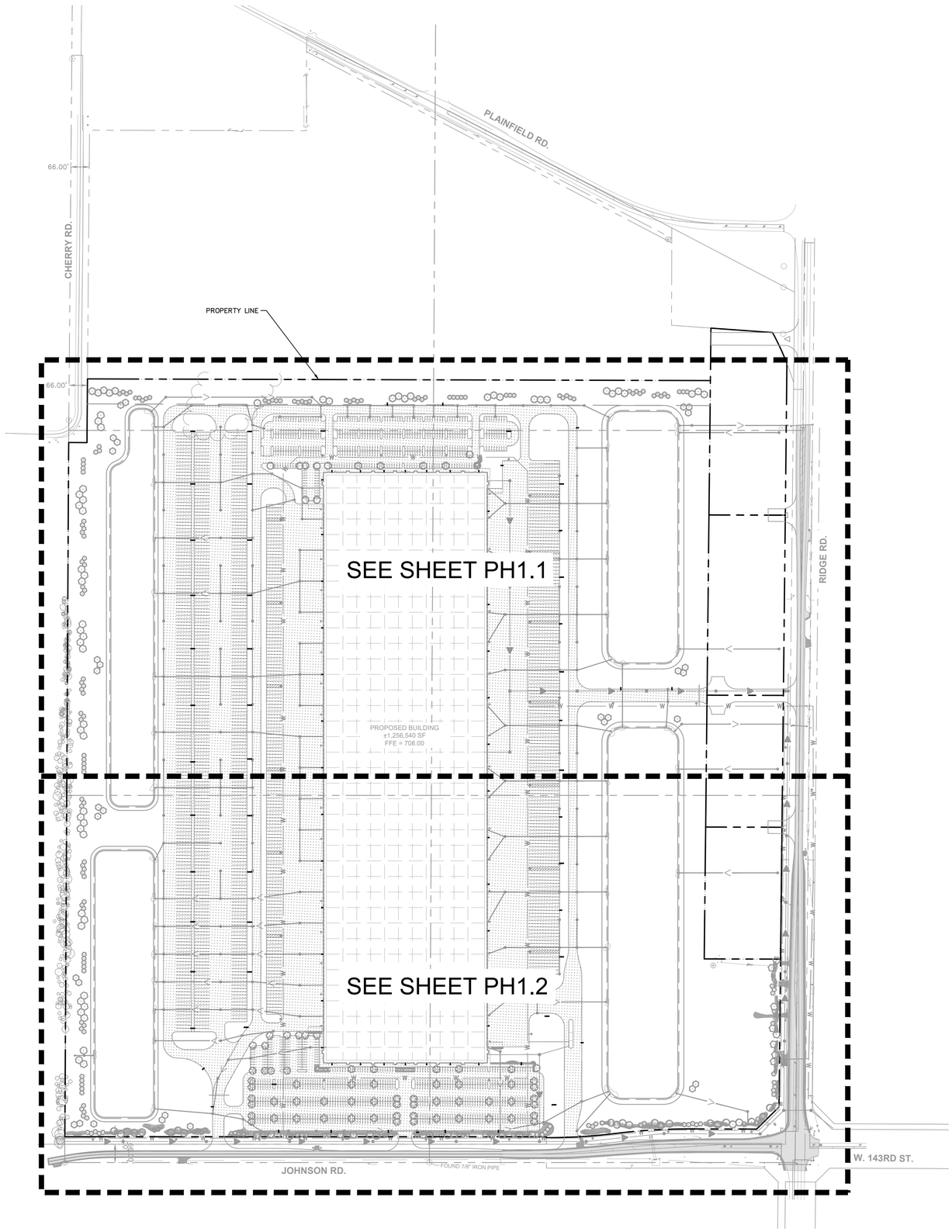
CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60543

ORIGINAL ISSUE:
12/10/2025

KHA PROJECT NO.
368023000

SHEET NUMBER

L1.2



NORTH

Call Before You Dig
JULIE
1-800-892-0123

GRAPHIC SCALE IN FEET
0 100 200 400

LEGEND

LIGHT FIXTURE / LIGHT POLE	PROPOSED LIGHT FIXTURE
X.X	CALCULATION POINT

PHOTOMETRICS NOTES

1. THE TARGET ILLUMINANCE VALUES ARE BASED ON THE VILLAGE OF PLAINFIELD, IL CODE OF ORDINANCES OR THE IES RP-8-25 AND ALL APPLICABLE ADDENDUMS (THE MORE STRINGENT OF THE TWO SHALL BE OBSERVED). ALL CONSTRUCTION AND LIGHTING DESIGN SHALL BE IN ACCORDANCE WITH THE VILLAGE OF PLAINFIELD, IL CODE OF ORDINANCES AND ALL APPLICABLE CODES AND STANDARDS.
2. ALL PHOTOMETRIC ILLUMINANCE VALUES SHOWN ON SITE PLAN IN IN TABLES ARE IN FOOTCANDLES (FC).
   1 FC = 10.76 LUX.
3. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURERS THROUGH IES FILES.
4. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS EXHIBIT WILL DISCOUNT THE VALIDITY OF THE CALCULATIONS.
5. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL BUILDING MOUNTED, EXISTING ADJACENT LOT AND ARCHITECTURAL LIGHTING.
6. CONTRACTOR SHALL CONFIRM ALL POLE AND FIXTURE FINISHES WITH OWNER. CONTRACTOR SHALL CONFIRM FOUNDATION AND ALL MOUNTING REQUIREMENTS WITH MANUFACTURER PRIOR TO CONSTRUCTION.
7. FINAL FOUNDATION DESIGN BY STRUCTURAL ENGINEER. REFER TO ELECTRICAL DRAWINGS FOR ELECTRICAL DESIGN AND LIGHTING CONTROLS. CONTRACTOR SHALL INCLUDE ALL MOUNTING, CONTROL AND ELECTRICAL ACCESSORIES WITH MODEL NUMBER WHEN ORDERING LUMINAIRES TO MEET THE INTENT OF THE STRUCTURAL AND ELECTRICAL DESIGN.
8. CONTRACTOR SHALL FIELD VERIFY EXACT LOCATION AND SETBACK OF LIGHT POLES.
9. FIXTURE SYMBOLS ARE DIAGRAMMATIC ONLY AND SHOULD BE USED AS REFERENCE.
10. REFER TO LIGHT FIXTURE SCHEDULE AND PHOTOMETRIC DETAILS ON SHEETS PH2.0 AND PH2.1 FOR ADDITIONAL INFORMATION ON LIGHT FIXTURES, LIGHT POLES, AND MOUNTING.

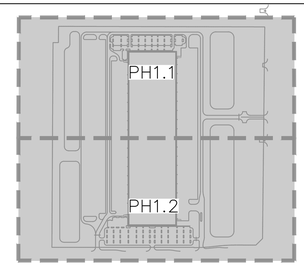
TARGET ILLUMINATION LEVELS

CALC TYPE	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PARKING AND DRIVE AISLES	0.20	–	–	–	–
PROPERTY LINE	–	0.50	–	–	–

CALCULATED ILLUMINATION LEVELS

CALC TYPE	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PARKING AND DRIVE AISLES	0.94	5.60	0.10	9.40	56.00
PROPERTY LINE	0.01	0.20	0.00	–	–

KEY MAP



No.	REVISIONS	DATE	BY

Kimley»Horn
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4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: 630-487-5500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: SK

CORE5 INDUSTRIAL PARTNERS

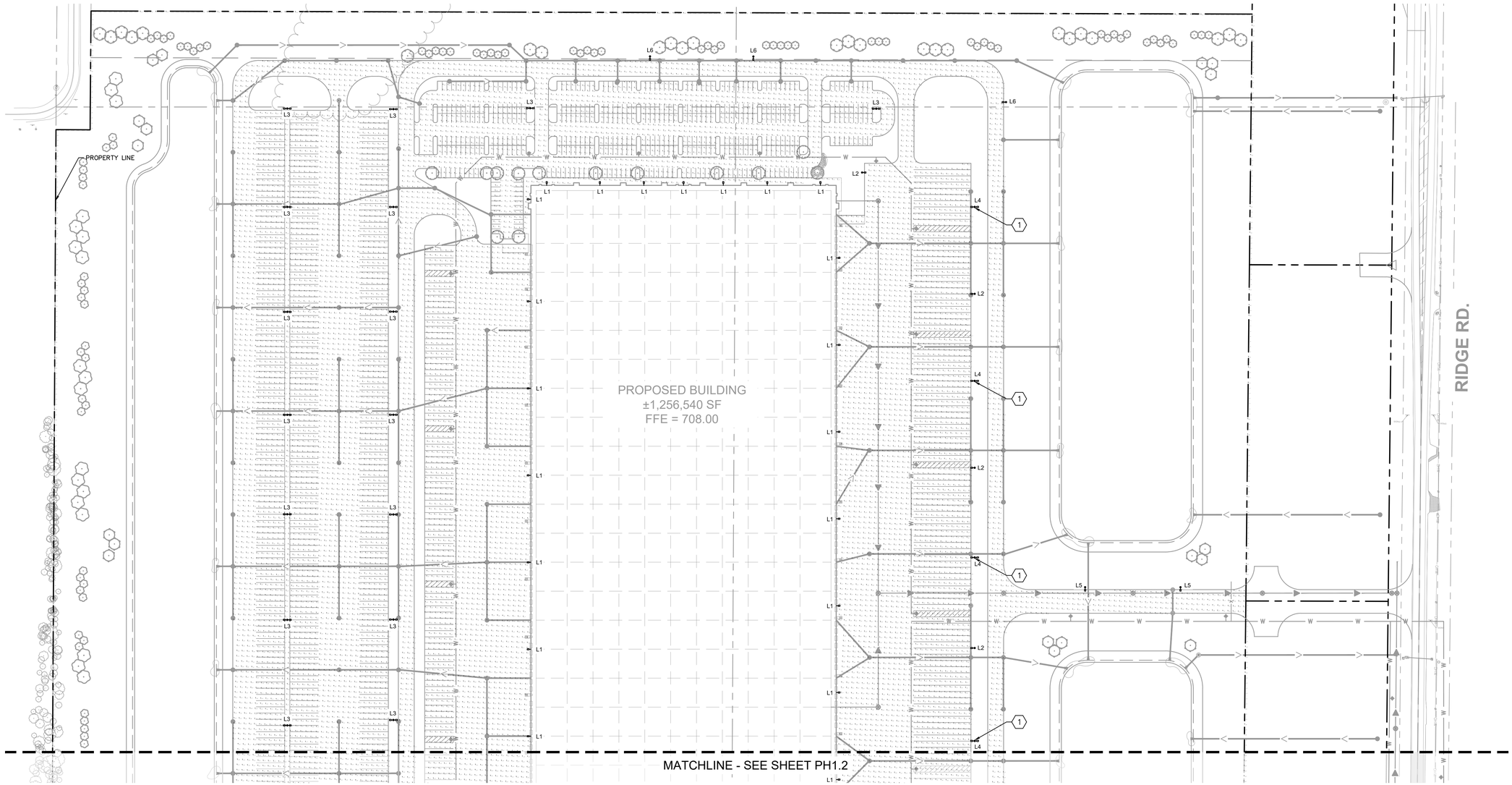
OVERALL PHOTOMETRIC SITE PLAN

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60543

ORIGINAL ISSUE: 12/10/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
PH1.0

Drawing name: K:\CHS_LDEV\368023000_CORE5_Plainfield_IL\3 Design\CAD\Exhibits\Entitlement Exhibits\PH1.0 – PHOTOMETRIC PLAN EXHIBIT.dwg PH1.0 Dec 10, 2025, 10:57am by Robert Wilk
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Drawing name: K:\CHS_USO_368023000_CORE5_Plainfield_IL\3 Design\CAD\Exhibits\Entitlement Exhibits\PH1.0 – PHOTOMETRIC PLAN EXHIBIT.dwg PH1.1 Dec 10, 2025, 10:57am by Robert White
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PHOTOMETRICS NOTES

1. LIGHT FIXTURES "L4" SHALL BE MOUNTED SUCH THAT THE TYPE TFTM FIXTURE IS POINTED WEST AND IS FACING THE PROPOSED BUILDING AND SUCH THAT THE TYPE T2M FIXTURE IS ORIENTED 180 DEGREES OPPOSITE AND IS POINTED EAST AND FACING THE DRIVE AISLE.

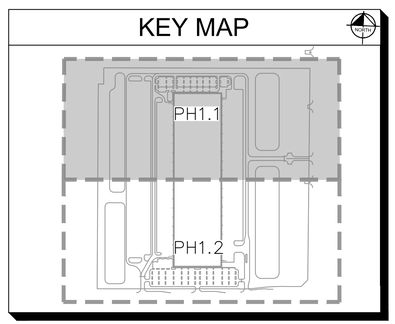
TARGET ILLUMINATION LEVELS

CALC TYPE	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PARKING AND DRIVE AISLES	0.20	–	–	–	–
PROPERTY LINE	–	0.50	–	–	–

CALCULATED ILLUMINATION LEVELS

CALC TYPE	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PARKING AND DRIVE AISLES	0.94	5.60	0.10	9.40	56.00
PROPERTY LINE	0.01	0.20	0.00	–	–

KEY MAP



No.	REVISIONS	DATE	BY

Kimley»Horn

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1201 WINFIELD ROAD, SUITE 600
NAPERVILLE, IL 60563
PHONE: 630-487-5500
WWW.KIMLEY-HORN.COM

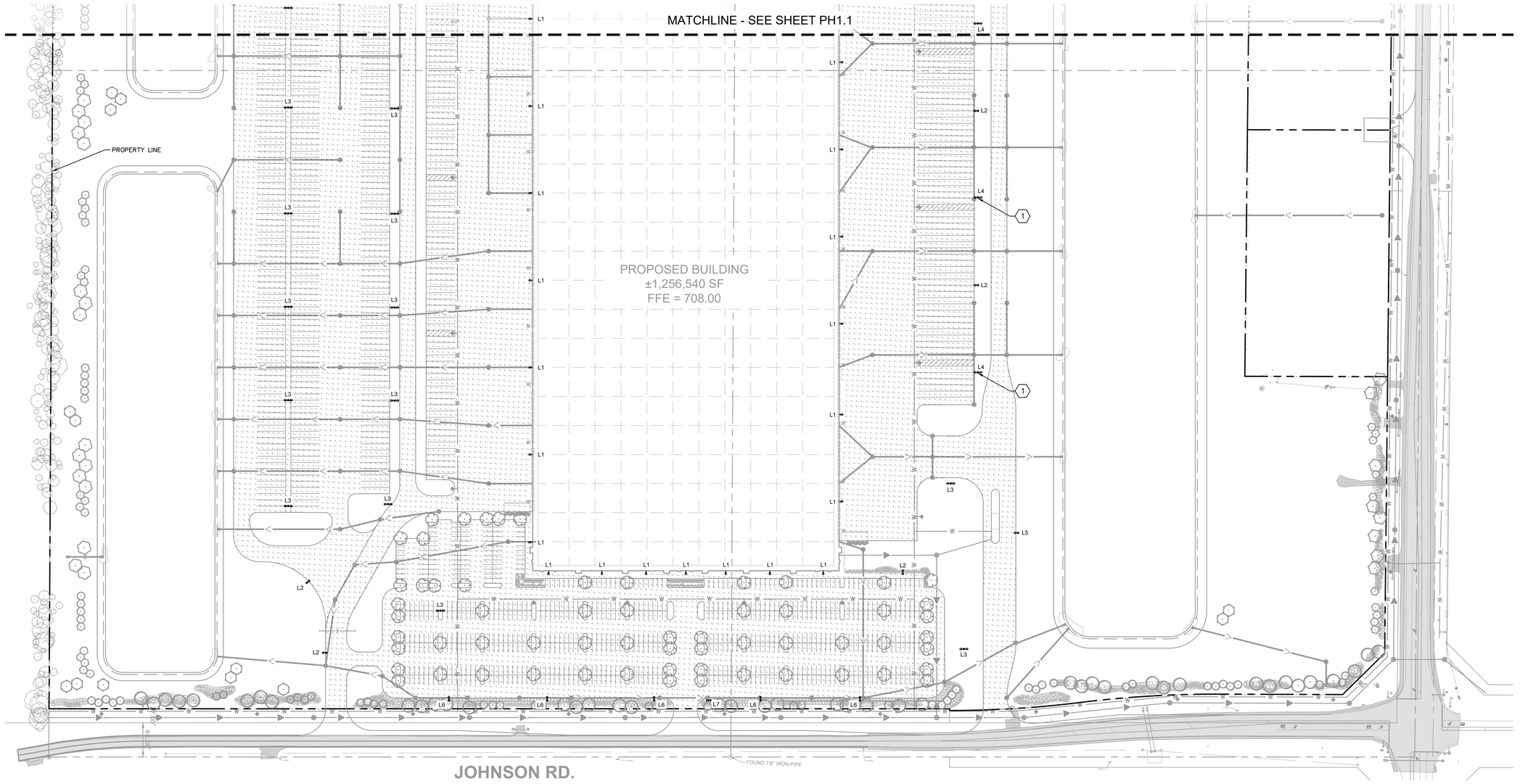
SCALE: AS NOTED
DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: SK

CORE5 INDUSTRIAL PARTNERS

PHOTOMETRIC SITE PLAN

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60543

ORIGINAL ISSUE: 12/10/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
PH1.1



NORTH

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GRAPHIC SCALE IN FEET
0 50 100 200

PHOTOMETRICS NOTES

1. LIGHT FIXTURES "L4" SHALL BE MOUNTED SUCH THAT THE TYPE TFTM FIXTURE IS POINTED WEST AND IS FACING THE PROPOSED BUILDING AND SUCH THAT THE TYPE T2M FIXTURE IS ORIENTED 180 DEGREES OPPOSITE AND IS POINTED EAST AND FACING THE DRIVE AISLE.

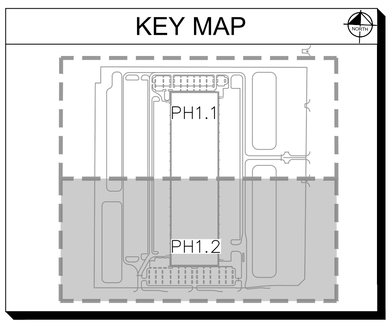
TARGET ILLUMINATION LEVELS

CALC TYPE	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PARKING AND DRIVE AISLES	0.20	–	–	–	–
PROPERTY LINE	–	0.50	–	–	–

CALCULATED ILLUMINATION LEVELS

CALC TYPE	AVG	MAX	MIN	AVG/MIN	MAX/MIN
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PROPERTY LINE	0.01	0.20	0.00	–	–

KEY MAP



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CORE5 INDUSTRIAL PARTNERS

PHOTOMETRIC SITE PLAN

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60543

ORIGINAL ISSUE: 12/10/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
PH1.2

Drawing name: K:\CHS_LDD\368023000_CORE5_Plainfield_JL\3 Design\340\Exhibits\Entitlement Exhibits\PH1.0 – PHOTOMETRIC PLAN EXHIBIT.dwg PH1.2 Dec 10, 2025, 10:57am by: Robert Wilkie
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LIGHT FIXTURE SCHEDULE

SYMBOL	TAG	DESCRIPTION	MODEL NUMBER	FIXTURE QUANTITY	POLE QUANTITY	MOUNTING STYLE	LAMPS	LLF	B–U–G RATING	FIXTURE WATTS	FIXTURE LUMENS	COLOR	MOUNTING HEIGHT	NOTES
	L1	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, TFTM DISTRIBUTION, WALL MOUNTED	DSX2 LED P2 40K 70CRI TFTM	39	0	WALL–MOUNT	LED	0.9	B3–U0–G5	179	24,440	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE WALL–MOUNTED ON EXTERIOR FACE OF BUILDING AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L2	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, TFTM DISTRIBUTION, SINGLE FIXTURE POLE MOUNTED	DSX2 LED P2 40K 70CRI TFTM	9	9	POLE–MOUNT SINGLE HEAD	LED	0.9	B3–U0–G5	179	24,440	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE POLE–MOUNTED ON LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM19AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L3	QTY (2) LITHONIA LIGHTING DSX2 LED AREA LUMINAIRES – BOTH FIXTURES SHALL BE P2 PERFORMANCE PACKAGE, BOTH TFTM DISTRIBUTION, TWO FIXTURES POLE MOUNTED ON ONE POLE	DSX2 LED P2 40K 70CRI TFTM (BOTH FIXTURES)	58	29	POLE–MOUNT DUAL HEAD (180 DEGREE ORIENTATION)	LED	0.9	B3–U0–G5 (BOTH FIXTURES)	358 (TOTAL)	24,440 (BOTH FIXTURES)	4000K (BOTH FIXTURES)	30FT	CONTRACTOR SHALL INSTALL TWO LIGHT FIXTURES POLE–MOUNTED ON ONE LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM28AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURES SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L4	QTY (2) LITHONIA LIGHTING DSX2 LED AREA LUMINAIRES – BOTH FIXTURES SHALL BE P2 PERFORMANCE PACKAGE, ONE SHALL BE TFTM DISTRIBUTION AND OTHER SHALL BE T2M DISTRIBUTION, TWO FIXTURES POLE MOUNTED ON ONE POLE	1ST: DSX2 LED P2 40K 70CRI TFTM & 2ND: DSX2 LED P2 40K 70CRI T2M	1ST: QTY (6) & 2ND: QTY (6)	6	POLE–MOUNT DUAL HEAD (180 DEGREE ORIENTATION)	LED	0.9	1ST: B3–U0–G5 & 2ND: B3–U0–G5	358 (TOTAL)	1ST: 24,440 & 2ND: 23,641	1ST: 4000K & 2ND: 4000K	30FT	CONTRACTOR SHALL INSTALL TWO LIGHT FIXTURES POLE–MOUNTED ON ONE LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM28AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURES SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L5	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, T2M DISTRIBUTION, SINGLE FIXTURE POLE MOUNTED	DSX2 LED P2 40K 70CRI T2M	3	3	POLE–MOUNT SINGLE HEAD	LED	0.9	B3–U0–G5	179	23,641	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE POLE–MOUNTED ON LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM19AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L6	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, BLC4 DISTRIBUTION, SINGLE FIXTURE POLE MOUNTED	DSX2 LED P2 40K 70CRI BLC4	8	8	POLE–MOUNT SINGLE HEAD	LED	0.9	B0–U0–G4	179	17,966	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE POLE–MOUNTED ON LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM19AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L7	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, LCCO DISTRIBUTION, SINGLE FIXTURE POLE MOUNTED	DSX2 LED P2 40K 70CRI LCCO	1	1	POLE–MOUNT SINGLE HEAD	LED	0.9	B1–U0–G4	179	17,552	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE POLE–MOUNTED ON LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM19AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.



D-Series Size 2
LED Area Luminaire

d-series

Specifications

EPA:	1.06 ft² (0.10 m²)
Length:	40.59" (103 cm)
Width:	16.76" (42.6 cm)
Height H1:	8.11" (20.6 cm)
Height H2:	3.96" (10.1 cm)
Weight:	46 lbs (20.9 kg)





design select

Items marked by a dashed background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *Ordering time for details.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of up to 80% vs. 1000W HID and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX2 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX2 LED

Series	LEDs	Color temperature*	Color Rendering Index	Distribution	Voltage	Shipped included
DSX2 LED	**Forward optics**	(Min rectilinear 70CRI only)		AFR Automotive Rear Fog	T5W Type V medium	MVOLT (277V–480V)**	Shipped included
	P1 P5 30K 3000K		70CRI	T1LS Type I short	T5LS Type V short glare	HVOLT (347V–480V)**	SPA Square pole mounting (#8 drilling)
	P2 P6 40K 4000K		70CRI	T2M Type II medium	T5W Type V wide	120	RPA Round pole mounting (#8 drilling)
	P3 P7 50K 5000K		70CRI	T2LS Type II short	T5VW Type V very wide	208	WBA Wall bracket
	P4 P8			T3M Type III medium		240	SPUMBA Square surface pole mounting bracket
	Rotated optics			T3LS Type III short	BLC4 Type IV backlight control*	277	
	P10* P11* P14*	27K 2700K	80CRI	T4M Type IV medium	LCCO Left corner cutoff*	347	Mast arm adapter
	P12*	30K 3000K	80CRI	T4W Forward throw medium	RCCO Right corner cutoff*	480	MA Mast arm adapter (mounts on 2.375" OD tenon/mast arm)
		40K 4000K	80CRI				
		50K 5000K	80CRI				

Control options	Other options	Finish (required)
Shipped installed	**Shipped installed**	**Shipped separately**	
NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion, ambient sensor, 8–40' mounting height, ambient sensor enabled at 5–5.4fc*	SPUMBA 20kV surge protection (exceeds IEEE/ANSI C62.41.2 requirements)	EGSR External Glare Shield (trim/diffuser, field install required, matches housing finish)	DDBXD Dark Bronze
PER Single receptacle only (controls ordered separately)**	DMG 0–10v dimming wires pulled outside fixture (for use with an external control, ordered separately)**	HSS House Side Shield (field install required)	DBLXD Black
PER5 Five pin receptacle only (controls ordered separately)**	BL30 Bi-level switched dimming, 30%		DNAXD Natural Aluminum
PIR Bi-level switched dimming, 30% high/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc*	BL50 Bi-level switched dimming, 50%		DWHXD White
PIR5 Bi-level switched dimming, 30% high/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc*	L90 Left rotated optics*		DSSTXD Textured dark bronze
PIRH Bi-level switched dimming, 30% high/low, motion/ambient sensor, 15–30' mounting height, ambient sensor enabled at 5–5.4fc*	R90 Right rotated optics*		DBLBXD Textured black
PIRH5 Five pin receptacle only (controls ordered separately)**	CCE Coastal Construction*		DNATXD Textured natural aluminum
PIR1FC3V Bi-level motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 1fc, 0–10V dimming wires pulled outside fixture for use with an external control, ordered separately**	WTC Cold weather (–30°C minimum)*		DWHGXD Textured white
PIR1FC3V5 Bi-level motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 1fc, 0–10V dimming wires pulled outside fixture for use with an external control, ordered separately**	BAA Buy American Act Compliant	
PE Photocell, Button Type	DDL Double Downlight*	
PER5 Five pin receptacle only (controls ordered separately)**	SF Single fuse (120, 277, 347V)*	
	DF Double fuse (208, 240, 480V)*	
	SE Emergency battery backup*	

Accessories

Ordered and shipped separately.

BLS3IR 3 LED	Photocell - SSL twist-lock (120–277V)*
BLS4IR 4 LED	Photocell - SSL twist-lock (347–480V)*
BLS6IR 6 LED	Photocell - SSL twist-lock (480V)*
DSHS/T-SC	Shorting cap*
DSSCA-W	Square pole shield (#8 drilling) specify finish)
DSRPA (DSSCA)	Round pole adapter (#8 drilling) specify finish)
DSSPA (DSSCA)	Square pole adapter (#8 drilling) specify finish)
DSSRA (DSSCA)	Round pole adapter (#8 drilling) specify finish)
DSSCB (DSSCA)	External gray shield (specify finish)
DSSCBLK (DSSCA)	Anti-glare advanced shield (specify finish)

NOTES
1 Rotated optics available with packages P10, P11, P12, P13 and P14. Must be combined with option LPO or RPO.
2 T3LS, T4LS, BLC3, BLC4, LCCO, RCCO not available with 16A 120V, 20A 120V, 16A 208V, 16A 240V or 16A 277V. T5LS, T5LS, BLC3, BLC4, LCCO, RCCO not available with option HS.
3 MVOLT driver operates on any line voltage from 120–277V (50/60 Hz).
4 HVOLT driver operates on any line voltage from 347–480V (50/60 Hz).
5 HVOLT not available with package P10 when combined with option NLTAIR2 PIRHN or option PIR.
6 XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
7 Not available with P7, P8, P11, P12, P13 or P14. Not available in packages P1, P2, P5, P10, P11, P12 and P14 when combined with option NLTAIR2 PIRHN or option PIR. HVOLT not available with fusing (SF or DF).
8 SPA3 and RPA3 for use with #3 drilling only (Not for use with #8 drilling).
9 Not available with P10, P11, P12, P13 or P14. Not available with BLC3 or BLC4 optics.
10 NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this link.
11 NLTAIR2 PIRHN not available with other controls including PER, PER5, PIRH, PIRH5, PIR1FC3V, PIR, PIR5, BL30, BL50 and DS.
12 PIRHN12000 is only available with NLTAIR2 PIRHN, PER, PER5, PIRH, PIRH5, PIR1FC3V, PIR, PIR5, BL30, BL50, DMG and DS. PIR not available with P10 using MVOLT.
13 PIRHNAIRGEN3 is only available with NLTAIR2 PIRHN, PER, PER5, PIRH, PIRH5, PIR1FC3V, PIR, PIR5, BL30, BL50, DMG and DS. Not available when P10 is ordered. Not available in conjunction with P4 when ordered with MVOLT. Not available with P7 using HVOLT.
14 Reference Controls Options table on page 4.
15 DMG not available with NLTAIR2 PIRHN, PER, PER5, PIRH, PIRH5, PIR1FC3V, PIR, PIR5, BL30, BL50 and DS.
16 DS not available with NLTAIR2 PIRHN, PER, PER5, PIRH, PIRH5, PIR1FC3V, PIR, PIR5, BL30, BL50 and DMG.
17 DS requires (2) separately ordered shields. DS provides 50/50% fixture operation on (2) different sets of leads on P1, P2, P3, P4, P5 & P6. Not available with P10, P11, P12, P13, P14 (3-drivers).
18 Not available with P10, P11, P12, P13, P14. Reference Emergency Battery Backup on page 4 for more functionality.
19 Not available with P10, P11, P12, P13, P14. Not available with BLC3 or BLC4 optics. Not available in packages P1, P2, P5, P10, P11, P12 and P14 when combined with option NLTAIR2 PIRHN or option PIR. HVOLT not available with fusing (SF or DF).
20 Reference Motion Sensor Default Settings table on page 4 to see functionality.
21 Not available with P10, P11, P12, P13, P14. Not available with BLC3, LCCO, RCCO distribution. Also available as a separate accessory, see Accessories information.
22 HS not available with T5LS, T5LS, BLC3, BLC4, LCCO, RCCO distribution.
23 CCE option not available with option BS and SCWB. Contact Technical Support for availability.
24 Option DDL not available with P10, P11, P12, P13, P14, DF, HVOLT or XVOLT.
25 Requires luminaire to be ordered with PER, PER5 or PER7 option. See Controls Table on page 4.
26 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V. MVOLT not available with fusing (SF or DF).
27 Option SE for use with (BAA) must use mount only when SE vibration is required.

Shield Accessories



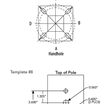
External Glare Shield (EGSR)



House Side Shield (HS)

Drilling

HANDHOLD ORIENTATION



Template #8



Tenon Mounting Slipfitter

Tenon O.D.	Antenna Adapter	Adjustment	Adjustment	Adjustment	Adjustment	Adjustment	Adjustment
2-3/8"	8ft	#2@3.5ft	#2@3.5ft	#2@3.5ft	#2@3.5ft	#2@3.5ft	#2@3.5ft
2-7/8"	8ft	#2@5.5ft	#2@5.5ft	#2@5.5ft	#2@5.5ft	#2@5.5ft	#2@5.5ft
4"	8ft	#2@5.5ft	#2@5.5ft	#2@5.5ft	#2@5.5ft	#2@5.5ft	#2@5.5ft

Mounting Options	Adjustable Mounting	Single	2 @ 90°	2 @ 180°	3 @ 90°	4 @ 90°
Head Location		Side S	Side S & E	Side S & E	Side S, E & S	Round Pole Only	Side A, B, C & D
EGR Nomenclature	#8	SM19AS	SM19AS	SM19AS	SM19AS	SM19AS	SM19AS
Weight (lbs)		46	49	52	52	55	57

Specify luminaire with P4 for 4 @ 90° mounting.

DSX2 Area Luminaire - EPA

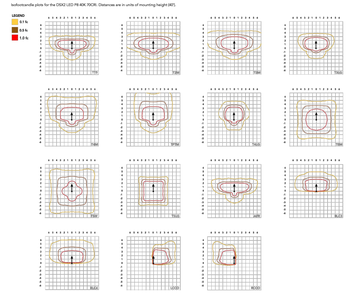
*Includes hardware and integral mounting arm. Shrouds, visors, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single @0°	2 @ 180 deg	2 @ 90 deg	3 @ 90 deg	3 @ 120 deg	4 @ 90 deg
Mounting Type						
DSX2 with DS	1.06	2.12	1.84	2.52	—	2.20
DSX2 with DM19AS	1.06	2.12	1.84	2.52	—	2.20
DSX2 with BTR, BTR2	1.07	2.14	1.86	2.55	2.31	2.44
DSX2 with RB	1.07	2.40	2.12	3.08	2.82	3.08

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's homepage.

Isofootcandle plots for the DSX2 LED P5 40K 70CRI. Distances are in units of mounting height (30').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0–40°C (32–104°F).

Ambient	Lumen Multiplier
0°C	1.04
5°C	1.03
10°C	1.02
15°C	1.01
20°C	1.01
25°C	1.00
30°C	0.99
35°C	0.98
40°C	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platform noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate L27, use the lumen maintenance factor that corresponds to the desired number of operating hours from the Lumen Maintenance values, tested factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.95
50,000	0.90
100,000	0.82

FAO Dimming Settings

Intensity	Output Current
1	100%
2	93%
3	85%
4	78%
5	70%
6	63%
7	55%
8	48%
9	40%
10	33%

*Note: Calculated values are based on original performance testing. For applications requiring L70 or L80 lumen maintenance, use published values for each package based on input watts and luminaire lay-optic type.

Electrical Load

Performance Package	Input Watts	LLF	Input Current (A)	Ballast	Current (A)			
					120V	208V	240V	277V	347V	480V
Forward Optics (Non-Rotated)	P1	89	0.9	0.9	0.75	0.45	0.39	0.33	0.27	0.19
	P2	93	0.9	0.9	0.78	0.46	0.40	0.34	0.27	0.19
	P5	89	0.9	0.9	0.75	0.45	0.39	0.33	0.27	0.19
	P6	93	0.9	0.9	0.78	0.46	0.40	0.34	0.27	0.19
	P7	158	0.9	0.9	1.33	0.80	0.69	0.59	0.48	0.33
	P8	158	0.9	0.9	1.33	0.80	0.69	0.59	0.48	0.33
Rotated Optics (Requires L90 or R90)	P10	93	0.9	0.9	0.78	0.46	0.40	0.34	0.27	0.19
	P11	93	0.9	0.9	0.78	0.46	0.40	0.34	0.27	0.19
	P12	93	0.9	0.9	0.78	0.46	0.40	0.34	0.27	0.19
	P13	93	0.9	0.9	0.78	0.46	0.40	0.34	0.27	0.19
	P14	93	0.9	0.9	0.78	0.46	0.40	0.34	0.27	0.19

LED Color Temperature / Color Rendering Multipliers

CCT		70CRI		80CRI	
	Lumen Multiplier	Availability	Lumen Multiplier	Availability
5000K	102%	Standard	92%	Extended lead time
4000K	100%	Standard	87%	Extended lead time
3500K	100%	(see note)	90%	Extended lead time
3000K	96%	Standard	87%	Extended lead time
2700K	94%	(see note)	85%	Extended lead time

Note: Some LED types are available as per special request. Contact Technical Support for more information.

Motion Sensor Default Settings

Mode	Ambient Sensor Enabled/Disabled	Ramp-up Delay (Fade-to-On)	Time Delay	Ramp-down Delay (Fade-to-Off)	Low-level Dimming	Ramp-to-Dim	Photocell Operation
PIR	30%	3 sec	5 min	5 min	Disabled @ 0%	3 sec	5 min
PIRH	30%	3 sec	5 min	5 min	Disabled @ 0%	3 sec	5 min

Controls Options

Description	Description	Description	Description
DALI	Field-adjustable output device installed inside the luminaire, connects to the driver powering leads.	Bluetooth®	DALI device
DS (not available on P2500)	Drivers wired independently for 50/50 luminaire operation	The Sensor Switch®	Independently wired drivers
PIRSS or PIRSS7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk-to-dawn operation (photocell ordered separately)	Twist-lock photocells such as SC1 (like or advanced control modes such as DCR)
PIR	Wireless sensor with integrated photocell. Sensor suitable for 8–40' mounting height.	Luminaires dim when no occupancy is detected.	Acuity Controls i360.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion time-out when wirelessly connected to the nLight network.	nLight AIR.
BLR or SLR	Integrated bi-level drivers that allows a second contact circuit to switch all light engines to either 35% or 50% light output	RC device provides input to a 120 dimming leads on all drivers providing either 100% or dimmed (35% or 50%) control by a secondary circuit	RC SENSE1

Description	Description
Field-adjustable output device installed inside the luminaire, connects to the driver powering leads.	DALI device
Drivers wired independently for 50/50 luminaire operation	Independently wired drivers
Compatible with standard twist-lock photocells for dusk-to-dawn operation (photocell ordered separately)	Twist-lock photocells such as SC1 (like or advanced control modes such as DCR)
Luminaires dim when no occupancy is detected.	Acuity Controls i360.
Motion and ambient light sensing with group response. Scheduled dimming with motion time-out when wirelessly connected to the nLight network.	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.
RC device provides input to a 120 dimming leads on all drivers providing either 100% or dimmed (35% or 50%) control by a secondary circuit	RC SENSE1

Control	Description	Notes
DALI	Field-adjustable output device installed inside the luminaire, connects to the driver powering leads.	DALI device
DS (not available on P2500)	Drivers wired independently for 50/50 luminaire operation	Independently wired drivers
PIRSS or PIRSS7	Twist-lock photocell receptacle	Twist-lock photocells such as SC1 (like or advanced control modes such as DCR)
PIR	Wireless sensor with integrated photocell. Sensor suitable for 8–40' mounting height.	Acuity Controls i360.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	nLight AIR.
BLR or SLR	Integrated bi-level drivers that allows a second contact circuit to switch all light engines to either 35% or 50% light output	RC SENSE1

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	Lumens/Watts	LED Count	Drive current (mA)	Distribution Type	30K (3000K, 70CRI)				40K (4000K, 70CRI)				50K (5000K, 70CRI)			
					Lumens	B	U	G	Lumens	B	U	G	Lumens	B	U	G
P1	153W	80	530	T1S	20,748	3	0	3	21,392	3	0	3	20,748	3	0	3
				T2M	24,192	3	0	3	24,940	3	0	3	24,192	3	0	3
				T2S	24,192	3	0	3	24,940	3	0	3	24,192	3	0	3
				T3M	23,961	3	0	3	24,702	3	0	3	23,961	3	0	3
				T3S	23,961	3	0	3	24,702	3	0	3	23,961	3	0	3
				T4M	23,679	3	0	3	24,411	3	0	3	23,679	3	0	3
				T4W	23,679	3	0	3	24,411	3	0	3	23,679	3	0	3
				BLC4	23,450	3	0	3	24,175	3	0	3	23,450	3	0	3
P2	179W	80	700	T1S	24,440	3	0	3	25,196	3	0	3	24,440	3	0	3
				T2M	28,500	3	0	3	29,380	3	0	3	28,500	3	0	3
				T2S	28,500	3	0	3	29,380	3	0	3	28,500	3	0	3
				T3M	28,223	3	0	3	29,099	3	0	3	28,223	3	0	3
				T3S	28,223	3	0	3	29,099	3	0	3	28,223	3	0	3
				T4M	27,890	3	0	3	28,757	3	0	3	27,890	3	0	3
				T4W	27,890	3	0	3	28,757	3	0	3	27,890	3	0	3
				BLC4	27,616	3	0	3	28,472	3	0	3	27,616	3	0	3
P3	219W	80	850	T1S	29,852	3	0	3	30,779	3	0	3	29,852	3	0	3
				T2M	34,810	3	0	3	35,887	3	0	3	34,810	3	0	3
				T2S	34,810	3	0	3	35,887	3	0	3	34,810	3	0	3
				T3M	34,472	3	0	3	35,539	3	0	3	34,472	3	0	3
				T3S	34,472	3	0	3	35,539	3	0	3	34,472	3	0	3
				T4M	34,061	3	0	3	35,115	3	0	3	34,061	3	0	3
				T4W	34,061	3	0	3	35,115	3	0	3	34,061	3	0	3
				BLC4	33,724	3	0	3	34,774	3	0	3	33,724	3	0	3
P4	270W	80	1050	T1S	36,756	3	0	3	37,900	3	0	3	36,756	3	0	3
				T2M	42,882	3	0	3	44,208	3	0	3	42,882	3	0	3
				T2S	42,882	3	0	3	44,208	3	0	3	42,882	3	0	3
				T3M	42,467	3	0	3	43,781	3	0	3	42,467	3	0	3
				T3S	42,467	3	0	3	43,781	3	0	3	42,467	3	0	3
				T4M	41,957	3	0	3	43,255	3	0	3	41,957	3	0	3
				T4W	41,957	3	0	3	43,255	3	0	3	41,957	3	0	3
				BLC4	41,543	3	0	3	42,828	3	0	3	41,543	3	0	3

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	Lumens/Watts	LED Count	Drive current (mA)	Distribution Type	30K (3000K, 70CRI)				40K (4000K, 70CRI)				50K (5000K, 70CRI)			
					Lumens	B	U	G	Lumens	B	U	G	Lumens	B	U	G
P5	327W	80	1250	T1S	41,748	3	0	3	42,985	3	0	3	41,748	3	0	3
				T2M	48,672	3	0	3	50,122	3	0	3	48,672	3	0	3
				T2S	48,672	3	0	3	50,122	3	0	3	48,672	3	0	3
				T3M	48,197	3	0	3	49,633	3	0	3	48,197	3	0	3
				T3S	48,197	3	0	3	49,633	3	0	3	48,197	3	0	3
				T4M	47,604	3	0	3	49,021	3	0	3	47,604	3	0	3
				T4W	47,604	3	0	3	49,021	3	0	3	47,604	3	0	3
				BLC4	47,139	3	0	3	48,548	3	0	3	47,139	3	0	3
P6	342W	100	1050	T1S	47,748	3	0	3	49,179	3	0	3	47,748	3	0	3
				T2M	55,662	3	0	3	57,327	3	0	3	55,662	3	0	3
				T2S	55,662	3	0	3	57,327	3	0	3	55,662	3	0	3
				T3M	55,119	3	0	3	56,757	3	0	3	55,119	3	0	3
				T3S	55,

LIGHT FIXTURE SCHEDULE

SYMBOL	TAG	DESCRIPTION	MODEL NUMBER	FIXTURE QUANTITY	POLE QUANTITY	MOUNTING STYLE	LAMPS	LLF	B–U–G RATING	FIXTURE WATTS	FIXTURE LUMENS	COLOR	MOUNTING HEIGHT	NOTES
	L1	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, TFTM DISTRIBUTION, WALL MOUNTED	DSX2 LED P2 40K 70CRI TFTM	39	0	WALL–MOUNT	LED	0.9	B3–U0–G5	179	24,440	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE WALL–MOUNTED ON EXTERIOR FACE OF BUILDING AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L2	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, TFTM DISTRIBUTION, SINGLE FIXTURE POLE MOUNTED	DSX2 LED P2 40K 70CRI TFTM	9	9	POLE–MOUNT SINGLE HEAD	LED	0.9	B3–U0–G5	179	24,440	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE POLE–MOUNTED ON LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM19AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L3	QTY (2) LITHONIA LIGHTING DSX2 LED AREA LUMINAIRES – BOTH FIXTURES SHALL BE P2 PERFORMANCE PACKAGE, BOTH TFTM DISTRIBUTION, TWO FIXTURES POLE MOUNTED ON ONE POLE	DSX2 LED P2 40K 70CRI TFTM (BOTH FIXTURES)	58	29	POLE–MOUNT DUAL HEAD (180 DEGREE ORIENTATION)	LED	0.9	B3–U0–G5 (BOTH FIXTURES)	358 (TOTAL)	24,440 (BOTH FIXTURES)	4000K (BOTH FIXTURES)	30FT	CONTRACTOR SHALL INSTALL TWO LIGHT FIXTURES POLE–MOUNTED ON ONE LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM28AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURES SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L4	QTY (2) LITHONIA LIGHTING DSX2 LED AREA LUMINAIRES – BOTH FIXTURES SHALL BE P2 PERFORMANCE PACKAGE, ONE SHALL BE TFTM DISTRIBUTION AND OTHER SHALL BE T2M DISTRIBUTION, TWO FIXTURES POLE MOUNTED ON ONE POLE	1ST: DSX2 LED P2 40K 70CRI TFTM & 2ND: DSX2 LED P2 40K 70CRI T2M	1ST: QTY (6) & 2ND: QTY (6)	6	POLE–MOUNT DUAL HEAD (180 DEGREE ORIENTATION)	LED	0.9	1ST: B3–U0–G5 & 2ND: B3–U0–G5	358 (TOTAL)	1ST: 24,440 & 2ND: 23,641	1ST: 4000K & 2ND: 4000K	30FT	CONTRACTOR SHALL INSTALL TWO LIGHT FIXTURES POLE–MOUNTED ON ONE LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM28AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURES SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L5	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, T2M DISTRIBUTION, SINGLE FIXTURE POLE MOUNTED	DSX2 LED P2 40K 70CRI T2M	3	3	POLE–MOUNT SINGLE HEAD	LED	0.9	B3–U0–G5	179	23,641	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE POLE–MOUNTED ON LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM19AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L6	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, BLC4 DISTRIBUTION, SINGLE FIXTURE POLE MOUNTED	DSX2 LED P2 40K 70CRI BLC4	8	8	POLE–MOUNT SINGLE HEAD	LED	0.9	B0–U0–G4	179	17,966	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE POLE–MOUNTED ON LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM19AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.
	L7	LITHONIA LIGHTING DSX2 LED AREA LUMINAIRE – P2 PERFORMANCE PACKAGE, LCCO DISTRIBUTION, SINGLE FIXTURE POLE MOUNTED	DSX2 LED P2 40K 70CRI LCCO	1	1	POLE–MOUNT SINGLE HEAD	LED	0.9	B1–U0–G4	179	17,552	4000K	30FT	CONTRACTOR SHALL INSTALL LIGHT FIXTURE POLE–MOUNTED ON LITHONIA LIGHT POLE MODEL # SSS–30–5C–DM19AS AT EFFECTIVE FIXTURE MOUNTING HEIGHT = 30' – 0". CONFIRM FIXTURE AND POLE FINISH WITH OWNER PRIOR TO PURCHASE. CONTRACTOR SHALL ORDER ALL MOUNTING ACCESSORIES TO MEET INTENT OF THE DESIGN. FIXTURE SHALL BE FULL CUTOFF AS DEFINED BY "U0" B–U–G RATING.

LITHONIA LIGHTING

Catalog Number
Notes
Type

Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

BAA BABA

FEATURES & SPECIFICATIONS

INTENDED USE — These specifications are for USA standards only. Square Straight Steel is a general purpose light pole for up to 70 foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11 gauge, 0.120"), a 10 KSI (7 gauge, 0.179"). Shaft is one piece with a full-length longitudinal high-frequency electric resistance weld. Uniform square to round cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 5", 7" and 9".

Pole Top: Options include 4" tenon top, drilled for side mount fixture, tenon with drilling (includes extra handhole) and open top. Side drilled and open top poles include a removable top cap.

Handholes: A reinforced handhole with grounding provision is provided at 18" from the base on side A, positioned to facilitate inspection. Additional may not be provided and requires engineering review; consult Tech Support. Handhole for lighter dimensions (5") handhole includes a cover and cover attachment hardware. The handhole has a minimum dimension of 3" x 5".

Base Covers: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, 105 KSI minimum yield strength and tensile strength of 75 KSI. KSI. Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Extra durable powder finish is coated with TGIC (Triglycidyl Isocyanurate) Polyester powder that meets SAE and SAE specifications of ASTM D3359. Powder-coat finishes include Dark Bronze, White, Black, and Natural Aluminum colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes.

GOVERNMENT PROCUREMENT —

BAA – Buy American Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

INSTALLATION — Do not erect poles without having fixtures installed. Factory supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

OUTDOOR

PSS2-SSS

SSS Square Straight Steel Poles

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** SSS 20 5C DM28AS DDBXD

SSS							
Series	**Nominal Pattern mounting height**	**Nominal shaft base size/wall thickness**	**Mounting**[1]	**Options**	**Shipped installed**	**Finish**
SSS	10–20' (For T2/T3 mountpoints, add –4 to the pole height. Ex: 20–4=pole 20ft tall.) (See technical information table for mounting height information.)	4C 4" Fly (0.120") 4G 4" Fly (0.179") 5C 5" Fly (0.120") 5G 5" Fly (0.179") 6G 6" Fly (0.179") (See technical information table for complete ordering information.)	Tenon mounting PT Open top (includes 4" tenon) T2B 2 3/8" O.D. (2 7/8"PO) T2S 2 3/8" O.D. (2-1/2" NPS) T3B 3-1/2" O.D. (3" NPS) T3S 4" O.D. (3-1/2" NPS) DOUBLE FIXTURE MOUNTING[2] DM19AS 1 at 180° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° Arm-Mounted mounting To be added on series + drill orientations. **EB** Select 90° for SSMC arm drilling 1 at 90°	VD Vibration dampers[3] IHHy Inline hex cable-access relief[4] HHAMy Horizontal arm bracket (1 arm)[5] FBXay Fretsaver wallet hex electrical[6] FBXAQPCAy Fretsaver with QPC1 outlet and in-use cover[7] CPA1Gy 1/2" couplings[8] CPA1Ay 3/4" couplings[8] CPA1Jy 1" couplings[8] NPS1Gy 1/2" threaded nipple[8] NPS1Ay 3/4" threaded nipple[8] NPS1Jy 1" threaded nipple[8] EHHay Extra handhole[9] SSTANP Steel anchor bolt template (standard & paper) STLWC Galvanized steel (standard & plastic, finish is smooth)[10] FBCRLZPC 2 Piece steel base cover (standard & plastic)[10] IC Interior coating[11] LJHB Lens anchor bolts (Include when anchor bolts are not needed) TP Tamper resistant handhole cover fasteners NEC NEC #10, SS-compliant gasketed handhole (Not UL Labeled) UL UL listed with label (Includes NEC compliant cover) BAA Buy America(n)y Act Compliant[12] FBKnnnnpt ordered Match pole to grave order or project[13]	**Super durable paint colors** DDBXD Dark bronze BKBX Black BNAXD Natural aluminum WHHX White DDBTD Sandstone DGCXD Charcoal gray DTGXD Tennis green BBBXD Bridge blue DSBXD Steel blue DBTXD Textured dark bronze BLBXD Textured black NATAXD Textured natural aluminum DWHXD Textured white **Other finishes** GALV Galvanized finish **Architectural colors and special finishes**[14] [PANTC] GALV Paint over galvanizing WF10 5 year warranty extension WF15 7 year warranty extension RAL6004 Use designation(s) (Insignia Lighting numeric/alpha) in [brackets] Custom color Names/Colors assigned through Customer Care "Custom Color Process"

Accessories: Order as separate catalog number.

PI 10CD Plug-In CSA drillings
PI 10TA Plug-In Tribute/G drillings
FXV xxFT Field installed vibration dampers (make-style)

NOTES:

1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7 Gauge) in nomenclature. "C" - 0.120" | "G" - 0.179".
2. FT spare top plate include top cap. When ordering tenon mounting and drill mounting for the same pole, specify as drilling mounting. Example: DM28AS. For combination it includes a required extra handhole. Example: DM28AS HA.
3. Refer to the fixture spec sheet for the correct drilling template pattern and orientation compatibility.
4. One 4" and 2" poles, HH must not be installed if premises (ENV, VSI, VPL, CP) are located higher than 3/4 of the pole's total height. Example: Pole height is 20ft, if premises cannot be placed above 16ft.
5. Refer to the fixture spec sheet for the correct drilling template pattern and orientation compatibility. For "QT" specify the length above the handhole (LA,LC,LD) Refer to the Handhole Orientation diagram below. Example: QT–3 = 3 and LT DT–3H = 26.5'
6. Fretsaver wallet hex electrical with outlet (LA,LC,LD) Refer to the Handhole Orientation diagram below.
7. Horizontal arm is 18" x 3-1/8" O.D. tenon-mounted, with radius curve providing 12" rise and 12-1/8" O.D. If ordering two horizontal arms at the same height, specify with DSxyy. Example: HHAMD
8. EBL does not come with QPC1 outlet or handhole cover. These must be supplied by contractor or electrician.
9. Fretsaver option that comes with QPC1 and in-use cover. EPCI and In-use cover ship separately from pole.
10. Extra handhole may be used with round base plate cover. Not available with handhole. EBH includes cover.
11. Plastic handhole cover and base covers colors standard with all poles. Ivories ship separately. Additional parts can be ordered as replacements.
12. Plastic base cover.
13. For extra wall specifications are required.
14. Must add original order number. Not for replacement parts or part sale issues, contact tech support or part sale teams. RAL 6004 is the closest color match to Architectural Bronze. Not available on all poles, see a single project site. A common use case would be a multi-pole project with a multiple orders. Example: DM28AS BKBX RAL6004
15. Must be quoted through RQD. Finishes do not require RAL. RAL colors available are shown in "Architectural Color brochure". Lead times may be extended up to 3 weeks due to paint procurement.

LITHONIA LIGHTING

PSS2-SSS

OUTDOOR One Lithonia Way Conyers, GA 30012 Phone: 800-705-SERV (7378) TechSupport-LightingAcuityBrands.com www.lithonia.com ©1996-2025 Acuity Brands Lighting, Inc. All rights reserved. Rev. 02/21/25

SSS Square Straight Steel Poles

TECHNICAL INFORMATION — EPA (ft²) with 1.3 gust

Catalog Number	Nominal Shaft Length/Ft.[1]	Pole Shaft Size (Base x Tip dia. in in.)	Wall thick (in.)	Gauge	EPA (ft²) with 1.3 gust						Approximate ship weight (lbs.)
					90 MPH	Max. weight	90 MPH	Max. weight	100 MPH	Max. weight	
SSS 10 4C	10	4.0 x 10.0	0.120"	11	30.6	765	23.8	595	18.9	473	75
SSS 12 4C	12	4.0 x 12.0	0.120"	11	24.4	610	18.8	470	14.8	370	90
SSS 14 4C	14	4.0 x 14.0	0.120"	11	19.9	498	15.3	378	11.7	293	100
SSS 16 4C	16	4.0 x 16.0	0.120"	11	15.9	398	11.8	295	8.9	233	115
SSS 18 4C	18	4.0 x 18.0	0.120"	11	12.6	315	9.2	230	6.7	168	125
SSS 20 4C	20	4.0 x 20.0	0.120"	11	9.6	240	6.7	167	4.5	150	140
SSS 20 4G	20	4.0 x 20.0	0.179"	7	14	350	11	275	8	200	190
SSS 20 5C	20	5.0 x 20.0	0.120"	11	17.7	443	12.7	343	9.4	235	185
SSS 20 5G	20	5.0 x 20.0	0.179"	7	26.3	703	21.4	535	16.2	405	265
SSS 25 4C	25	4.0 x 25.0	0.120"	11	4.8	150	2.6	100	1	50	170
SSS 25 4G	25	4.0 x 25.0	0.179"	7	10.8	270	7.7	180	5.4	135	245
SSS 25 5C	25	5.0 x 25.0	0.120"	11	9.8	245	6.3	157	3.7	150	225
SSS 25 5G	25	5.0 x 25.0	0.179"	7	18.5	463	13.3	333	9.5	238	360
SSS 30 4G	30	4.0 x 30.0	0.179"	7	6.7	168	4.4	110	2.6	65	295
SSS 30 5C	30	5.0 x 30.0	0.120"	11	4.7	150	1	50	–	–	265
SSS 30 5G	30	5.0 x 30.0	0.179"	7	10.7	267	6.7	167	3.9	100	430
SSS 30 6G	30	6.0 x 30.0	0.179"	7	19	475	13.2	330	9	225	520
SSS 35 5G	35	5.0 x 35.0	0.179"	7	5.9	150	2.5	100	–	–	490
SSS 35 6G	35	6.0 x 35.0	0.179"	7	12.4	310	7.6	190	4.2	105	540
SSS 39 6G	39	6.0 x 39.0	0.179"	7	7.2	180	3	75	–	–	605

NOTE: EPA values are based AASTO 3-sec wind map.
*For 12 ft increments, add -4 to the pole height. Ex: 20–4=pole 20ft tall.

TECHNICAL INFORMATION — EPA (ft²) WITH 3-SECOND GUST PER AASHTO 2013

Series	Mounting Height (ft.)*	Shaft Base Size	90 MPH	Max. weight	100 MPH	Max. weight	110 MPH	Max. weight	120 MPH	Max. weight	130 MPH	Max. weight	140 MPH	Max. weight	150 MPH	Max. weight	Approximate ship weight (lbs.)
SSS	10	4C	20	500	16	400	13	325	10.5	263	8.5	213	7	175	6	150	75
SSS	12	4C	16	400	13	325	10	250	8	200	6.5	163	5	125	4	100	90
SSS	14	4C	13.5	338	10	250	7.5	188	6	150	4.5	113	3.5	88	2.5	63	100
SSS	16	4C	10.5	263	7.5	188	5.5	138	4	100	3	75	2.5	38	1.5	25	115
SSS	18	4C	8	200	5.5	138	4	100	2.5	63	1.5	38	0.5	13	–	–	125
SSS	18	4G	13	325	9.5	238	7	175	5	125	3.5	88	2.5	63	1.5	38	185
SSS	18	5C	13	325	9.5	238	6.5	163	4.5	113	3	75	1.5	38	.5	13	170
SSS	20	4C	6	150	4	100	2.5	63	1	25	–	–	–	–	–	–	140
SSS	20	4G	10.5	263	7.5	188	5.5	138	3.5	88	2	50	1	25	–	–	205
SSS	20	5C	10	250	7	175	5	125	3.5	88	2.5	63	1	25	–	–	205
SSS	20	5G	20	500	15	375	11.5	288	8.5	213	6	150	4.5	113	3	75	305
SSS	25	4C	2	50	0.5	13	–	–	–	–	–	–	–	–	–	–	170
SSS	25	4G	5.5	138	3	75	1.5	38	–	–	–	–	–	–	–	–	245
SSS	25	5C	4.5	113	2	50	–	–	–	–	–	–	–	–	–	–	225
SSS	25	5G	12	300	8.5	213	5.5	138	3	75	1.5	38	–	–	–	–	360
SSS	25	6G	19	475	13.5	338	9	225	5.5	138	3	75	1	25	–	–	445
SSS	30	4G	1.5	38	–	–	–	–	–	–	–	–	–	–	–	–	295
SSS	30	5C	–	–	–	–	–	–	–	–	–	–	–	–	–	–	265
SSS	30	5G	6.5	163	5.5	88	1	50	–	–	–	–	–	–	–	–	430
SSS	30	6G	11	275	6	150	2.5	63	–	–	–	–	–	–	–	–	520
SSS	35	5G	2	50	–	–	–	–	–	–	–	–	–	–	–	–	490
SSS	35	6G	4	100	–	–	–	–	–	–	–	–	–	–	–	–	540
SSS	39	6G	–	–	–	–	–	–	–	–	–	–	–	–	–	–	605

NOTE: AASHTO 2013 design criteria is the most common EPA and was tested using ECCO-10. Please review the project Spec document to determine the correct design criteria for the poles on your plan(s).
*For 12 ft increments, add -4 to the pole height. Ex: 20–4=pole 20ft tall.

LITHONIA LIGHTING

PSS2-SSS

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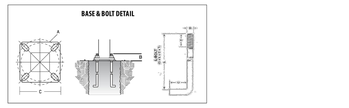
SSS Square Straight Steel Poles

ANCHORAGE AND TEMPLATE INFORMATION

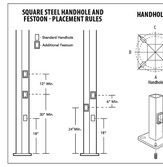
Shaft base size	Bolt circle A	Bolt projection B	Base square C	Base plate thickness	Template description *	Anchor bolt description	Bolt size (in.) D x L x C	Anchor bolt/ Template Combo
4"SL	8" – 9"	3.25" - 3.75"	8"–8.25"	0.75"	ABTEMPLATE-PS10004	ABTB-8	3/4 x 18 x 3	ABSS-4C
4"SL	8" – 9"	3.88" - 3.75"	8"–8.25"	0.625"	ABTEMPLATE-PS10004	ABTB-8	3/4 x 30 x 3	ABSS-4G
5"	10" – 12"	3.5"–4"	10"	1"	ABTEMPLATE-PS10010	ABTB-10	1 x 36 x 4	ABSS-5
6"	11" – 13"	4" - 4.50"	12.5"	1"	ABTEMPLATE-PS10011	ABTB-12	1 x 36 x 4	N/A

* Base template standard. Add TE to end of catalog # for template only.

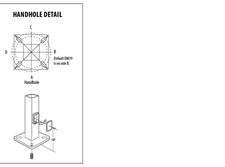
BASE & BOLT DETAIL



SQUARE STEEL HANDHOLE AND FESTOON – PLACEMENT RULES



HANDHOLE DETAIL



IMPORTANT INSTALLATION NOTES:

- **Do not** erect poles without having fixtures installed.
- Factory supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage.
- Lithonia Lighting is not responsible for the foundation design.
- Bolt circles have +/- 1/2" tolerance.

CAUTION: These specifications are intended for general purpose only. Lithonia Lighting reserves the right to change material or design, without prior notice, in a continuing effort to upgrade its products.

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No.	REVISIONS	DATE	BY

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SCALE: AS NOTED
DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: SK

PHOTOMETRIC DETAILS

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60543

ORIGINAL ISSUE: 12/10/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
PH2.1

Drawing name: K:\CHS_LDEV\368023000_CORE5_Plainfield_IL\3 Design\04D\Exhibits\Entitlement Exhibits\PH1.0 – PHOTOMETRIC PLAN EXHIBIT.dwg Dec 10, 2025, 10:57am by Robert.Wilk
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CORE5 INDUSTRIAL DEVELOPMENT

Traffic Impact Study

Plainfield, IL

December 2025







Prepared for:

CORE5 Industrial Partners, LLC

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by CORE5 Industrial Partners to perform a traffic impact study for an industrial development proposed on the northwest quadrant of the intersection of Ridge Road/Johnson Road Plainfield, Illinois. For purposes of this study, the development was assumed to be constructed in two phases (Phase 1 and Phase 2). Phase 1 would include an approximate 1,256,540 square-foot industrial development; Phase 2 is assumed to include approximately 154,640 square feet of retail/restaurant use. The Phase 2 analysis was completed for planning purposes only.

With development of Phase 1, three full-access driveways would be provided to Johnson Road, Access A, Access B, and Access C. All site-generated truck traffic would be directed to/from Access A and Access C. Access B would provide access for passenger cars only.

With the Phase 2 retail component, signalized access (Access F) to Ridge Road would be added aligned opposite the proposed access to a potential industrial development on the northeast quadrant of Ridge Road/143rd Street-Johnson Road. Three additional right-in/right-out access drives would be added along Ridge Road (Access D, Access E, Access G).

Based on a review of future traffic conditions, it is anticipated that the addition of site-generated traffic would not materially impact the study intersections when compared to background traffic growth. The proposed driveways are expected to facilitate internal site circulation and have no impact on adjacent driveways and intersections. Minor-leg stop control should be posted for outbound traffic at all access drives, with the exception of Access F which is proposed to be signalized.

With Phase 1, westbound right-turn lanes should be installed on Johnson Road at Access A, Access B, and Access C to facilitate site access; truck access at Access B would be prohibited. A single inbound and outbound lane should be constructed at the three access drives, and minor-leg stop control should be installed. Each turn lane should provide 215 feet of storage with a 220-foot taper.

The following improvements were defined for Phase 2 for planning purposes only. As the site development plan for Phase 2 is further refined, additional review of the offsite improvements should be completed. Under Phase 2, a traffic signal at the intersection of Ridge Road/Access F should be installed to accommodate site access. The east and west legs should provide a dedicated left-turn lane and a shared through/right-turn lane. The south leg of the intersection (Ridge Road) should provide a dedicated left-turn lane and a shared through/right-turn lane (currently a single through lane), which should be mirrored on the north leg. The left-turn lane on the north and south legs of the intersection should provide 240 feet of storage with a 240-foot taper to accommodate projected queues and comply with IDOT design standards.

At Access D, Access E, and Access G, a single inbound and outbound lane should be constructed at the three access drives, and minor-leg stop control should be installed.

Based on projected traffic volumes and operational results under 2035 conditions, a westbound right-turn lane should be provided on 143rd Street at Ridge Road to facilitate passenger car access to the retail development, and right-turn overlap equipment should be installed. According to Illinois Department of Transportation (IDOT) design standards, the turn lane should provide 215 feet of storage with a 220-foot taper. An eastbound right-turn lane should be provided on Plainfield Road at

Ridge Road to facilitate passenger car access to the retail development, and right-turn overlap equipment should be installed. According to Illinois Department of Transportation (IDOT) design standards, the turn lane should provide 265 feet of storage with a 265-foot taper. Additionally, right-turn overlap equipment should be installed at 143rd Street/Steiner Road for the northbound right-turn movement.

The study results are discussed in more detail in the *Recommendations & Conclusions* section of this report.

1. INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by CORE5 Industrial Partners to perform a traffic impact study for an approximately 1,256,540 square-foot industrial development on the northwest quadrant of the intersection of Ridge Road/Johnson Road in Plainfield, Illinois.

Access to the Phase 1 industrial development would be provided via three driveways as summarized below.

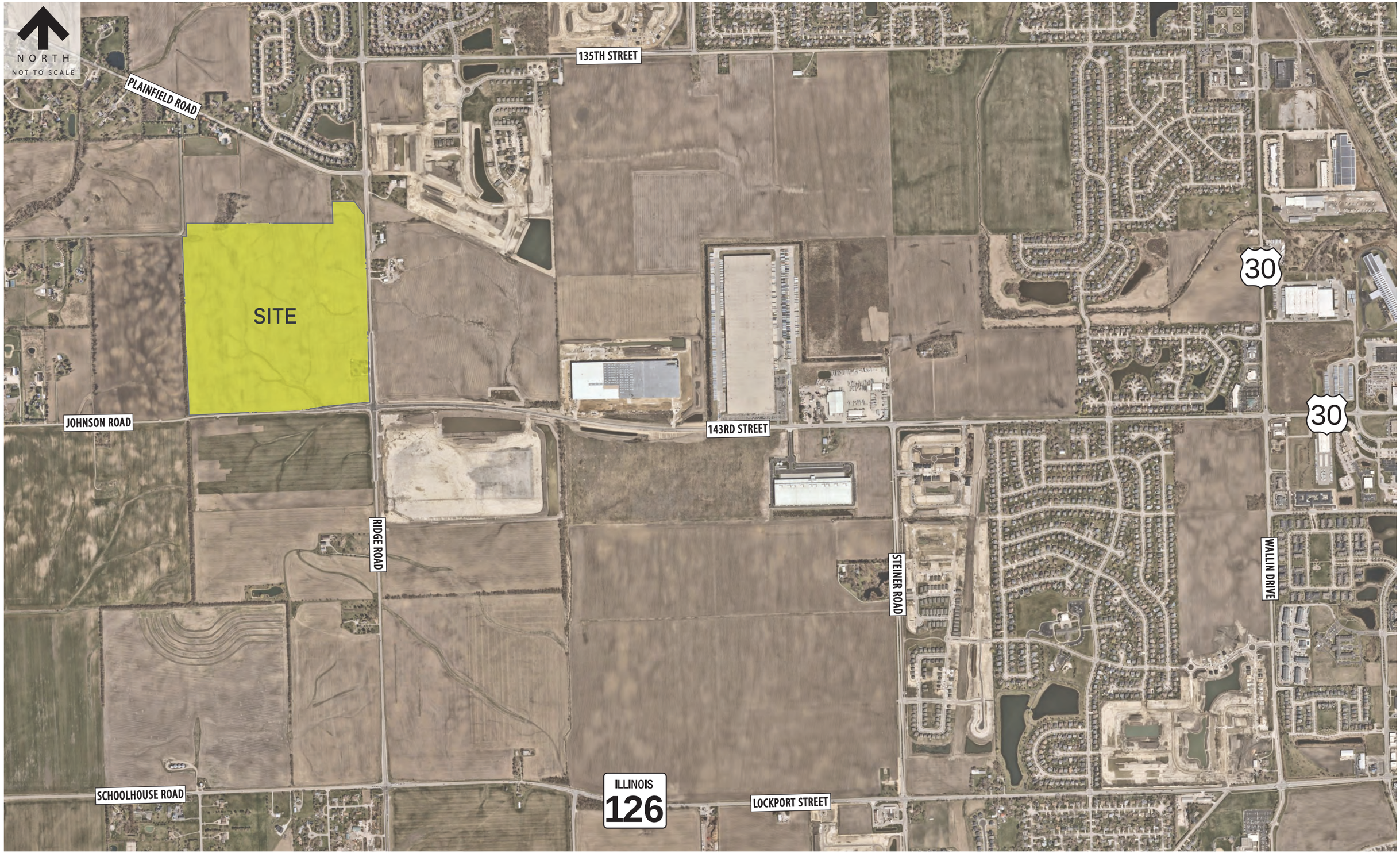
- **Access A** located on Johnson Road approximately 2,080 feet west of Ridge Road; full-access driveway for heavy vehicles only.
- **Access B** located on Johnson Road approximately 1,405 west of Ridge Road; full-access driveway for passenger cars only.
- **Access C** located on Johnson Road approximately 810 feet west of Ridge Road; full-access driveway for heavy vehicles only.

Access to the Phase 2 retail development would be provided via four driveways as summarized below.

- **Access D** is a right-in/right-out access drive located on Ridge Road approximately 410 feet south of Plainfield Road.
- **Access E** is a right-in/right-out access drive located on Ridge Road approximately 1,045 feet south of Plainfield Road.
- **Access F** is a full-access drive located on Ridge Road approximately 1,615 feet north of Johnson Road-143rd Street.
- **Access G** is a right-in/right-out access drive located on Ridge Road approximately 1,140 feet north of Johnson Road-143rd Street.

An aerial view of the study location and surrounding area roadway network is presented in **Exhibit 1**. The access locations are provided in **Exhibit 2**.

As part of this study, the existing network was analyzed to determine the current operations at the study intersections. Site trip generation characteristics were established for the development and added to projected background traffic volumes in order to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.



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EXHIBIT 1

SITE LOCATION MAP



EXHIBIT 2

SITE ACCESS MAP

2. EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic conditions at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions obtained through aerial imagery and a site visit.

Area Land Uses & Connectivity

Located north of Johnson Road in Plainfield, the subject site is currently agricultural land. The site is bounded by agricultural land to the north and south. Residential development and industrial development are located to the west and east, respectively.

Local connectivity is provided in the northbound and southbound directions by Ridge Road, and the east and westbound directions by IL 126. Regional connectivity is provided via Interstate 55 (I-55), which has an interchange with Joliet Road and IL 126 approximately 6 and 5.5 miles, respectively, southeast of the site. Interstate 80 (I-80) also provides regional connectivity south of the subject property. A full interchange to I-80 is provided at Ridge Road approximately 11 miles southwest of the site.

Existing Roadway Characteristics

The following information was obtained about the existing roadway network.

Ridge Road is a north-south roadway located east of the site. The Illinois Department of Transportation (IDOT) classifies Ridge Road as a Minor Arterial. Throughout the study area, Ridge Road provides one travel lane in each direction. At its unsignalized intersection with 135th Street, Ridge Road provides a dedicated left-turn lane and shared through/right-turn lane on the north and south legs. A striped crosswalk is provided on the south leg of Ridge Road at its intersection with 135th Street. At its signalized T-intersection with Plainfield Road, Ridge Road provides one through lane and dedicated left and right-turn lanes on the north leg and a dedicated left-turn lane and one through lane on the south leg. At its signalized intersection with Johnson Road/143rd Street, Ridge Road provides a dedicated left-turn lane and a shared through/right-turn lane on the north leg and one through lane and dedicated left and right-turn lanes on the south leg. At its signalized intersection with IL 126, Ridge Road provides one through lane, and dedicated left and right-turn lanes on the north and south legs. A speed limit of 55 miles per hour (MPH) is posted on Ridge Road through the study area. Ridge Road is under Kendall County jurisdiction.

Johnson Road is an east-west roadway that transitions to 143rd Street at its intersection with Ridge Road and runs west to Schlapp Road. Johnson Road is located along the southern boundary of the proposed site. IDOT classifies Johnson Road as a Local Road. Johnson Road provides one travel lane in each direction. At its signalized intersection with Ridge Road, Johnson Road provides one dedicated left-turn lane and one through lane on the west leg. A speed limit of 45 MPH is posted on Johnson Road through the study area. Johnson Road is under the jurisdiction of the Village of Plainfield.

IL 126 (Lockport Street) is an east-west roadway located south of the site. IDOT classifies IL 126 as a Minor Arterial. Through the study area, IL 126 provides one travel lane in each direction. At its signalized intersection with Ridge Road, IL 126 provides one through lane and dedicated left and right-turn lanes on the east and west legs. At its signalized intersection with Steiner Road, IL 126 provides a dedicated left-turn lane and a shared through-right lane on the east and west legs. A speed limit of 55 MPH is posted on IL 126 through the study area. IL 126 is under IDOT jurisdiction. IL 126 from Ridge Road east through downtown Plainfield is expected to be transferred to Village of Plainfield jurisdiction in the future. With the jurisdictional transfer, 143rd Street would be under IDOT jurisdiction in order to provide a designated truck route to I-55.

Plainfield Road is an east-west, two-lane roadway that runs north of the site. IDOT classifies Plainfield Road as a Minor Arterial. At its signalized T-intersection with Ridge Road, Plainfield Road provides a dedicated left-turn lane and a shared through/right-turn lane. A speed limit of 55 MPH is posted on Plainfield Road through the study area. Plainfield Road is under Kendall County jurisdiction.

135th Street is an east-west roadway that runs north of the site. IDOT classifies 135th Street as a Minor Arterial. Through the study area, 135th Street provides one travel lane in each direction with dedicated left-turn lanes at key intersections. At its minor-leg stop-controlled intersection with Ridge Road, 135th Street provides a dedicated left-turn lane and shared through/right-turn lane on the east and west legs. A striped crosswalk is provided on the east leg of 135th Street at its intersection with Ridge Road. A speed limit of 45 MPH is posted on 135th Street through the study area. 135th Street is under the jurisdiction of the Village of Plainfield.

Wallin Drive (US Route 30) is a north-south roadway located east of the site. IDOT classifies Wallin Drive as a Principal Arterial. At its signalized intersection with 143rd Street, Wallin Drive provides a dedicated left-turn lane and shared through/right-turn lane on the north and south legs. A speed limit of 50 MPH is posted on Wallin Drive north of 143rd Street, and a speed limit of 45 MPH is posted south of 143rd Street. Wallin Drive is under IDOT jurisdiction north of 143rd Street; south of 143rd Street, Wallin Drive is under Village of Plainfield jurisdiction.

143rd Street is an east-west roadway that begins at its intersection with Ridge Road and runs east to IL 59. 143rd Street is located south of the project site. IDOT classifies 143rd Street as a Major Collector east of the intersection with Steiner Road, and a local road west of its intersection with Steiner Road. Through the study area, 143rd Street provides one travel lane in each direction with dedicated left-turn lanes at key intersections. At its signalized intersection with Ridge Road, 143rd Street provides a dedicated left-turn lane and a shared through/right-turn lane. At its signalized intersection with Wallin Drive, 143rd Street provides a dedicated left-turn lane and shared through/right-turn lane on the east and west legs of the intersection. At its all-way stop-controlled intersection with Steiner Road, 143rd Street provides a dedicated left-turn lane and shared through/right-turn lane on the east and west legs. A speed limit of 45 MPH is posted on 143rd Street through the study area. 143rd Street is under the jurisdiction of the Village of Plainfield. A jurisdictional transfer to IDOT is anticipated in the future in order to provide a designated truck route to I-55.

Steiner Road is a north-south roadway located east of the site. IDOT classifies Steiner Road as a Major Collector. Through the study area, Steiner Road provides one travel lane in each direction. At its signalized intersection with IL 126, Steiner Road provides separate left-turn, through, and right-turn lanes on the north and south legs of the intersection. South of its intersection with IL 126, Steiner Road becomes Drauden Road. At its unsignalized T-intersection with 143rd Street, Steiner Road provides a dedicated left-turn lane and a shared through/right-turn lane. A speed limit of 45 MPH is posted on Steiner Road north of IL 126. South of IL 126, the posted speed limit on Drauden Road is 40 MPH. Steiner Road is under Plainfield Township jurisdiction.

Traffic Count Data

Turning movement count data was collected in August 2025 at the following intersections:

- Ridge Road / Johnson Road-143rd Street
- 143rd Street / Steiner Road
- 143rd Street / Wallin Drive (US Route 30)
- Lockport Street (IL 126) / Ridge Road
- Lockport Street (IL126) / Steiner Road-Drauden Road

Additional turning movement count data was collected in October 2025 at the following intersections:

- Ridge Road / Plainfield Road
- Ridge Road / 135th Street

The counts were conducted on a typical weekday from 7:00-9:00 AM, and 4:00-6:00 PM. These count periods were selected in order to capture the peak travel periods in the area. The traffic data revealed that peak traffic conditions occur within the study area from 7:00-8:00 AM and 4:30-5:30 PM. The peak hour vehicle traffic volumes were rounded to the nearest multiple of five. The existing traffic volumes are presented in **Exhibit 3**.

In order to run a signal warrant at the proposed full access for Phase 2 along Ridge Road, a 24-hour road tube counts were collected along Ridge Road between the intersections of Ridge Road/Plainfield Road and Ridge Road/Johnson Road-143rd Street in November 2025.

A summary of the traffic count data is provided in the appendix.

NORTH

NOT TO SCALE

GRANDE PARK BOULEVARD

135TH STREET

(20) 15
(495) 260
(30) 30

35 (55)
20 (30)
145 (160)

(5) 15
(15) 20
(10) 15

25 (5)
410 (345)
175 (200)

PLAINFIELD ROAD

(90) 110
(575) 310

(150) 90
(405) 350

380 (365)
520 (400)

SITE

(5) -
(805) 565
(80) 75

65 (90)
5 (15)
15 (30)

JOHNSON ROAD

(5) -
(5) 10
(-) 5

- (5)
785 (715)
25 (20)

RIDGE ROAD

(75) 30
(395) 255
(365) 300

410 (380)
165 (200)
30 (60)

(55) 60
(250) 285
(15) 15

10 (25)
340 (305)
115 (95)

100 (115)
75 (265)

(90) 95
(80) 35

50 (50)
270 (185)

STEINER ROAD

(100) 25
(210) 85
(25) 15

10 (5)
120 (220)
100 (200)

(60) 130
(480) 575
(105) 105

185 (210)
190 (175)
320 (250)

DRAUDEN ROAD

ILLINOIS 126

WALLIN DRIVE

(210) 55
(390) 260
(170) 225

80 (160)
100 (290)
60 (100)

143RD STREET

(130) 185
(180) 270
(35) 40

30 (45)
205 (220)
85 (40)

30

LEGEND

XX	Weekday AM Peak (7:00 – 8:00am)
(XX)	Weekday PM Peak (4:30 – 5:30pm)
	Existing Signalized Intersection
	Existing Stop Sign
—	Less than Five Vehicles

EXHIBIT 3

EXISTING (2025) TRAFFIC VOLUMES

Kimley»Horn

Existing Capacity Analysis

Capacity analysis for the existing and future conditions was performed using Synchro Version 11. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2.2 Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 7th Edition

[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. The results of capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results for the study intersections are based on HCM 7th

Edition capacity analysis. Copies of the Synchro reports are provided in the appendix. For the signalized intersections, existing signal timings were obtained from field observations with the exception of IL 126/Steiner Road which was obtained from IDOT. For the analysis of signalized intersections, right-turn-on-red movements were not included, consistent with IDOT standards.

Table 2.3 Existing Levels of Service

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ridge Road / Johnson Road	✱				
Eastbound		21	C	23	C
Westbound		23	C	27	C
Northbound		41	D	22	C
Southbound		15	B	26	C
Intersection		*29*	*C*	*24*	*C*
Ridge Road / Lockport Road (IL 126)	✱				
Eastbound		23	C	24	C
Westbound		21	C	20-	B
Northbound		28	C	29	C
Southbound		17	B	17	B
Intersection		*22*	*C*	*21*	*C*
Ridge Road / Plainfield Road	✱				
Eastbound		13	B	23	C
Northbound		11	B	13	B
Southbound		22	C	23	C
Intersection		*14*	*B*	*19*	*B*
Ridge Road / 135th Street	△				
Eastbound		19	C	22	C
Westbound		45	E	83	F
Northbound (Left)		8	A	9	A
Southbound (Left)		9	A	9	A
143rd Street / Wallin Drive (US Route 30)	✱				
Eastbound		48	D[1]	34	C
Westbound		55-	D[1]	102	F
Northbound		18	B	21	C
Southbound		13	B	26	C
Intersection		*31*	*C*	*48*	*D*
143rd Street / Steiner Road	▲				
Eastbound		10-	A	10+	B
Westbound		10-	A	12	B
Northbound		10-	A	10+	B
Southbound		9	A	9	A
Intersection		*10-*	*A*	*11*	*B*

△ - Minor-Leg Stop-Controlled Intersection ▲ - All-Way Stop-Controlled Intersection ✱ - Signalized Intersection

[1]Right-turn movement operates at LOS E.

[2]Left-turn movement operates at LOS F.

Table 2.3 Existing Levels of Service (continued)

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Lockport Road (IL 126) / Steiner Road-Drauden Road *				
Eastbound	18	B	21	C
Westbound	13	B	14	B
Northbound	74	E[2]	62	E
Southbound	47	D	60	E
Intersection	*41*	*D*	*38*	*D*

△ - Minor-Leg Stop-Controlled Intersection ▲ - All-Way Stop-Controlled Intersection * - Signalized Intersection

[1]Right-turn movement operates at LOS E.

[2]Left-turn movement operates at LOS F.

Generally, the existing intersections and approaches operate acceptably at LOS D or better during both peak hours. The 95th percentile queues are accommodated within the existing storage lanes. Exceptions are noted below.

- Ridge Road / 135th Street – Operates at an overall LOS A during both peak hours; however, the westbound movement operates at LOS E during the morning peak hour and LOS F during the evening peak hour. The installation of a traffic signal under no-build conditions will improve LOS at this intersection.
- 143rd Street / Wallin Drive (US Route 30) – Operates at an overall LOS C during the morning peak hour and LOS D during the evening peak hour. During the morning peak hour the westbound and eastbound right-turn movement operates at LOS E, while during evening peak hour the westbound approach operates at LOS F. Existing traffic volumes meet warrant thresholds for installation of a dedicated right-turn lane on the westbound approach during the evening peak hour. A westbound right-turn lane would likely alleviate delay on the westbound approach and at the intersection overall. Existing volumes also meet warrant thresholds for the installation of a dedicated southbound right-turn lane. The Village of Plainfield has initiated a Phase I study for the intersection of 143rd Street/Wallin Drive to explore potential improvements.
- IL 126 / Steiner Road-Drauden Road – The northbound approach operates at LOS E in the morning peak hour and evening peak hour, and the southbound approaches operate at LOS E in the evening peak hour. This delay is attributable to signal priority given to east-west traffic on IL 126. As a result, long periods of green time are allocated to the east-west through movements, and the minor street approaches receive relatively short green times. The 95th percentile queues estimated for the turn movements are accommodated within the existing storage lanes during both peak hours.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan and summarizes site-specific traffic characteristics.

Development Characteristics

The proposed development includes one industrial building totaling approximately 1,256,540 square feet and a proposed retail component of approximately 14.2 acres. Phase 1 would include the 1,256,540 square foot industrial building. Phase 2 would include the retail component. Based on an assumed floor-to-area ratio of 0.25, a total of 154,640 square feet was assumed on the 14.2 acres. For purposes of the analysis, Phase 1 was assumed to be completed in Year 2027 and Phase 2 was assumed in Year 2030.

With development of Phase 1, three full-access driveways would be provided to Johnson Road, Access A, Access B, and Access C. All site-generated truck traffic would be directed to/from Access A and Access C. Access B would provide access for passenger cars only.

With the Phase 2 retail component, signalized access (Access F) to Ridge Road would be added and was assumed to be aligned opposite the proposed access to a potential industrial development on the northeast quadrant of Ridge Road/143rd Street-Johnson Road. Three additional right-in/right-out access drives would be added along Ridge Road (Access D, Access E, Access G). A conceptual site plan is provided in the appendix.

Trip Generation

In order to calculate the trips generated by the proposed development, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. For Phase 1, trip generation data for ITE Land Use Code (LUC) 154, High-Cube Transload and Short-Term Storage Warehouse, was referenced. For Phase 2, trip generation data for ITE LUC 820, Shopping Center, was referenced. A summary of the ITE data is shown in **Table 3.1**. A copy of the ITE data is provided in the appendix.

Table 3.1 ITE Trip Generation Data

ITE Land Use	Type	Weekday		
		Daily	AM Peak	PM Peak
High-Cube Transload and Short-Term Storage Warehouse (LUC 154)[1]	Passenger Cars	T = 1.18X 50% in/50% out	T = 0.06X 77% in/23% out	T = 0.09X 28% in/72% out
	Heavy Vehicles	T = 0.22X 50% in/50% out	T = 0.02X 49% in/51% out	T = 0.01X 47% in/53% out
Shopping Center (>150k) (LUC 820)	Passenger Cars	T = 36.39X 50% in/50% out	T = 0.61X + 132.89 62% in/38% out	Ln(T) = 0.66Ln(X) + 3.23 49% in/51% out

T = number of trips X = 1,000 sq. ft.

[1]Data provided in the ITE manual for LUC 154 *High-Cube Transload and Short-Term Storage Warehouse,* was assumed for total trips (heavy vehicle and passenger cars). Further guidance is provided by the ITE Trip Generation Manual, 12th Edition to estimate the number of heavy vehicle trips generated, which was considered to identify the split between heavy vehicles and passenger cars. An excerpt from the manual is provided in the appendix. The in/out distribution percentages were also obtained from the Trip Generation Manual, 12th Edition.

Site generated trips are expected to exhibit multiple routing patterns when traveling to and from the subject site, as described below:

- **Primary Trips** – Vehicles that travel to the subject development and then return directly to their place of origin are called "primary trips." Primary trips reflect new traffic volumes generated by the proposed development that would approach and depart on the same route. Trips to/from the site that are not internal capture or pass-by trips are expected to be primary trips.
- **Pass-by** – Pass-by traffic reflects the travel patterns of motorists who are already traveling on the adjacent study roadways and stop at the site en route to another primary destination. According to the 2025 Pass-by Tables, included as an appendix to the ITE Trip Generation Manual, 12th Edition, roughly 29 percent of vehicles at a Shopping Center (LUC 820) are pass-by trips during the evening peak hour.

The site-generated trips estimated for the peak hours were rounded to the nearest multiple of five for the purposes of this analysis, and daily trips were rounded to the nearest multiple of ten. Projected site traffic volumes are summarized in **Table 3.2**.

Table 3.2 Site-Generated Traffic Projections[1]

Land Use	Size	Type	Weekday						
			Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Phase 1									
High-Cube Transload and Short-Term Storage Warehouse	1,256,540 sq. ft.	Passenger Cars	1,480	60	15	75	35	80	115
		Heavy Vehicles	280	10	15	25	5	10	15
Subtotal Phase 1			1,760	70	30	100	40	90	130
Phase 2									
Shopping Center (>150K)	154,640 sq. ft.	Primary	5,630	140	85	225	345	360	705
		Pass-by	*-1,630*	-	-	-	*-100*	*-100*	*-200*
Subtotal Phase 2			4,000	140	85	225	245	260	505
Total Net New Trips			5,760	210	115	325	285	350	635

[1]In/Out volumes are rounded to the nearest multiple of five. Daily trips rounded to the nearest multiple of ten.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distributions are outlined for both passenger cars and heavy vehicles in **Table 3.3**.

Note that it was assumed that the primary origin/destination for heavy vehicles is I-55 and I-80. For I-55, heavy vehicles would be routed to/from the east via 143rd Street and to/from the south via IL Route 59. For I-80, heavy vehicles would be routed to/from the southwest via Ridge Road and 143rd Street West Extension and IL 126.

Table 3.3 Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution	
	Passenger Cars	Heavy Vehicles
North on Ridge Road	15%	--
South on Ridge Road	15%	30%
North on US Route 30	20%	--
East on 143rd Street (to/from IL Route 59)	15%	25%
East on 143rd Street (to/from I-55)	--	45%
East on IL 126	10%	--
West on IL 126	10%	--
West on Plainfield Road	15%	--
Total	100%	100%

Based on these assumptions, the Phase 1 site-generated trip assignment for passenger cars and heavy vehicles is illustrated in **Exhibit 4** and **Exhibit 5**, respectively. Total site-generated traffic for Phase 1 is illustrated in **Exhibit 6.**

For Phase 2 site-generated trip assignment for primary and pass by trips is illustrated in **Exhibit 7** and **Exhibit 8**, respectively. Total site-generated traffic for Phase 2 is illustrated in **Exhibit 9.** Total site-generated traffic for full buildout is illustrated in **Exhibit 10.**

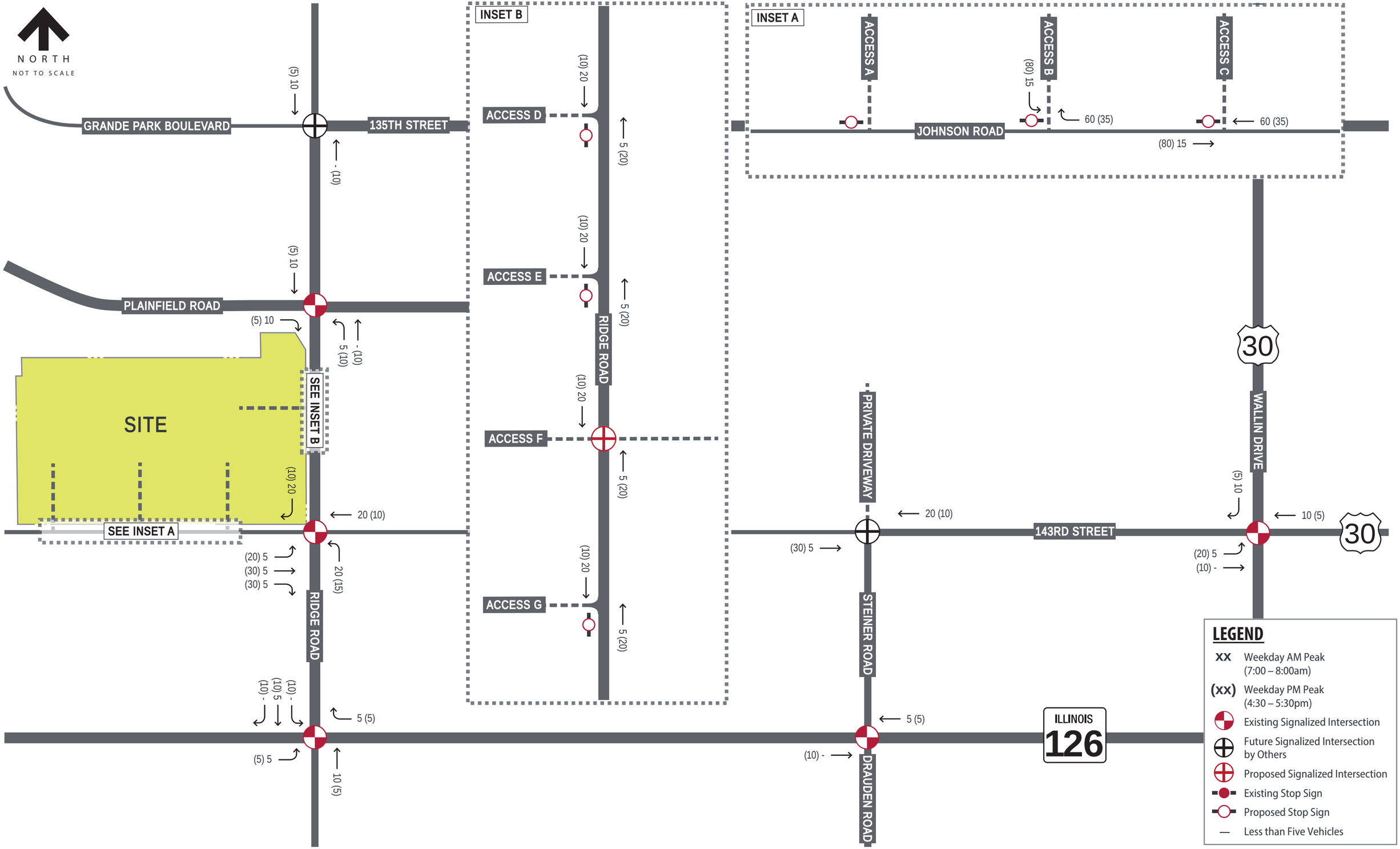


EXHIBIT 4

SITE TRIP ASSIGNMENT - PHASE 1 (PASSENGER CARS)

Kimley»Horn

NORTH

NOT TO SCALE

GRANDE PARK BOULEVARD

135TH STREET

PLAINFIELD ROAD

SITE

SEE INSET B

SEE INSET A

RIDGE ROAD

5 (5)

(5) 10

(5) 5

5 (-)

(5) 5

5 (-)

INSET B

ACCESS D

ACCESS E

ACCESS F

ACCESS G

RIDGE ROAD

INSET A

ACCESS A

ACCESS B

ACCESS C

5 (5)

(5) 10

JOHNSON ROAD

5 (5)

(5) 10

5 (-)

5 (5)

(5) 10

PRIVATE DRIVEWAY

5 (5)

(5) 10

143RD STREET

STEINER ROAD

DRAUDEN ROAD

30

WALLIN DRIVE

5 (5)

(5) 10

30

ILLINOIS

126

LEGEND

XX	Weekday AM Peak (7:00 – 8:00am)
(XX)	Weekday PM Peak (4:30 – 5:30pm)
	Existing Signalized Intersection
	Future Signalized Intersection by Others
	Proposed Signalized Intersection
	Existing Stop Sign
	Proposed Stop Sign
—	Less than Five Vehicles

EXHIBIT 5

SITE TRIP ASSIGNMENT - PHASE 1 (HEAVY VEHICLES)

Kimley»Horn

NORTH
NOT TO SCALE

GRANDE PARK BOULEVARD
135TH STREET
PLAINFIELD ROAD
RIDGE ROAD
SITE
SEE INSET A
SEE INSET B
(5) 10
- (10)
(10) 20
5 (10)
25 (15)
(20) 5
(35) 15
(35) 10
(5) 5
5 (5)
5 (20)

INSET B

ACCESS D
ACCESS E
ACCESS F
ACCESS G
RIDGE ROAD
(10) 20
5 (20)

INSET A

ACCESS A
ACCESS B
ACCESS C
JOHNSON ROAD
(5) 10
5 (5)
(80) 15
60 (35)
5 (5)
(5) 5
5 (-)
65 (40)
(85) 25

PRIVATE DRIVEWAY
STEINER ROAD
DRAUDEN ROAD
143RD STREET
25 (15)
(35) 15
5 (5)
(10) -

30
WALLIN DRIVE
(5) 10
15 (10)
(20) 5
(15) 10

ILLINOIS
126

LEGEND

XX	Weekday AM Peak (7:00 – 8:00am)
(XX)	Weekday PM Peak (4:30 – 5:30pm)
	Existing Signalized Intersection
	Future Signalized Intersection by Others
	Proposed Signalized Intersection
	Existing Stop Sign
	Proposed Stop Sign
—	Less than Five Vehicles

EXHIBIT 6
SITE TRIP ASSIGNMENT - PHASE 1 (TOTAL)

Kimley»Horn

NORTH

NOT TO SCALE

GRANDE PARK BOULEVARD

135TH STREET

PLAINFIELD ROAD

RIDGE ROAD

SITE

SEE INSET A

SEE INSET B

INSET A

INSET B

ACCESS A

ACCESS B

ACCESS C

ACCESS D

ACCESS E

ACCESS F

ACCESS G

JOHNSON ROAD

PRIVATE DRIVEWAY

143RD STREET

STEINER ROAD

DRAUDEN ROAD

WALLIN DRIVE

30

ILLINOIS 126

(35) 20

30 (55)

15 (40)

15 (50)

(90) 50

(35) 20

15 (40)

30 (90)

(40) 15

(90) 25

20 (35)

50 (85)

(25) 5

(40) 15

(25) 5

(25) 15

15 (25)

20 (35)

(100) 55

(25) 15

(10) 10

45 (130)

(75) 45

(35) 20

(40) 10

45 (130)

(65) 25

(50) 30

(130) 45

(50) 10

70 (120)

(100) 30

(15) 5

(30) 10

70 (120)

20 (35)

(40) 15

20 (35)

(40) 15

15 (25)

(25) 5

LEGEND

XX	Weekday AM Peak (7:00 – 8:00am)
(XX)	Weekday PM Peak (4:30 – 5:30pm)
	Existing Signalized Intersection
	Future Signalized Intersection by Others
	Proposed Signalized Intersection
	Existing Stop Sign
	Proposed Stop Sign
—	Less than Five Vehicles

EXHIBIT 7

SITE TRIP ASSIGNMENT - PHASE 2 (RETAIL - PRIMARY)

Kimley»Horn

NORTH
NOT TO SCALE

GRANDE PARK BOULEVARD
135TH STREET
PLAINFIELD ROAD
SITE
SEE INSET B
SEE INSET A
RIDGE ROAD

INSET B
ACCESS D
ACCESS E
(25) - (-25) -
RIDGE ROAD
ACCESS F
(20) - (-45) -
(50) - (20) -
- (50) - (-50)
ACCESS G
(5) - (-30) -
(30) -

INSET A
ACCESS A
ACCESS B
ACCESS C
JOHNSON ROAD

PRIVATE DRIVEWAY
STEINER ROAD
DRAUDEN ROAD
143RD STREET
WALLIN DRIVE
30
30
ILLINOIS
126

LEGEND

XX	Weekday AM Peak (7:00 – 8:00am)
(XX)	Weekday PM Peak (4:30 – 5:30pm)
	Existing Signalized Intersection
	Future Signalized Intersection by Others
	Proposed Signalized Intersection
	Existing Stop Sign
	Proposed Stop Sign
—	Less than Five Vehicles

Kimley»Horn

EXHIBIT 8
SITE TRIP ASSIGNMENT - PHASE 2 (RETAIL - PASS-BY)

NORTH

NOT TO SCALE

GRANDE PARK BOULEVARD

135TH STREET

(35) 20

30 (55)

15 (40)

15 (50)

PLAINFIELD ROAD

(90) 50

(35) 20

15 (40)

30 (90)

SITE

SEE INSET B

SEE INSET A

(40) 15

(90) 25

20 (35)

RIDGE ROAD

50 (85)

(25) 5

(40) 15

(25) 5

15 (25)

(25) 15

20 (35)

INSET B

ACCESS D

(100) 55

(25) 15

45 (130)

ACCESS E

(50) 45

(60) 20

(40) 10

45 (130)

RIDGE ROAD

ACCESS F

(20) 25

(70) 30

(180) 45

(70) 10

70 (170)

- (-50)

ACCESS G

(70) 30

(20) 5

(60) 10

70 (120)

INSET A

ACCESS A

ACCESS B

ACCESS C

JOHNSON ROAD

PRIVATE DRIVEWAY

20 (35)

(40) 15

143RD STREET

STEINER ROAD

15 (25)

(25) 5

DRAUDEN ROAD

ILLINOIS

126

30

WALLIN DRIVE

20 (35)

(40) 15

30

LEGEND

XX	Weekday AM Peak (7:00 – 8:00am)
(XX)	Weekday PM Peak (4:30 – 5:30pm)
	Existing Signalized Intersection
	Future Signalized Intersection by Others
	Proposed Signalized Intersection
	Existing Stop Sign
	Proposed Stop Sign
—	Less than Five Vehicles

EXHIBIT 9

SITE TRIP ASSIGNMENT - PHASE 2 (RETAIL - TOTAL)

Kimley»Horn

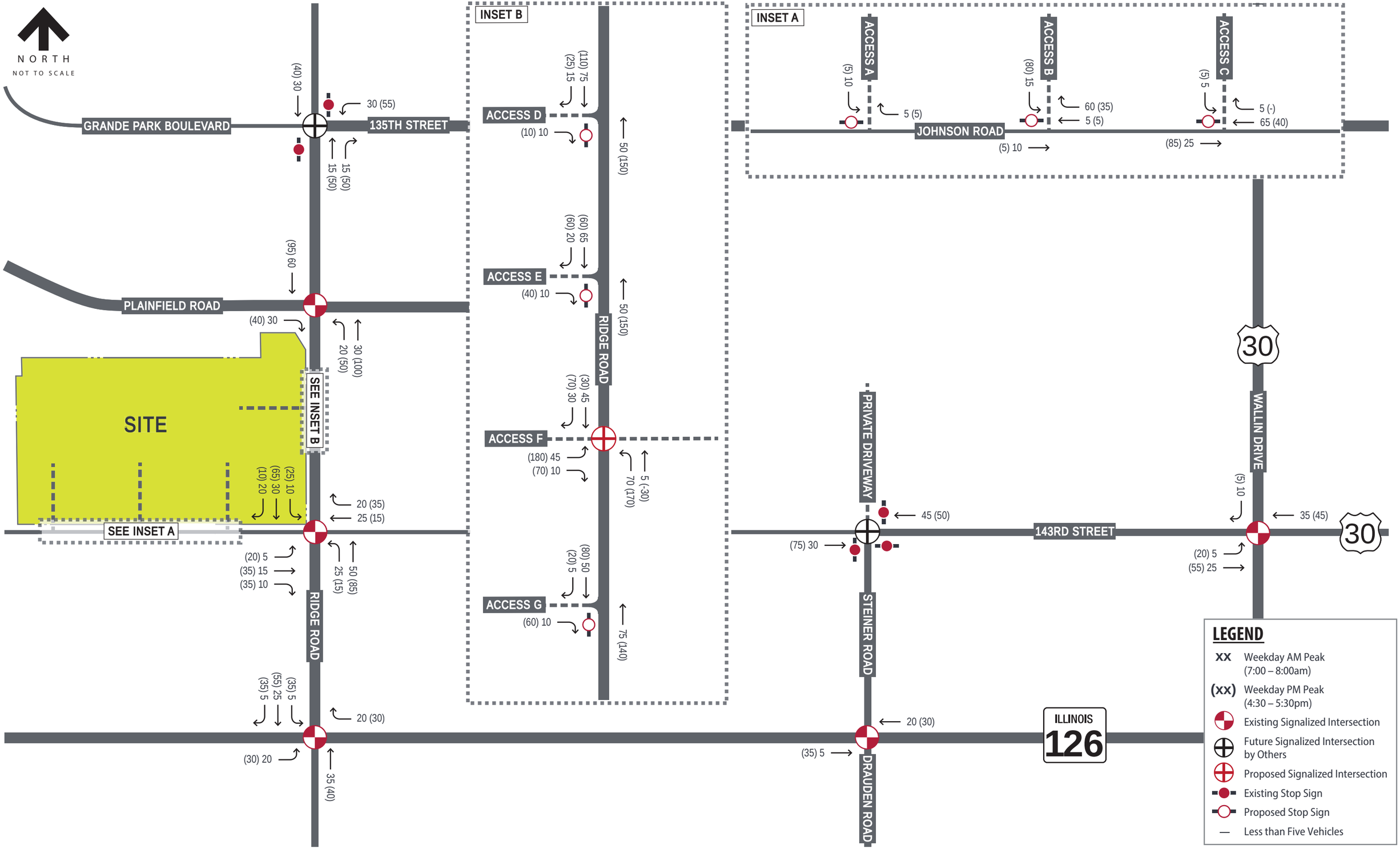


EXHIBIT 10

SITE TRIP ASSIGNMENT - TOTAL (PHASE 1 + PHASE 2)

Kimley»Horn

4. FUTURE CONDITIONS

This section of the report defines future roadway improvements and develops future traffic projections for analysis. Phase 1 of the development is expected to be completed by Year 2027. For purposes of the analysis, Phase 2 (full buildout) was assumed to be completed by Year 2030. Therefore, future Year 2032 (Phase 1) and Year 2035 (full buildout) traffic projections were analyzed, which represents build-plus-five conditions, per typical IDOT requirements.

143rd Street Extension

As part of a public infrastructure project in conjunction with approved development projects, the Village of Plainfield is planning to extend 143rd Street to the east from IL 59 to IL 126 (referred to herein as "143rd Street East Extension"). The target completion for the eastern extension of 143rd Street is end of 2025; and therefore, was assumed to be in place for the analysis of future conditions.

Future No-Build Traffic Projections

Background traffic was assumed to be comprised of two parts: 1) overall background growth (applied in the form of an annual growth rate); and 2) traffic projections for development either planned or under construction in the study area.

Background Traffic Growth and Redistributed Traffic

Background traffic volumes were estimated using Year 2050 traffic forecast data from the Chicago Metropolitan Agency for Planning (CMAP). Based on information from CMAP, traffic growth on the roadway network is projected at a compounded rate of roughly 1.3 percent annually through Year 2050. Therefore, an annual growth rate of 1.3 percent was applied to all study intersections through Year 2032 and Year 2035 to account for background traffic growth. An official letter from CMAP documenting the projected Year 2050 traffic volume on the roadway network is included in the appendix.

Background Development Traffic

Traffic estimated for the following area development projects was assigned to the roadway network and added to background traffic volumes. These projects were previously reviewed and approved by the Village Board. For each development, the trip generation and assignment assumptions were obtained from the Village-approved traffic impact study except where otherwise noted. All off-site developments were included in the Year 2032 analysis.

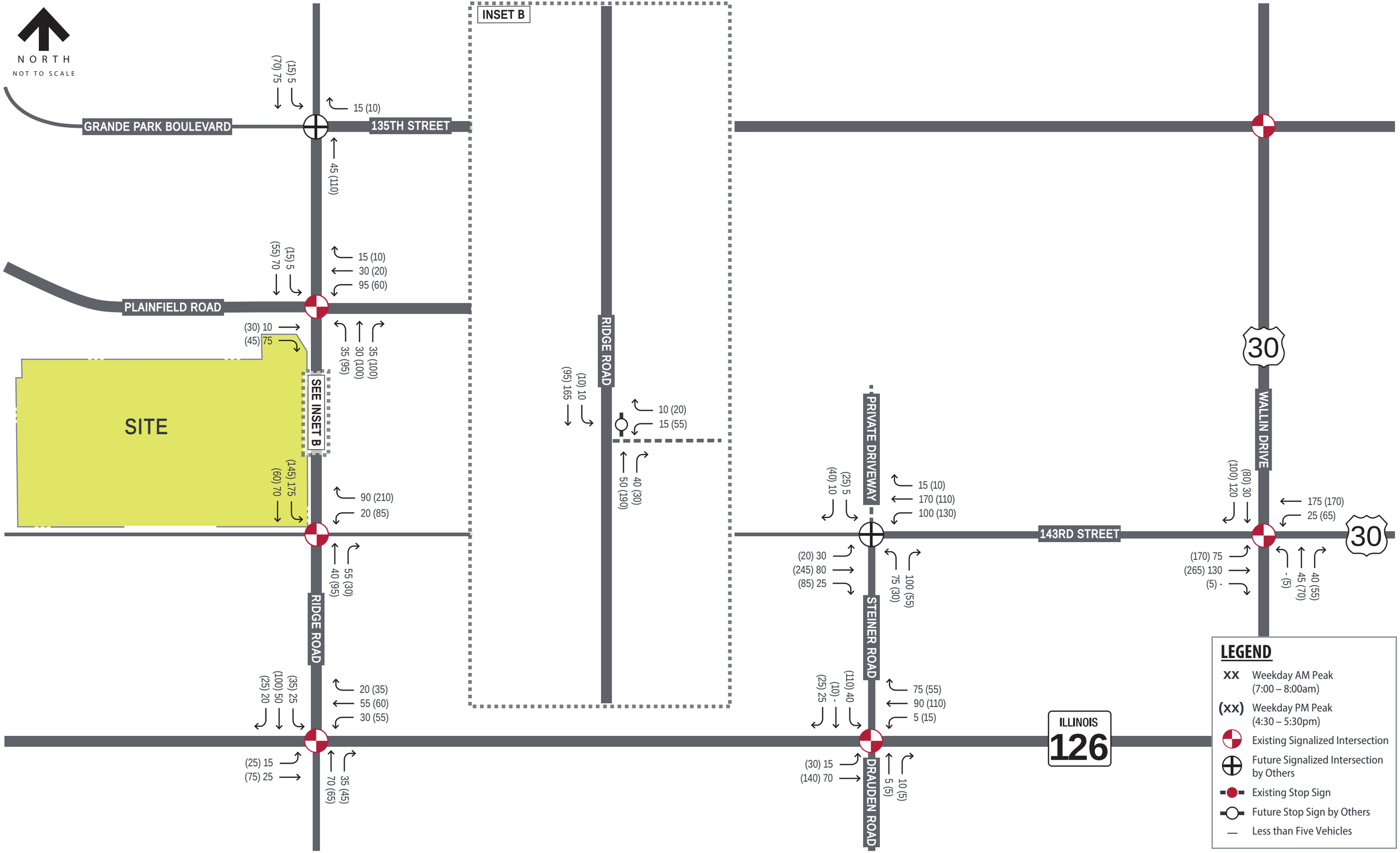
- Plainfield Logistics Centre (DHL) – Approximately 1.2 million square-foot DHL facility on the parcel southeast of the subject site. An excerpt from the Plainfield Logistics Centre Traffic Impact Study, prepared by Kimley-Horn (dated June 2022), is included in the appendix.
- Plainfield Business Center – Located east of the subject site, development of approximately 3.8 million square-feet of industrial use. An excerpt from Plainfield Business Center Traffic Impact Study, prepared by Kimley-Horn (dated November 2022) is included in the appendix.
- Trammell Crow - Located southeast of the subject site, development of approximately 4.9 million square-feet of industrial use. An excerpt from Trammell Crow Traffic Impact Study, prepared by Kimley-Horn (dated April 2024) is included in the appendix.
- Plainfield Business Park West - Located east of the subject site, development of approximately 1 million square-feet of industrial use. Based on the Traffic Impact Study

Proposed Industrial Development, prepared by KLOA (dated June 2025), site-generated trips were estimated using trip generation and distribution assumptions consistent with the other approved industrial developments.

- Proposed Industrial Development - Located east of the subject site on the northeast quadrant of Ridge Road/143rd Street-Johnson Road, development of approximately 2 million square-feet of industrial use. Based on the Traffic Impact Study Proposed Industrial Development, prepared by KLOA (dated May 2025), site-generated trips were estimated using trip generation and distribution assumptions consistent with the other approved industrial developments.
- Playa Vista – Located on the southeast quadrant of Ridge Road/135th Street. A residential development containing 298 townhomes and 118 single family homes. Site-generated trips for Playa Vista were estimated using trip generation and distribution assumptions consistent with the other approved residential developments.
- Autumn Glen – Located on the southwest quadrant of IL 126/Steiner Road. A residential development containing 238 townhomes. An excerpt from Residential Development Traffic Impact Study, prepared by KLOA (dated May 2021) is provided in the appendix.
- Greenbriar – A residential development containing 278 single family homes located on the east side of Steiner Road southeast of the site. A traffic study was not required for this development. As of August 2025, 124 of the single family homes have been constructed. Site-generated trips for 154 single family homes were estimated using trip generation and distribution assumptions consistent with the other approved residential developments.
- Lockley – A residential development containing 178 townhome units located on the southeast quadrant of the intersection of 143rd Street/Steiner Road. A traffic impact study was not required for this development. Site-generated trips for Lockley were estimated using trip generation and distribution assumptions consistent with the other approved residential developments.
- Keller Farms – A mixed-use development located on the northwest quadrant of the intersection of IL 126/Steiner Road, including 214 single-family homes, 108 age-targeted single-family homes, and 83 townhomes. Traffic Impact Study Proposed Mixed-Use Development, prepared by KLOA (dated May 2, 2023) was referenced; an excerpt is included in the appendix.

Off site-generated trip assignment for passenger cars and heavy vehicles is illustrated in **Exhibit 11** and **Exhibit 12**, respectively. Total offsite-generated traffic is illustrated in **Exhibit 13.**

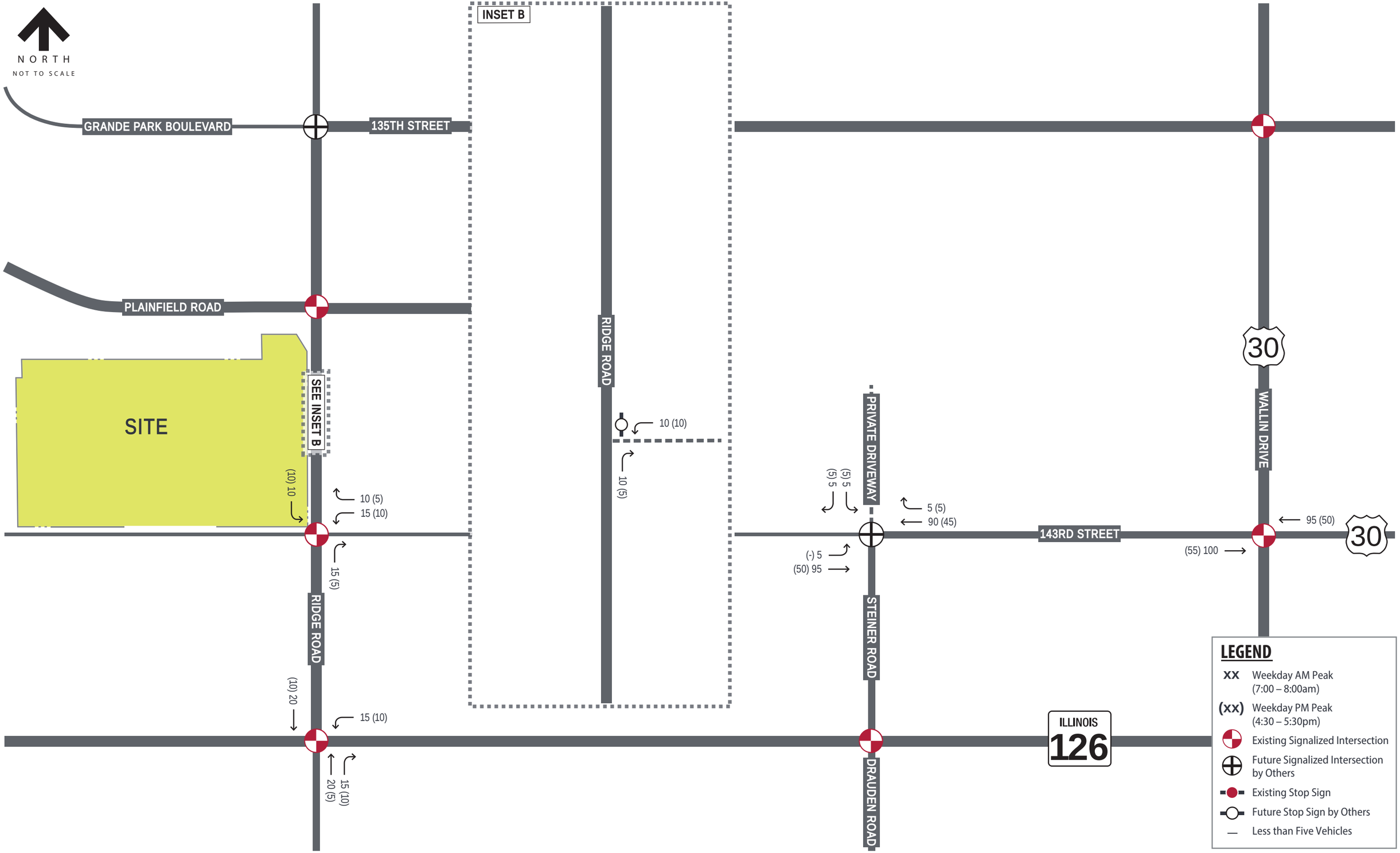
Future no-build traffic volumes for Year 2032, including traffic estimated for the development projects referenced above, are presented in **Exhibit 14**. Future no-build traffic volumes for Year 2035, including traffic for area development projects, is shown in **Exhibit 15**.



Kimley»Horn

EXHIBIT 11

SITE TRIP ASSIGNMENT - OFFSITE DEVELOPMENT (PASSENGER CARS)



Kimley»Horn

EXHIBIT 12

SITE TRIP ASSIGNMENT - OFFSITE DEVELOPMENT (HEAVY VEHICLES)

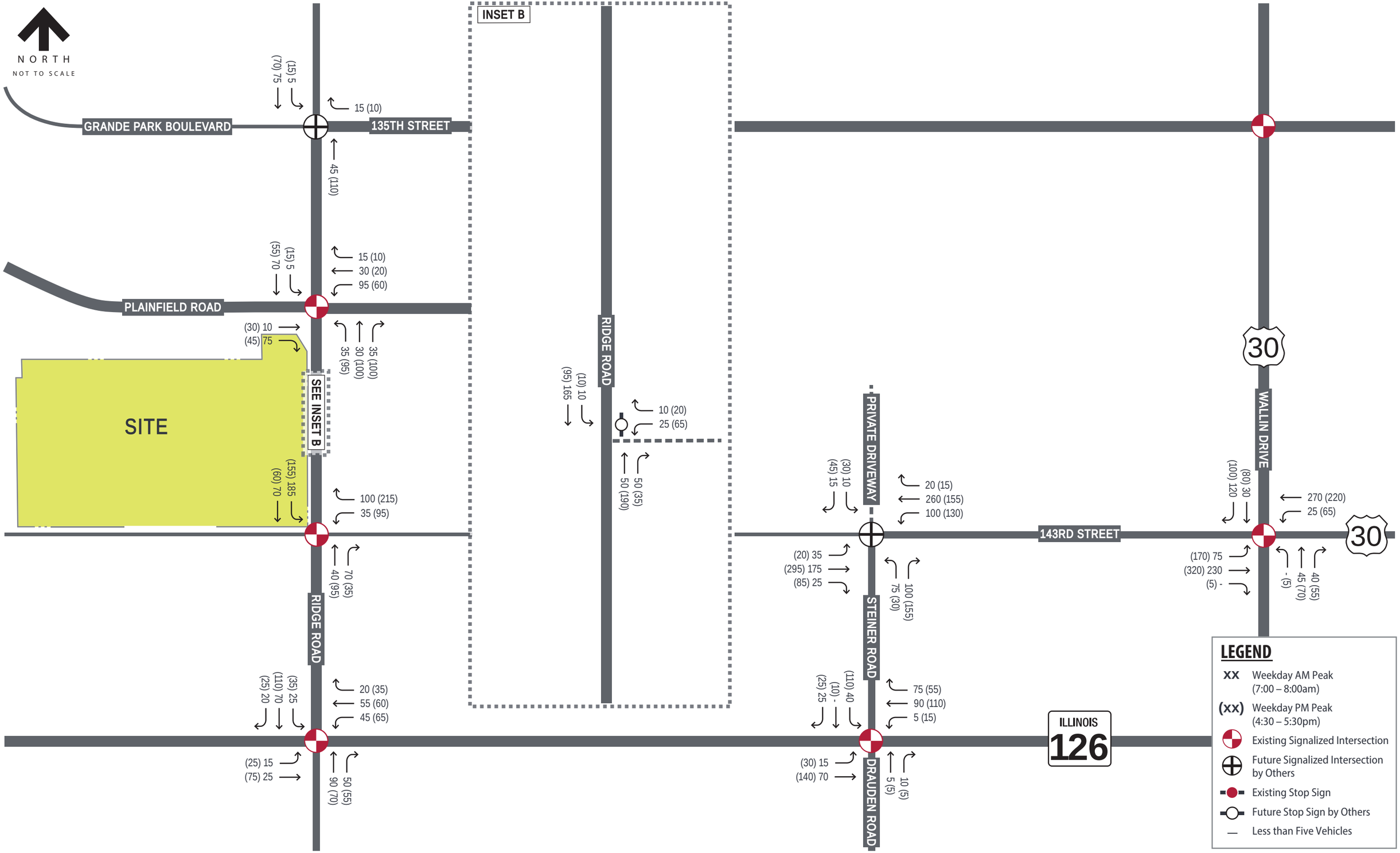
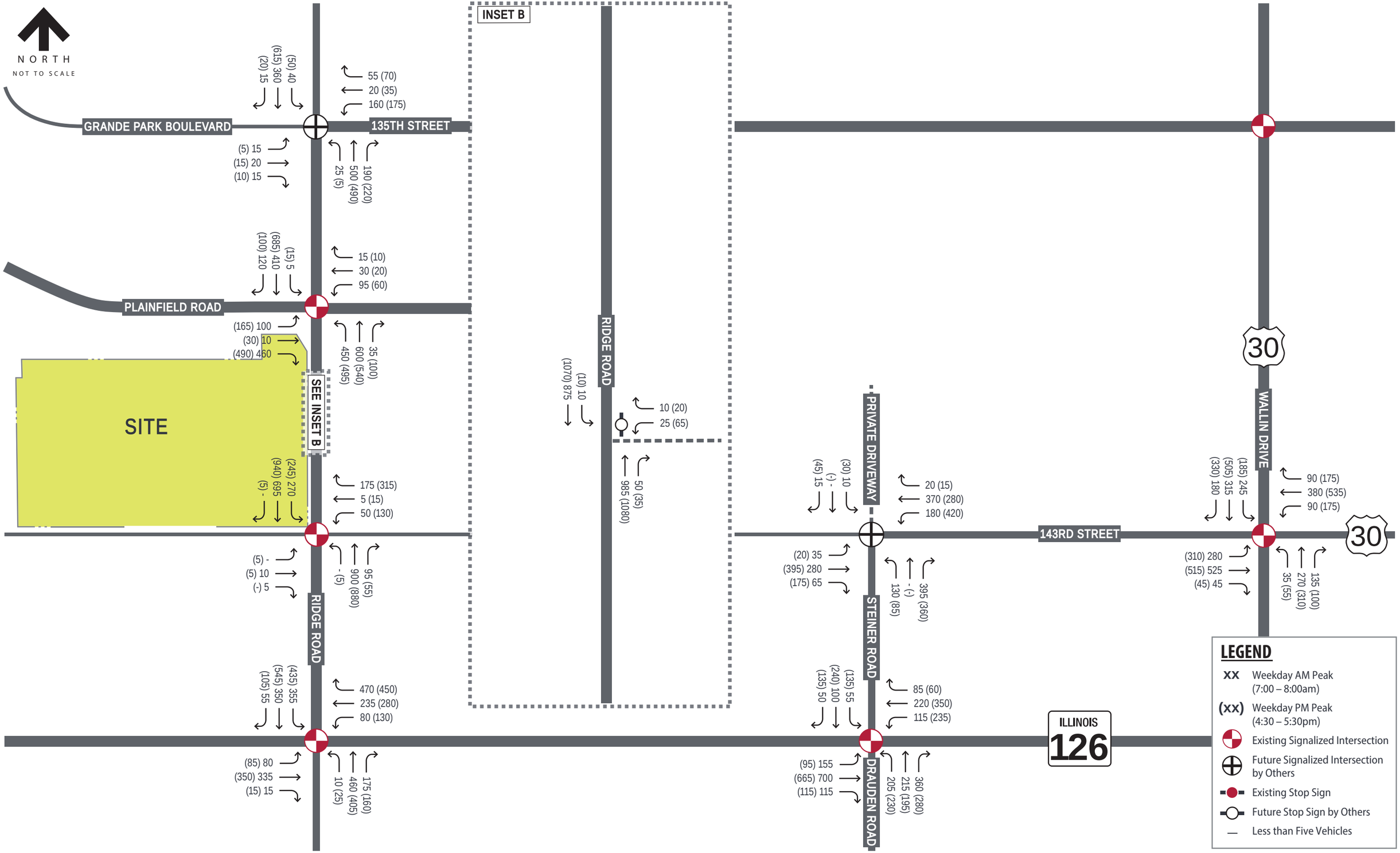


EXHIBIT 13

SITE TRIP ASSIGNMENT - OFFSITE DEVELOPMENT (TOTAL)



Kimley»Horn

EXHIBIT 14

FUTURE (2032) NO-BUILD TRAFFIC PROJECTIONS

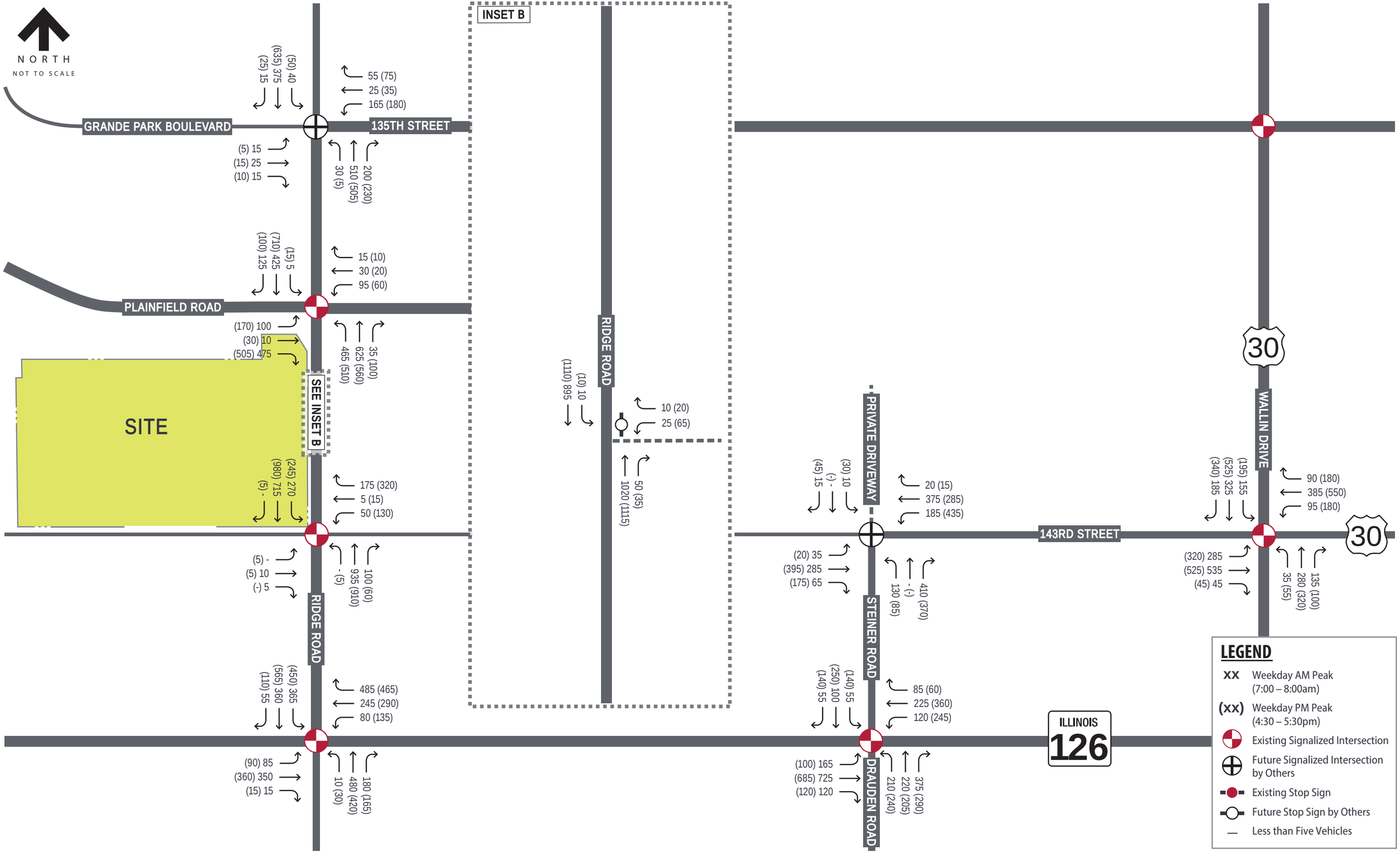


EXHIBIT 15

FUTURE (2035) NO-BUILD TRAFFIC VOLUMES

Kimley»Horn

Future Build Traffic Projections

To develop future build traffic projections, Phase 1 total site traffic (Exhibit 6) was added to the no-build traffic projections (Exhibit 14). Traffic projections for the Year 2032 build scenario are illustrated in **Exhibit 16**.

Full buildout site traffic (Exhibit 10) was added to the Year 2035 no-build traffic projections (Exhibit 15) to calculate traffic projections for the Year 2035 build scenario. Future (2035) Build traffic projections are illustrated in **Exhibit 17**.

Signal Warrant Analysis

Signal warrant analyses were performed according to criteria set by the *MUTCD* for future traffic projections at the intersection of Ridge Road/Access F for Year 2035 analyses. The following warrants were evaluated: Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak Hour).

Using the 24-hour road tube count data collected along Ridge Road between Plainfield Road and 143rd Street (*Section 2.3 Traffic Count Data*), background traffic projections were developed by applying an average 1.3 percent growth rate (Table 3.4) through Year 2035 to estimate future no-build conditions. In addition, traffic projections for the all off-site developments were estimated for the 12-hour period using ITE time-of-day distribution data. ITE data was referenced for LUC 154 (Warehousing), LUC 210 (Single Family Detached), LUC 215 (Single Family Attached), and LUC 820 (Shopping Center >150k), provided in Appendix A to the ITE *Trip Generation Manual*, 12th Edition.

To develop 12-hour site-generated traffic, the daily site-generated trips (Table 3.2) were distributed hourly based on time-of-day distribution data. The hourly trips were assigned to the study intersection based on the trip distribution assumptions presented in Table 3.3.

For purposes of the signal warrant analyses, the site access drives were assumed to provide a dedicated left-turn lane and shared through/right lane on the east and west legs. These volumes were analyzed and compared to the *MUTCD* criteria as summarized in **Table 4.1.**

Table 4.1 Signal Warrant Summary – Ridge Road / Access F-Industrial Drive

Time	Major Street (Ridge Road)	Minor-Leg Approach (Access F)	Warrant 1A	Warrant 1B	Warrant 2	Warrant 3
Year 2035 Build						
6:00 AM	2108	29	No	No	No	No
7:00 AM	2524	47	No	No	No	No
8:00 AM	2153	70	No	Yes	No	No
9:00 AM	2197	122	No	Yes	Yes	No
10:00 AM	1899	202	Yes	Yes	Yes	Yes
11:00 AM	1901	281	Yes	Yes	Yes	Yes
12:00 PM	2112	340	Yes	Yes	Yes	Yes
1:00 PM	2115	343	Yes	Yes	Yes	Yes
2:00 PM	2425	328	Yes	Yes	Yes	Yes
3:00 PM	2977	319	Yes	Yes	Yes	Yes
4:00 PM	3104	329	Yes	Yes	Yes	Yes
5:00 PM	2954	332	Yes	Yes	Yes	Yes
Total Number of Hours Warrant Satisfied			8	10	9	8
Warrant Satisfied?			Yes	Yes	Yes	Yes

As shown in Table 4.1, projected traffic volumes are expected to satisfy signal warrant criteria, attributable to the proposed retail development. A summary of the signal warrant analysis is outlined below.

Warrant 1: Eight-Hour Vehicular Volume

According to the criteria outlined in Table 4C-1 of the *MUTCD* and future characteristics of the intersection, traffic volumes at Ridge Road/Access F must meet the following criteria for Warrant 1 for at least eight hours on an average day.

- Condition A: 420 vehicles per hour (VPH) on Ridge Road (major street); 140 VPH on Access F (minor street); or
- Condition B: 630 vehicles per hour (VPH) on Ridge Road (major street); 70 VPH on Access F (minor street)

As shown in Table 4.1, traffic volumes are expected to meet the eight-hour minimum requirement; and therefore, a traffic signal is warranted under Warrant 1, Condition A and Condition B.

Warrant 2: Four-Hour Vehicular Volume

In order to meet the Warrant 2 standards for the installation of a traffic signal, traffic volumes must meet the criteria for Warrant 2 for at least four hours on an average day. The traffic volumes presented in Table 4.1 were compared to the Warrant 2 criteria outlined in Figure 4C-1 of the *MUTCD*.

Based on the existing characteristics of Ridge Road/Access F, the warrant threshold volume criteria for Access F is 115 vehicles per hour under Warrant 2 (Ridge Road volumes exceed the major street volume threshold). As summarized in Table 4.1, the hourly volume on Access F meets this threshold

under the Build 2035 conditions; and therefore, a traffic signal is warranted under Warrant 2 for Year 2035 conditions.

Warrant 3: Peak Hour

The traffic volumes presented in in Table 4.1 were compared to the Warrant 3 criteria outlined in Figure 4C-3 of the *MUTCD*.

Based on the existing characteristics of Ridge Road/Access F, and the volume of traffic on Ridge Road (both approaches), the warrant threshold volume criteria for Access F is 150 vehicles per hour under Warrant 3 (Ridge Road volumes exceed the major street volume threshold).

Signal Warrant Summary

As summarized in Table 4.1, the hourly volume on Access F meets the threshold during the 12-hour period; and therefore, a traffic signal is warranted under Year 2035 conditions.

For purposes of the analysis of future build conditions, a traffic signal was included at the intersection of Ridge Road/Access F due to warranting conditions being met in build conditions. For the analysis, cycle lengths were assumed to be 120 seconds, and splits were optimized for each peak hour, consistent with the signals along Ridge Road running free.

Planned Signals

A signal was included at the intersection of 143rd Street/Steiner Road under Year 2032 no-build conditions. As part of the approval of the DHL and Plainfield Business Center sites, funding for installation of this traffic signal was provided to the Village. A cycle length of 120 seconds was assumed, consistent with the intersection of 143rd Street/Wallin Drive (US Route 30), and splits were optimized. Existing geometry was maintained at the modeled traffic signal.

Per Village of Plainfield direction, a signal was included at the intersection of 135th Street/Ridge Road under Year 2032 no-build conditions. As part of the approval of the Playa Vista residential development, funding for installation of this traffic signal was provided to the Village. A cycle length of 120 seconds was assumed and splits were optimized. Existing geometry was maintained at the modeled traffic signal.

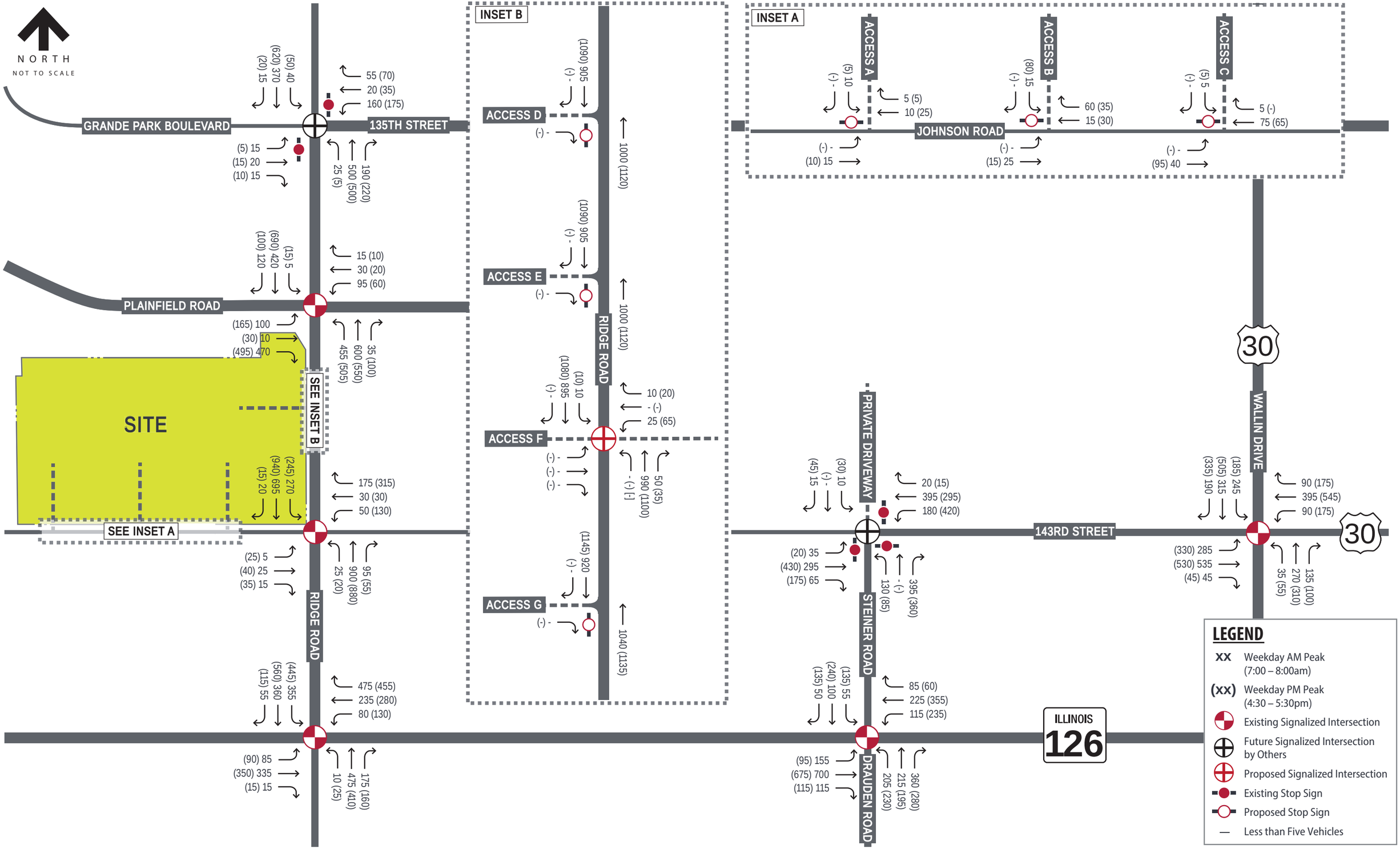


EXHIBIT 16

FUTURE (2032) BUILD TRAFFIC PROJECTIONS

Kimley»Horn

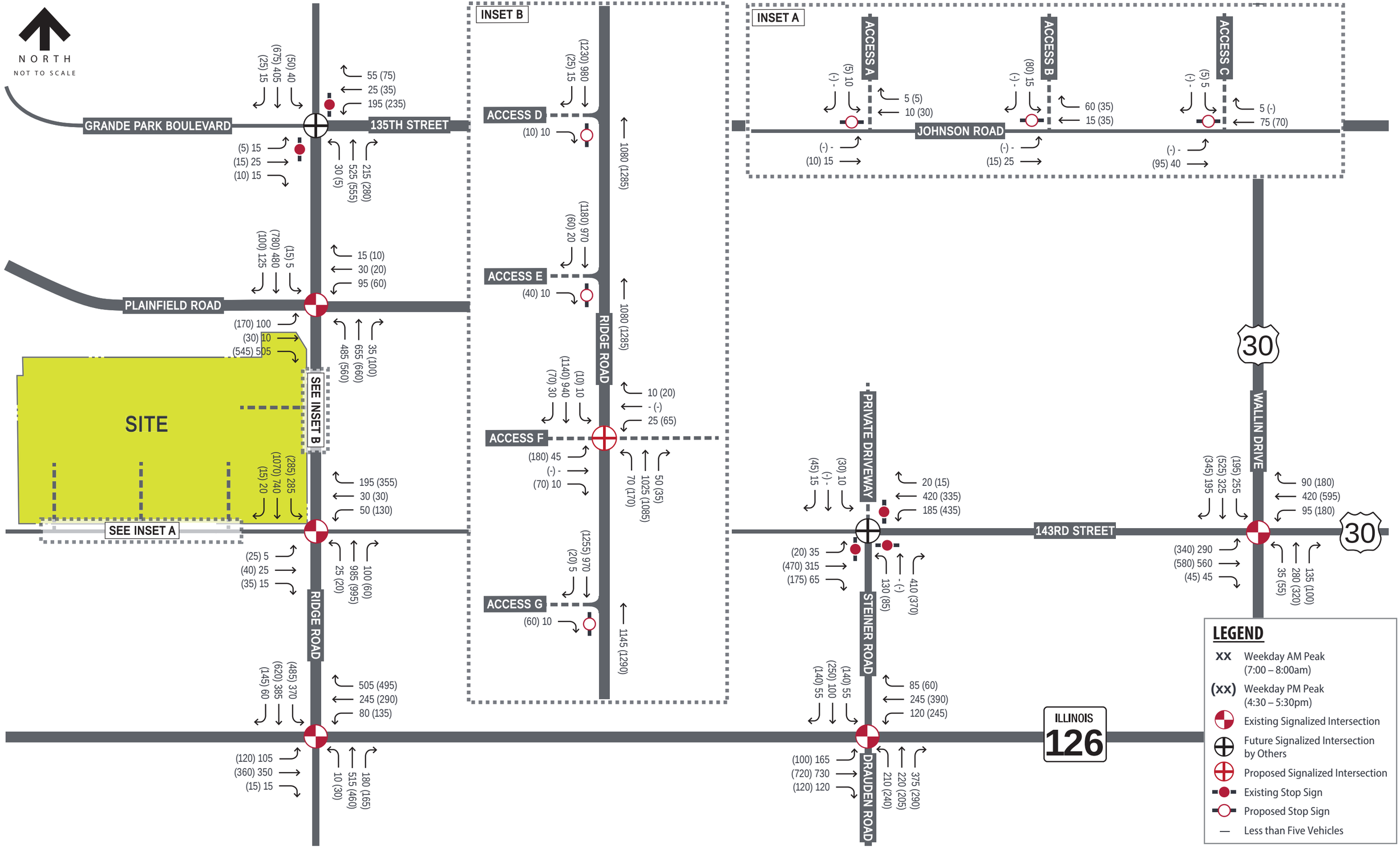


EXHIBIT 17

FUTURE (2035) BUILD TRAFFIC PROJECTIONS

Kimley»Horn

Future Build Geometry

For the analysis of future conditions, turn lane warrants were evaluated for all site driveways using guidelines in the IDOT Bureau of Design and Environment (BDE) Manual. A summary of the turn lane warrant analysis is outlined below.

Johnson Road / Access A, Johnson Road / Access B, and Johnson Road / Access C

Right-turn lanes were evaluated on Johnson Road at each of the three industrial access drives. Based on IDOT guidelines, projected traffic volumes do not meet criteria for installation of a westbound right-turn lane. However, right-turn lanes were included in the analysis to facilitate heavy vehicles and passenger car access. For purposes of the analysis, it was assumed the turn lane would be installed under the Future (2032) Build scenario. Per design standards outlined in the IDOT BDE Manual, the westbound right-turn lane should provide 215 feet of storage and a 220-foot taper.

Ridge Road / 143rd Street-Johnson Road

A westbound right-turn lane was evaluated on 143rd Street at Ridge Road. Based on IDOT guidelines for signalized intersections, projected traffic volumes satisfy warrant criteria for installation of a westbound right-turn lane under No-Build (2032) conditions. There are no known improvement plans for the intersection of Ridge Road/143rd Street-Johnson Road so the turn lane was not included in the modeling of no-build conditions. Site-generated traffic is not expected to contribute to this movement under Build 2032 conditions; however, site-traffic is anticipated at this movement in Build 2035. Therefore, a westbound right-turn was included in the analysis of Build 2035 conditions. Per design standards outlined in the IDOT BDE Manual, the westbound right-turn lane should provide 215 feet of storage and a 220-foot taper.

Ridge Road / Plainfield Road

An eastbound right-turn lane was evaluated on Plainfield Road at Ridge Road. Based on IDOT guidelines for signalized intersections, projected traffic volumes satisfy warrant criteria for installation of an eastbound right-turn lane under No-Build 2032 conditions. There are no known improvement plans for the intersection of Ridge Road/Plainfield Road beyond adding the fourth leg with the construction of Mirador Drive under the Playa Vista Residential Development, so the turn lane was not included in the modeling of no-build conditions. Site-generated traffic is expected to contribute to this movement under Build 2032 conditions; however, the approach is anticipated to operate similar to no-build conditions until 2035. Therefore, an eastbound right-turn was included in the analysis of Build 2035 conditions. Per design standards outlined in the IDOT BDE Manual, the eastbound right-turn lane should provide 265 feet of storage and a 265-foot taper.

Ridge Road / Access F

A northbound left-turn lane was evaluated on the south leg of Ridge Road at Access F. Based on projected traffic volumes under the Future (2035) Build scenario (Exhibit 13), a northbound left-turn lane should be provided on Ridge Road at Access F. For purposes of the analysis, it was assumed the turn lane would be installed under the Future (2035) Build scenario. Per design standards outlined in the IDOT BDE Manual, the northbound left-turn lane should provide 240 feet of storage and a 240-foot taper. Based on intersection symmetry, a southbound left-turn lane should also be installed to provide 240 feet of storage and a 240-foot taper.

All access drives were assumed to provide a single inbound lane and single outbound lane, with the exception of Access F, which was assumed to provide separate outbound left and right-lanes. Stop control and stop bars should be posted for outbound traffic at all access drives, with the exception of Access F which is proposed to be signalized.

Future (2032) Capacity Analysis

Based on the Year 2032 build and no build volume projections, capacity results were identified for the study intersections. For this analysis, the traffic signals at 143rd Street/Steiner Road and Ridge Road/135th Street were assumed to be installed under no-build conditions. The turn lanes identified for Johnson Road and Access A, Access B and Access C were also included in the analysis of build conditions.

The results of the capacity analysis for Year 2032 no-build and build conditions are summarized in **Table 4.2**. Consistent with the analysis of existing conditions, the results are based on Synchro's HCM 7th Edition reports. Copies of these reports are included in the appendix.

Table 4.2 Future (2032) Level of Service

Intersection	Future (2032) No-Build				Future (2032) Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ridge Road / Johnson Road-143rd Street West Extension ✱								
Eastbound	43	D	44	D	46	D	45	D
Westbound	62	E	75	E[1]	73	E[1]	110	F
Northbound	26	C	52	D	35-	C	60	E
Southbound	20-	B	41	D[3]	26	C	53	D[2]
Intersection	*27*	*C*	*51*	*D*	*36*	*D*	*65*	*E*
Ridge Road / Lockport Road (IL 126) ✱								
Eastbound	38	D	42	D	36	D	41	D
Westbound	32	C	27	C	32	C	26	C
Northbound	31	C	36	D	31	C	38	D
Southbound	21	C	26	C	21	C	27	C
Intersection	*29*	*C*	*31*	*C*	*29*	*C*	*31*	*C*
Ridge Road / Plainfield Road ✱								
Eastbound	67	E	>120	F	66	E	>120	F
Westbound	41	D	45	D	62	E	45	D
Northbound	47	D[3]	93	F	48	D[3]	100	F
Southbound	66	E	109	F	67	E	102	F
Intersection	*56*	*E*	*105*	*F*	*58*	*E*	*106*	*F*
Ridge Road / 135th Street ✱								
Eastbound	38	D	41	D	38	D	41	D
Westbound	31	C	33	C	31	C	34	C
Northbound	20-	B	22	C	20-	B	22	C
Southbound	12	B	16	B	13	B	16	B
Intersection	*20+*	*C*	*22*	*C*	*20+*	*C*	*22*	*C*
143rd Street / Wallin Drive (US Route 30) ✱								
Eastbound	72	E[2]	>120	F	72	E[2]	>120	F
Westbound	63	E	>120	F	79	E[1]	>120	F
Northbound	58	E	33	C	61	E	33	C
Southbound	52	D[3]	>120	F	53	D[3]	>120	F
Intersection	*62*	*E*	*>120*	*F*	*66*	*E*	*>120*	*F*
143rd Street / Steiner Road ✱								
Eastbound	32	C	50	D	33	C	54	D
Westbound	21	C	50	D[3]	21	C	53	D[2]
Northbound	27	C	63	E	28	C	75	E[1]
Southbound	18	B	36	D	19	B	39	D
Intersection	*26*	*C*	*52*	*D*	*27*	*C*	*58*	*E*

△ - Minor-Leg Stop-Controlled Intersection ▲ - All-Way Stop-Controlled Intersection ✱ - Signalized Intersection

[1]Right-turn movement operates at LOS F.

[2]Left-turn movement operates at LOS F.

[3]Left-turn movement operates at LOS E.

Table 4.4 Future (2032) Level of Service (continued)

Intersection	Future (2032) No-Build				Future (2032) Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Lockport Road (IL 126) / Steiner Road-Drauden Road ✱								
Eastbound	27	C	62	E[1]	27	C	66	E[1]
Westbound	18	B	40	D[3]	18	B	40	D[3]
Northbound	96	F	62	E	96	F	62	E
Southbound	43	D	43	D	43	D	43	D
Intersection	*50*	*D*	*53*	*D*	*50*	*D*	*55-*	*D*
Johnson Road / Access A △								
Eastbound (Left)					7	A	7	A
Southbound					9	A	9	A
Johnson Road / Access B △								
Eastbound (Left)					7	A	7	A
Southbound					9	A	9	A
Johnson Road / Access C △								
Eastbound (Left)					7	A	7	A
Southbound					9	A	9	A

△ - Minor-Leg Stop-Controlled Intersection ▲ - All-Way Stop-Controlled Intersection ✱ - Signalized Intersection

[1]Right-turn movement operates at LOS F.

[2]Left-turn movement operates at LOS F.

[3]Left-turn movement operates at LOS E.

With the addition of background traffic, the study area intersections are projected to experience increase in delay compared to existing conditions. The addition of site-generated traffic is projected to increase delay at some intersections; however, changes to LOS are relatively limited. At the study intersections, most approaches and movements are projected to operate at LOS D or better and queues would be accommodated within existing and planned storage lanes. Exceptions are noted below.

- Ridge Road / Johnson Road-143rd Street – The overall intersection is projected to operate at LOS E during the evening peak hour under build conditions (as compared to LOS D under no-build conditions). The westbound approach is projected to operate at LOS F (as compared to LOS E under no-build conditions) and the northbound approach is projected to operate at LOS E (as compared to LOS D under no-build conditions) during the evening peak hour. The 95th percentile queue for the westbound right-turn movement is approximately 10 vehicles (250 feet) and 20 vehicles (500 feet) during the morning and evening peak hours under no-build conditions, and increases by 3 vehicles (75 feet) during the morning peak hour and 6 vehicles (150 feet) during the evening peak hour under build conditions.
- Ridge Road / Plainfield Road – For the no-build and build scenario, the eastbound and southbound approaches are anticipated to operate at LOS E during the morning peak hour. The eastbound, northbound and southbound approaches are anticipated to operate at LOS F during the evening peak hour. The 95th percentile queue for the eastbound right-turn is anticipated to be approximately 26 vehicles (650 feet) and 40 vehicles (1,000 feet) during

morning and evening peak hours under no-build conditions, and are not anticipated to increase under build conditions.

- 143rd Street / Wallin Drive (US Route 30) – Under no build and build conditions, the overall intersection is projected to operate at LOS E and F during the morning and evening peak hours respectively. Durning the morning peak hour, the eastbound (left-turn LOS F) approach, westbound approaches, and southbound left-turn are projected to operate at LOS E during the evening peak hour. During the evening peak hour, the eastbound, westbound, and southbound approaches are projected to operate at LOS F. The 95th percentile queue projected for the eastbound left-turn movement is approximately 16 vehicles (400 feet) during the morning peak hour and 26 vehicles (650 feet) during the evening peak hour. The queue projected for the eastbound left-turn movement would exceed the existing 165-foot storage lane in the morning and evening peak hour under both the no-build and build scenarios; however, site-generated traffic is not expected to contribute to this movement. As noted previously, existing volumes at the intersection meet warrant criteria for installation of a dedicated westbound right-turn lane and a southbound right-turn lane. There are no known improvement plans for this intersection; and therefore, these turn lanes were not included in the analysis.
- 143rd Street / Steiner Road – With installation of a traffic signal, all approaches and movements would operate at LOS D or better under no-build and build conditions, with the exception of the northbound approach which is anticipated to operate at LOS E. In the no-build condition, the 95th percentile queue for the northbound right-turn movement would be approximately 12 vehicles (300 feet) during the morning peak hour and 20 vehicles (500 feet) during the evening peak hour. In the build condition, the 95th percentile queue increase no more than two (2) vehicles . The results of the analysis are considered conservative as right-turn-on-red movements were not included, consistent with IDOT standards.
- IL 126 / Steiner Road – In both no-build and build, the eastbound right-turn movement is projected to operate at LOS F during the evening peak hour. In both scenarios, the northbound approach is projected to operate at LOS F during the morning peak hour and LOS E during the evening peak hour. The queue projected for the westbound left-turn movement would exceed the existing 240-foot storage lane in the evening peak hour under both the no-build and build scenarios; however, there are no known improvement plans for this intersection; and therefore, these turn lanes were not included in the analysis.

At the site access driveways all movements and approaches are projected to operate at LOS A or better during the peak hours. The 95th percentile queues for all movements and approaches would be approximately 2 vehicles (50 feet) or less.

Future (2035) Capacity Analysis

Based on the Year 2035 build and no-build volume projections, capacity results were identified for the study intersections. For the analysis of Year 2035 conditions, the traffic signals at 143rd Street/Steiner Road, Ridge Road/135th Street, and Ridge Road/Access F were assumed to be installed. The turn lanes identified for Johnson Road and Access A, Access B and Access C, at Ridge Road/Access F, at Ridge Road/Plainfield Road, and at Ridge Road/143rd Street-Johnson Road were also included in the analysis.

The results of the capacity analysis are summarized in **Table 4.3**. Consistent with the existing conditions analysis, the results for the study intersections are based on Synchro's HCM 7th Edition reports. Copies of these reports are included in the appendix.

Table 4.3 Future (2035) Level of Service

Intersection	Future (2035) No-Build				Future (2035) Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ridge Road / Johnson Road-143rd Street West Extension *								
Eastbound	47	D	45	D	55-	D[4]	47	D
Westbound	75	E[2]	87	F	40	D	54	D[4]
Northbound	33	C	51	D	38	D	55-	D
Southbound	25	C[3]	45	D[1]	24	C[3]	55-	D[1]
Intersection	*34*	*C*	*55-*	*D*	*33*	*C*	*54*	*D*
Ridge Road / Lockport Road (IL 126) *								
Eastbound	39	D	45	D	41	D	47	D
Westbound	32	C	28	C	37	D	33	C
Northbound	35-	C	38	D	31	C	49	D
Southbound	24	C	30	C	22	C	34	C[3]
Intersection	*31*	*C*	*33*	*C*	*32*	*C*	*39*	*D*
Ridge Road / Plainfield Road *								
Eastbound	80-	E[2]	>120	F	38	D	61	E
Westbound	71	E[1]	46	D	31	C	52	D[4]
Northbound	45	D[3]	100	F	21	C	36	D[3]
Southbound	60	E	112	F	37	D	78	E
Intersection	*59*	*E*	*115*	*F*	*30*	*C*	*55-*	*D*
Ridge Road / 135th Street *								
Eastbound	40	D	42	D	43	D	51	D
Westbound	33	C	35-	C	34	C	42	D
Northbound	21	C	23	C	23	C	29	C
Southbound	13	B	16	B	14	B	18	B
Intersection	*21*	*C*	*22*	*C*	*23*	*C*	*27*	*C*
143rd Street / Wallin Drive (US Route 30) *								
Eastbound	76	E[1]	>120	F	79	E[1]	>120	F
Westbound	74	E[2]	>120	F	72	E[2]	>120	F
Northbound	63	E	36	D	70	E	35+	D
Southbound	55-	D[3]	>120	F	77	E[1]	>120	F
Intersection	*67*	*E*	*>120*	*F*	*75*	*E*	*>120*	*F*

△ - Minor-Leg Stop-Controlled Intersection ▲ - All-Way Stop-Controlled Intersection * - Signalized Intersection

[1]Left-turn movement operates at LOS F.
[2]Right-turn movement operates at LOS F.
[3]Left-turn movement operates at LOS E.
[4]Right-turn movement operates at LOS E.

Table 4.3 Future (2035) Level of Service (continued)

Intersection	Future (2035) No-Build				Future (2035) Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
143rd Street / Steiner Road ✱								
Eastbound	34	C	56	E	28	C	26	C
Westbound	21	C	55+	E[1]	18	B	22	C
Northbound	28	C	67	E	25	C	42	D
Southbound	18	B	37	D	20-	B	42	D
Intersection	*26*	*C*	*58*	*E*	*23*	*C*	*29*	*C*
Lockport Road (IL 126) / Steiner Road-Drauden Road ✱								
Eastbound	30	C	75	E[2]	30	C	75	E[2]
Westbound	19	B	45	D[1]	20-	B	43	D[1]
Northbound	106	F	65	E	106	F	68	E
Southbound	43	D	42	D	43	D	48	D
Intersection	*54*	*D*	*59*	*E*	*54*	*D*	*61*	*E*
Johnson Road / Access A △								
Eastbound (Left)					7	A	7	A
Southbound					9	A	9	A
Johnson Road / Access B △								
Eastbound (Left)					7	A	7	A
Southbound					9	A	9	A
Johnson Road / Access C △								
Eastbound (Left)					7	A	7	A
Southbound					9	A	9	A
Ridge Road / Access D △								
Eastbound					18	C	25-	C
Ridge Road / Access E △								
Eastbound					18	C	27	D
Ridge Road / Access F ✱								
Eastbound					48	D	78	E[1]
Westbound					49	D	54	D[4]
Northbound					18	B	48	D[1]
Southbound					16	B	54	D[2]
Intersection					19	B	53	D
Ridge Road / Access G △								
Eastbound					18	C	33	D

△ - Minor-Leg Stop-Controlled Intersection ▲ - All-Way Stop-Controlled Intersection ✱ - Signalized Intersection

[1]Left-turn movement operates at LOS F.
[2]Right-turn movement operates at LOS F.
[3]Left-turn movement operates at LOS E.
[4]Right-turn movement operates at LOS E.

With the addition of background traffic growth and full buildout site traffic, the study area intersections are projected to experience some changes in delay compared to Year 2032 conditions; however, most approaches and movements are projected to operate at LOS D or better. The projected 95th percentile queues would be accommodated within the storage lanes. Exceptions are summarized below.

- Ridge Road / Johnson Road-143rd Street – With the addition of the westbound right-turn lane under build conditions, the approaches of this intersection are anticipated to operate at LOS D or better.
- Ridge Road / Plainfield Road – With the addition of the eastbound right-turn lane under build conditions, the approaches of this intersection are anticipated to operate at LOS D or better with two exceptions. During the evening peak hour, the eastbound and southbound approaches are anticipated to operate at LOS E. While the 95th percentile queue for the eastbound right-turn movement is anticipated spillback with approximately 18 vehicles (450 feet) during the morning peak hour and 27 vehicles (675 feet) during the evening peak hour, this is an improvement as compared to the no-build condition, which has a projected 95th percentile queue of 29 vehicles (725 feet) during the morning peak hour and 45 vehicles (1,125 feet) during the evening peak hour. Overall intersection operations are brought back LOS D with the additional turn lane.
- 143rd Street / Wallin Drive (US Route 30) – The movements and approaches are anticipated to operate similar to no-build 2035 conditions under the build scenario with one exception. During the morning peak hour, the southbound approach is projected to operate at LOS E, as compared to LOS D under no-build conditions. This intersection warrants dedicated right-turn lanes on the westbound and southbound approaches under no-build conditions, however, as there are no known improvements at this intersection they were not included in the analysis. Additional turn-lanes would be anticipated to alleviate some delay at this intersection. Furthermore, the site is not anticipated to contribute more than 20 vehicles to the turning movements.
- 143rd Street / Steiner Road – With the future traffic signal, this intersection would operate at an overall LOS E during the evening peak hour under no-build conditions. With the addition of eastbound/westbound through traffic from the site, queueing is anticipated to worsen for the northbound right/westbound left-turn movements with majority of green time being allocated for the major corridor through movements. Due to this, right-turn overlap equipment was modeled to be installed for the northbound right-turn movement under Build 2035 conditions, as retail traffic is realized. With this improvement, all movements and approaches are projected to operate at LOS D or better under build condition.

The access driveways are expected to operate at LOS D or better with projected 95th percentile queues of less approximately 2 vehicles (50 feet) or less with one exception. At the signalized intersection of Ridge Road/Access F, the eastbound approach is anticipated to operate at LOS E during the evening peak hour. The 95th percentile queue for the eastbound left-turn movement is approximately 9 vehicles (225 feet) which will be maintained on site and is not anticipated to impact internal circulation.

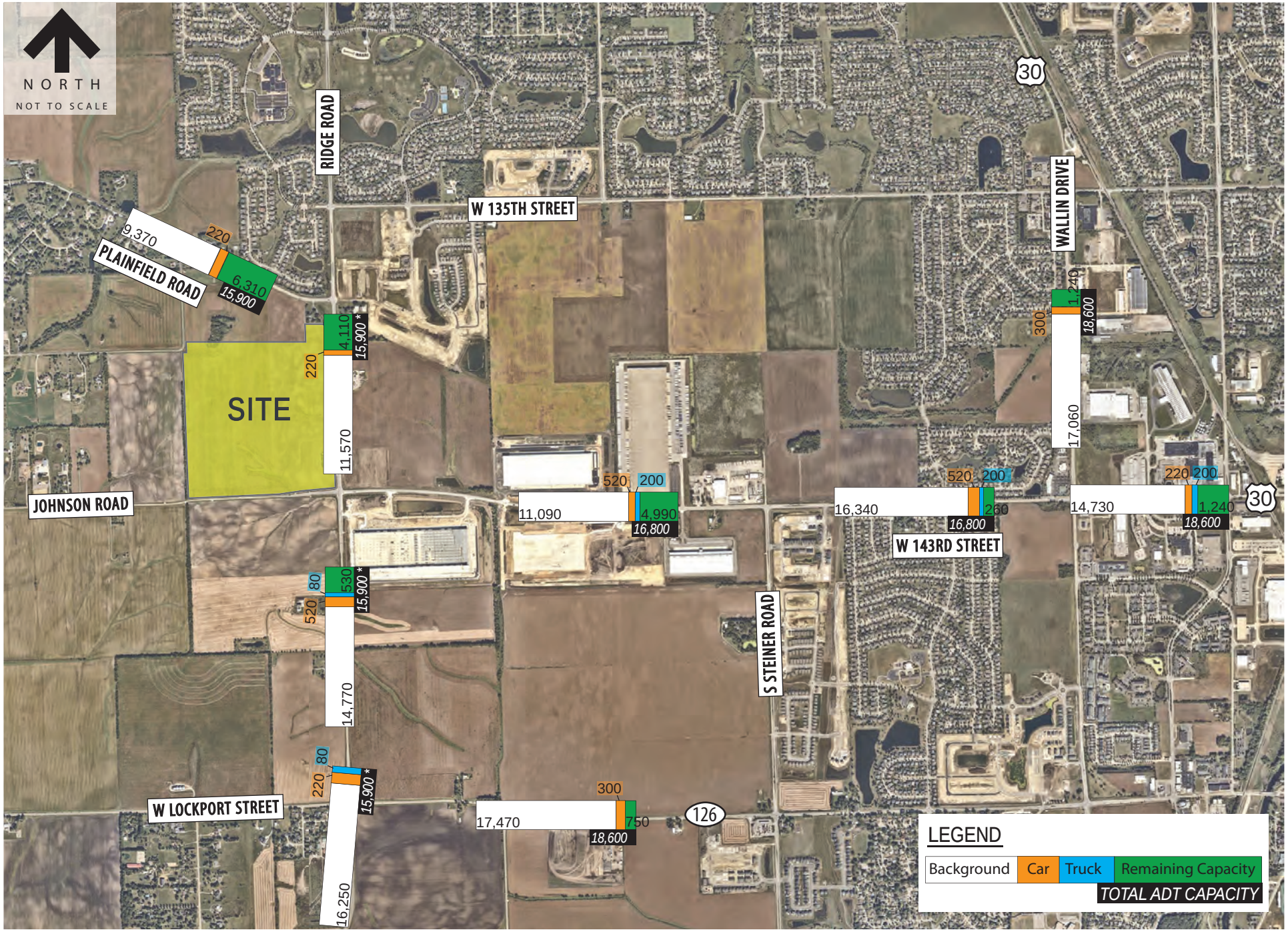
Future Roadway Capacity Analysis

In addition to the peak hour capacity analysis, a planning level analysis of roadway segment capacity was performed based on the existing Average Daily Traffic (ADT) volumes observed on the study area roadways and the projected daily site-generated traffic. Consistent with previous traffic studies completed in the site vicinity, the State of Florida Department of Transportation (FDOT) 2023 Multimodal Quality/Level of Service Handbook was referenced to determine the daily capacity of the area roadways. The daily capacity is determined based on the segment's characteristics such as the frequency of signalized intersections, the presence of medians, the number of travel lanes, and the speed limit of a segment. IDOT does not currently have an equivalent resource but indicated their familiarity with the FDOT document and its use for planning level segment analysis.

To analyze the roadway capacity in the context of this study, Annual Average Daily Traffic (AADT) data was obtained from IDOT. Background traffic growth, including daily traffic estimates for area development either planned or under construction, was added to the AADT to reflect Year 2035 conditions. Projected daily site-generated traffic was then added to the roadway segments. The total daily traffic volumes were then compared to the total segment capacity per the FDOT handbook. Based on a review of the roadway segments in the study area, the projected daily traffic volumes for the Year 2035 build scenario are not anticipated to exceed the segment capacity with one exception.

The Year 2035 daily traffic projection for Ridge Road south of IL 126 would exceed the existing roadway capacity. To support projected traffic volumes, Kendall County plans to widen the Ridge Road Corridor (Wikaduke Trail) from I-80 to Plainfield Road to provide a four-lane cross-section (currently two lanes). This project is included in the Kendall County 2023-2043 Long Range Transportation Plan. According to the Kendall County 5-Year Surface Transportation Program (2024-2028), Phase 1 engineering for the Ridge Road widening project is planned for Year 2025-2026. A construction year has not yet been identified and therefore the widening was not included in the analysis. When Ridge Road is widened, the roadway capacity will adequately accommodate traffic demand and intersection operations at Johnson Road-143rd Street, IL 26, and Plainfield Road intersections are expected to further improve.

The results of the roadway segment capacity analysis are illustrated in **Exhibit 18**.



Kimley»Horn

*The Kendall County 2023-2043 Long-Range Transportation Plan includes future widening of Ridge Road to a four-lane cross-section, which would provide additional capacity.

EXHIBIT 18

FUTURE (2035) BUILD ROADWAY CAPACITY

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the existing study intersections are projected to adequately accommodate the proposed development. The following improvements are recommended to accommodate site traffic. These improvements should be constructed with development of Phase 1 in Year 2032.

- Install westbound right-turn lanes along Johnson Road at Access A, Access B, and Access C Each lane should provide 215 feet of storage with a 220-foot taper.
- Install "No Trucks" signage at Access B.
- Provide a single outbound lanes for outbound traffic at Access A, Access B, and Access C.
- Post minor-leg stop control for outbound traffic at Access A, Access B, and Access C.

With development of Phase 2 in Year 2035, the following improvements should be considered as retail traffic is realized. As the site development plan for Phase 2 is further refined, additional review of the offsite improvements should be completed.

- Install a signal at Ridge Road/Access F per IDOT guidance.
- Provide a single inbound lane and separate outbound left-turn and shared through/right-turn lanes at Access F.
- Install a northbound left-turn lane along Ridge Road at Access F to provide 240 feet of storage and a 240-foot taper.
- Mirror the northbound left-turn lane on Ridge Road to provide a southbound left-turn lane at Access F. The turn lane should provide 240 feet of storage with a 240-foot taper.
- Install a westbound right-turn lane on 143rd Street at Ridge Road. The westbound right-turn lane should provide 215 feet of storage with a 220-foot taper.
- Install an eastbound right-turn lane along Plainfield Road at Ridge Road to provide 265 feet of storage and a 265-foot taper. Right-turn overlap equipment should be installed.
- Install right-turn overlap equipment at 143rd Street/Steiner Road for the northbound right-turn movement.
- Provide a single outbound lanes for outbound traffic at Access D, Access E, and Access G.
- Post minor-leg stop control for outbound traffic at Access D, Access E, and Access G.

Regardless of the final configuration of site driveway geometrics, several additional items should be taken into consideration when preparing site improvement plans for the subject development. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

TECHNICAL APPENDIX

Conceptual Site Plan

Traffic Count Data

CMAP Year 2050 Projections

Excerpt from Trammell Crow Traffic Impact Study, prepared by Kimley-Horn, April 2024

Excerpt from Plainfield Logistics Centre Traffic Impact Study, prepared by Kimley-Horn, June 2022

Excerpt from Plainfield Business Center Traffic Impact Study, prepared by Kimley-Horn, November 2022

Excerpt from Residential Development Traffic Impact Study, prepared by KLOA, May 2021

Excerpt from Proposed Mixed-Use Development Traffic Impact Study prepared by KLOA, May 2023

Existing (2025) Capacity Reports

Data from the ITE Trip Generation Manual, 12th Edition

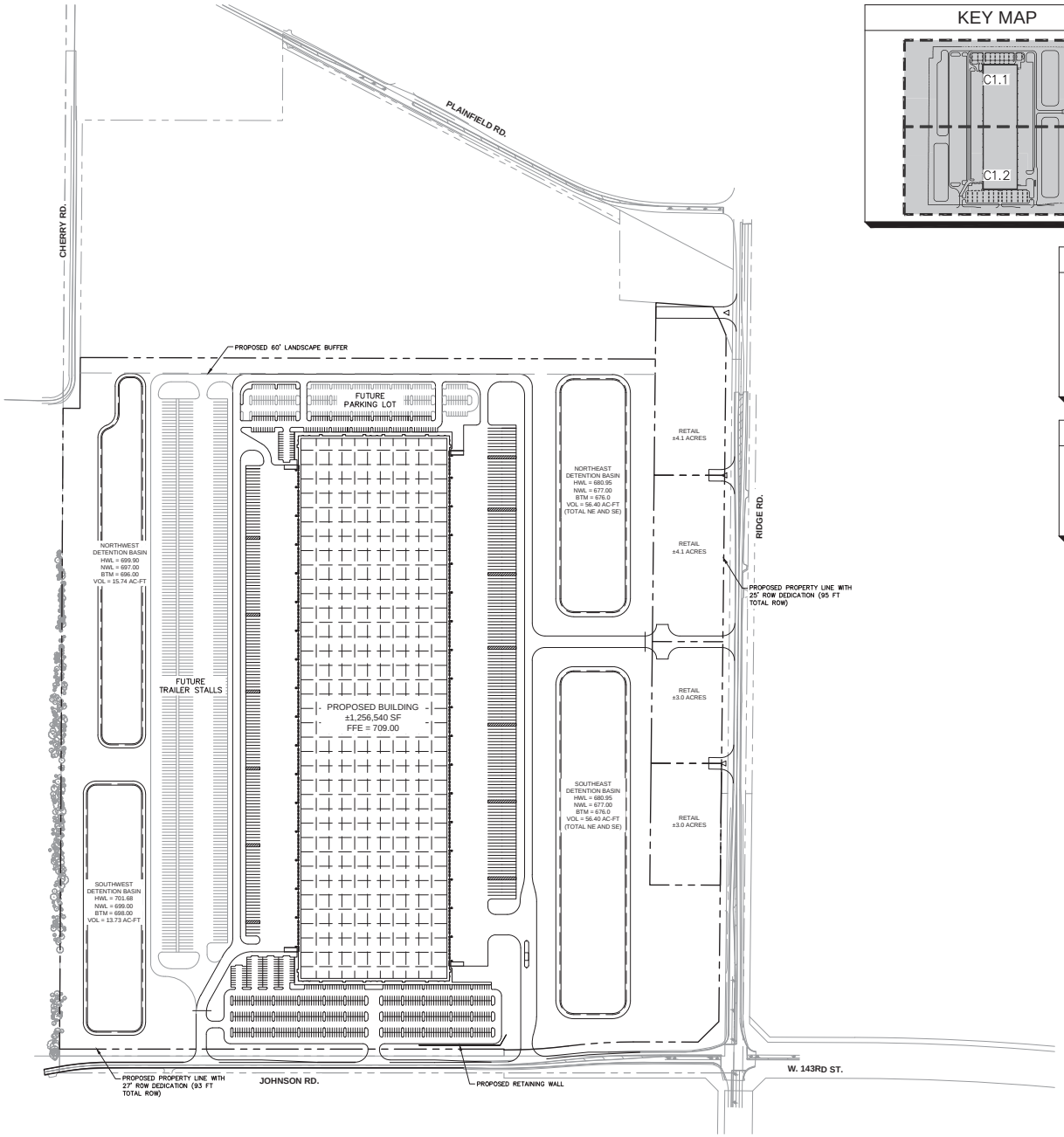
Future (Year 2032) No-Build Capacity Reports

Future (Year 2032) Build Capacity Reports

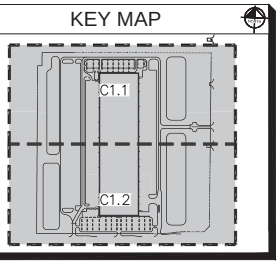
Future (Year 2035) No-Build Capacity Reports

Future (Year 2035) Build Capacity Reports

CONCEPTUAL SITE PLAN



KEY MAP



NORTH

Call Before You Dig
JULIE
1-800-892-0123

GRAPHIC SCALE IN FEET
0 100 200 400

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

SITE AREA	=	
BUILDING AREA	=	±1,250,000 SF
PROPOSED AUTOMOTIVE PARKING SPACES (SOUTH)	=	731 SPACES
PROPOSED AUTOMOTIVE PARKING SPACES (NORTH)	=	152 SPACES
FUTURE AUTOMOTIVE PARKING SPACES (NORTH)	=	296 SPACES
PROPOSED TRAILER PARKING SPACES (WEST)	=	147 SPACES
FUTURE TRAILER PARKING SPACES (WEST)	=	537 SPACES
PROPOSED TRAILER PARKING SPACES (EAST)	=	147 SPACES
PROPOSED DOUBLE TRAILER PARKING SPACES (EAST)	=	147 SPACES

No.	REVISIONS	DATE	BY

Kimley»Horn
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RALEIGH, NC 27601
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SCALE: AS NOTED
DESIGNED BY: ALS
DRAWN BY: ALS
CHECKED BY: JMP

CORE5® INDUSTRIAL PARTNERS

CORE5 INDUSTRIAL
JOHNSON ROAD
PLAINFIELD, IL 60585

OVERALL SITE PLAN

ORIGINAL ISSUE: 12/05/2025
KHA PROJECT NO. 368023000
SHEET NUMBER
C1.0

Drawing name: G:\CIVIL\JOB\368023000_CORE5_Plainfield_IL\2 Design\CAD\Exhibits\Entitlement Exhibits\C1.0 - SITE PLAN EXHIBIT.dwg Dec 03, 2025 - 4:32pm by Allison.Sochetz
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

TRAFFIC COUNT DATA

Johnson Road-West 143rd Street & Ridge Road - TMC

Tue Aug 19, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326054, Location: 41.622627, -88.268243

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

Leg	Johnson Rd					143rd St					Ridge Rd					Ridge Rd					
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
2025-08-19 7:00AM	0	3	1	0	**4**	3	1	10	0	**14**	0	156	7	0	**163**	17	129	1	0	**147**	**328**
7:15AM	0	2	2	0	**4**	2	3	18	0	**23**	1	219	4	0	**224**	15	138	0	0	**153**	**404**
7:30AM	0	2	0	0	**2**	7	1	23	0	**31**	0	197	8	0	**205**	16	168	1	0	**185**	**423**
7:45AM	0	3	0	0	**3**	5	0	14	0	**19**	1	211	7	0	**219**	26	128	0	0	**154**	**395**
Total	0	10	3	0	**13**	17	5	65	0	**87**	2	783	26	0	**811**	74	563	2	0	**639**	**1550**
% Approach	0%	76.9%	23.1%	0%	**-**	19.5%	5.7%	74.7%	0%	**-**	0.2%	96.5%	3.2%	0%	**-**	11.6%	88.1%	0.3%	0%	**-**	-
% Total	0%	0.6%	0.2%	0%	**0.8%**	1.1%	0.3%	4.2%	0%	**5.6%**	0.1%	50.5%	1.7%	0%	**52.3%**	4.8%	36.3%	0.1%	0%	**41.2%**	-
PHF	-	0.833	0.375	-	**0.813**	0.607	0.417	0.707	-	**0.702**	0.500	0.894	0.813	-	**0.905**	0.712	0.838	0.500	-	**0.864**	0.916
Lights	0	10	1	0	**11**	12	5	64	0	**81**	1	755	20	0	**776**	71	535	2	0	**608**	1476
% Lights	0%	100%	33.3%	0%	**84.6%**	70.6%	100%	98.5%	0%	**93.1%**	50.0%	96.4%	76.9%	0%	**95.7%**	95.9%	95.0%	100%	0%	**95.1%**	95.2%
Articulated Trucks	0	0	0	0	**0**	4	0	1	0	**5**	0	9	5	0	**14**	1	16	0	0	**17**	36
% Articulated Trucks	0%	0%	0%	0%	**0%**	23.5%	0%	1.5%	0%	**5.7%**	0%	1.1%	19.2%	0%	**1.7%**	1.4%	2.8%	0%	0%	**2.7%**	2.3%
Buses and Single-Unit Trucks	0	0	2	0	**2**	1	0	0	0	**1**	1	19	1	0	**21**	2	12	0	0	**14**	38
% Buses and Single-Unit Trucks	0%	0%	66.7%	0%	**15.4%**	5.9%	0%	0%	0%	**1.1%**	50.0%	2.4%	3.8%	0%	**2.6%**	2.7%	2.1%	0%	0%	**2.2%**	2.5%

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

Johnson Road-West 143rd Street & Ridge Road - TMC

Tue Aug 19, 2025
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326054, Location: 41.622627, -88.268243

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

Leg	Johnson Rd					143rd St					Ridge Rd					Ridge Rd					
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**
2025-08-19 4:30PM	1	1	0	0	**2**	11	3	29	0	**43**	1	170	3	0	**174**	22	209	1	0	**232**	**451**
4:45PM	1	2	0	0	**3**	5	5	23	0	**33**	0	182	6	0	**188**	20	216	1	0	**237**	**461**
5:00PM	2	1	1	0	**4**	9	0	16	0	**25**	4	184	3	0	**191**	16	200	1	0	**217**	**437**
5:15PM	1	2	0	0	**3**	6	8	22	0	**36**	1	178	6	0	**185**	22	169	1	1	**193**	**417**
Total	5	6	1	0	**12**	31	16	90	0	**137**	6	714	18	0	**738**	80	794	4	1	**879**	**1766**
% Approach	41.7%	50.0%	8.3%	0%	**-**	22.6%	11.7%	65.7%	0%	**-**	0.8%	96.7%	2.4%	0%	**-**	9.1%	90.3%	0.5%	0.1%	**-**	-
% Total	0.3%	0.3%	0.1%	0%	**0.7%**	1.8%	0.9%	5.1%	0%	**7.8%**	0.3%	40.4%	1.0%	0%	**41.8%**	4.5%	45.0%	0.2%	0.1%	**49.8%**	-
PHF	0.625	0.750	0.250		**0.750**	0.705	0.500	0.776		**0.797**	0.375	0.970	0.750		**0.966**	0.909	0.919	1.000	0.250	**0.927**	0.958
Lights	5	6	1	0	**12**	31	16	88	0	**135**	6	703	15	0	**724**	80	782	4	1	**867**	1738
% Lights	100%	100%	100%	0%	**100%**	100%	100%	97.8%	0%	**98.5%**	100%	98.5%	83.3%	0%	**98.1%**	100%	98.5%	100%	100%	**98.6%**	98.4%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	4	2	0	**6**	0	5	0	0	**5**	11
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.6%	11.1%	0%	**0.8%**	0%	0.6%	0%	0%	**0.6%**	0.6%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	2	0	**2**	0	7	1	0	**8**	0	7	0	0	**7**	17
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	2.2%	0%	**1.5%**	0%	1.0%	5.6%	0%	**1.1%**	0%	0.9%	0%	0%	**0.8%**	1.0%

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

Johnson Road-West 143rd Street & Ridge Road - TMC

Tue Aug 19, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326054, Location: 41.622627, -88.268243

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

Leg	Johnson Rd					143rd St					Ridge Rd					Ridge Rd					
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
2025-08-19 7:00AM	0	3	1	0	**4**	3	1	10	0	**14**	0	156	7	0	**163**	17	129	1	0	**147**	**328**
7:15AM	0	2	2	0	**4**	2	3	18	0	**23**	1	219	4	0	**224**	15	138	0	0	**153**	**404**
7:30AM	0	2	0	0	**2**	7	1	23	0	**31**	0	197	8	0	**205**	16	168	1	0	**185**	**423**
7:45AM	0	3	0	0	**3**	5	0	14	0	**19**	1	211	7	0	**219**	26	128	0	0	**154**	**395**
Hourly Total	0	10	3	0	**13**	17	5	65	0	**87**	2	783	26	0	**811**	74	563	2	0	**639**	**1550**
8:00AM	0	1	0	0	**1**	2	2	15	0	**19**	0	151	7	0	**158**	12	119	0	0	**131**	**309**
8:15AM	0	2	0	0	**2**	11	0	10	0	**21**	2	155	4	0	**161**	10	134	1	0	**145**	**329**
8:30AM	2	3	1	0	**6**	6	0	9	0	**15**	0	133	5	0	**138**	10	107	1	0	**118**	**277**
8:45AM	2	1	0	0	**3**	2	0	11	0	**13**	2	119	5	0	**126**	21	112	2	0	**135**	**277**
Hourly Total	4	7	1	0	**12**	21	2	45	0	**68**	4	558	21	0	**583**	53	472	4	0	**529**	**1192**
4:00PM	1	1	1	0	**3**	6	3	17	0	**26**	1	142	6	0	**149**	14	178	4	0	**196**	**374**
4:15PM	1	2	1	0	**4**	8	3	24	0	**35**	1	150	0	0	**151**	21	208	2	0	**231**	**421**
4:30PM	1	1	0	0	**2**	11	3	29	0	**43**	1	170	3	0	**174**	22	209	1	0	**232**	**451**
4:45PM	1	2	0	0	**3**	5	5	23	0	**33**	0	182	6	0	**188**	20	216	1	0	**237**	**461**
Hourly Total	4	6	2	0	**12**	30	14	93	0	**137**	3	644	15	0	**662**	77	811	8	0	**896**	**1707**
5:00PM	2	1	1	0	**4**	9	0	16	0	**25**	4	184	3	0	**191**	16	200	1	0	**217**	**437**
5:15PM	1	2	0	0	**3**	6	8	22	0	**36**	1	178	6	0	**185**	22	169	1	1	**193**	**417**
5:30PM	4	2	3	0	**9**	19	3	16	0	**38**	0	151	10	0	**161**	25	239	0	0	**264**	**472**
5:45PM	0	1	0	0	**1**	6	3	21	0	**30**	0	175	6	0	**181**	23	213	5	0	**241**	**453**
Hourly Total	7	6	4	0	**17**	40	14	75	0	**129**	5	688	25	0	**718**	86	821	7	1	**915**	**1779**
Total	15	29	10	0	**54**	108	35	278	0	**421**	14	2673	87	0	**2774**	290	2667	21	1	**2979**	**6228**
% Approach	27.8%	53.7%	18.5%	0%	**-**	25.7%	8.3%	66.0%	0%	**-**	0.5%	96.4%	3.1%	0%	**-**	9.7%	89.5%	0.7%	0%	**-**	-
% Total	0.2%	0.5%	0.2%	0%	**0.9%**	1.7%	0.6%	4.5%	0%	**6.8%**	0.2%	42.9%	1.4%	0%	**44.5%**	4.7%	42.8%	0.3%	0%	**47.8%**	-
Lights	15	28	8	0	**51**	90	34	272	0	**396**	12	2601	67	0	**2680**	280	2592	20	1	**2893**	6020
% Lights	100%	96.6%	80.0%	0%	**94.4%**	83.3%	97.1%	97.8%	0%	**94.1%**	85.7%	97.3%	77.0%	0%	**96.6%**	96.6%	97.2%	95.2%	100%	**97.1%**	96.7%
Articulated Trucks	0	0	0	0	**0**	14	0	1	0	**15**	0	31	17	0	**48**	1	35	0	0	**36**	99
% Articulated Trucks	0%	0%	0%	0%	**0%**	13.0%	0%	0.4%	0%	**3.6%**	0%	1.2%	19.5%	0%	**1.7%**	0.3%	1.3%	0%	0%	**1.2%**	1.6%
Buses and Single-Unit Trucks	0	1	2	0	**3**	4	1	5	0	**10**	2	41	3	0	**46**	9	40	1	0	**50**	109
% Buses and Single-Unit Trucks	0%	3.4%	20.0%	0%	**5.6%**	3.7%	2.9%	1.8%	0%	**2.4%**	14.3%	1.5%	3.4%	0%	**1.7%**	3.1%	1.5%	4.8%	0%	**1.7%**	1.8%

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

IL 126 & Ridge Road - TMC

Tue Aug 19, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326055, Location: 41.607963, -88.267545

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

Leg	IL 126					IL 126					Ridge Rd					Ridge Rd					
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
2025-08-19 7:00AM	16	74	6	0	**96**	6	48	91	0	**145**	2	66	23	0	**91**	77	53	10	0	**140**	**472**
7:15AM	11	84	4	0	**99**	7	46	115	0	**168**	4	104	26	0	**134**	74	53	6	0	**133**	**534**
7:30AM	12	67	5	0	**84**	5	33	112	0	**150**	1	98	40	0	**139**	79	84	8	0	**171**	**544**
7:45AM	19	58	2	0	**79**	14	33	94	0	**141**	2	72	25	0	**99**	70	60	5	0	**135**	**454**
Total	58	283	17	0	**358**	32	160	412	0	**604**	9	340	114	0	**463**	300	250	29	0	**579**	**2004**
% Approach	16.2%	79.1%	4.7%	0%	**-**	5.3%	26.5%	68.2%	0%	**-**	1.9%	73.4%	24.6%	0%	**-**	51.8%	43.2%	5.0%	0%	**-**	-
% Total	2.9%	14.1%	0.8%	0%	**17.9%**	1.6%	8.0%	20.6%	0%	**30.1%**	0.4%	17.0%	5.7%	0%	**23.1%**	15.0%	12.5%	1.4%	0%	**28.9%**	-
PHF	0.763	0.842	0.708	-	**0.904**	0.571	0.833	0.896	-	**0.899**	0.563	0.817	0.713	-	**0.833**	0.949	0.744	0.725	-	**0.846**	0.921
Lights	56	272	15	0	**343**	23	149	401	0	**573**	9	317	100	0	**426**	289	229	26	0	**544**	1886
% Lights	96.6%	96.1%	88.2%	0%	**95.8%**	71.9%	93.1%	97.3%	0%	**94.9%**	100%	93.2%	87.7%	0%	**92.0%**	96.3%	91.6%	89.7%	0%	**94.0%**	94.1%
Articulated Trucks	0	4	1	0	**5**	2	5	0	0	**7**	0	13	3	0	**16**	2	15	1	0	**18**	46
% Articulated Trucks	0%	1.4%	5.9%	0%	**1.4%**	6.3%	3.1%	0%	0%	**1.2%**	0%	3.8%	2.6%	0%	**3.5%**	0.7%	6.0%	3.4%	0%	**3.1%**	2.3%
Buses and Single-Unit Trucks	2	7	1	0	**10**	7	6	11	0	**24**	0	10	11	0	**21**	9	6	2	0	**17**	72
% Buses and Single-Unit Trucks	3.4%	2.5%	5.9%	0%	**2.8%**	21.9%	3.8%	2.7%	0%	**4.0%**	0%	2.9%	9.6%	0%	**4.5%**	3.0%	2.4%	6.9%	0%	**2.9%**	3.6%

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

IL 126 & Ridge Road - TMC

Tue Aug 19, 2025
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326055, Location: 41.607963, -88.267545

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

Leg	IL 126					IL 126					Ridge Rd					Ridge Rd					
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
2025-08-19 4:30PM	12	59	5	0	**76**	18	63	94	0	**175**	5	67	18	0	**90**	90	104	18	0	**212**	**553**
4:45PM	11	64	5	0	**80**	9	45	92	0	**146**	7	83	33	0	**123**	97	113	25	0	**235**	**584**
5:00PM	17	63	2	0	**82**	17	55	96	0	**168**	8	69	18	0	**95**	88	80	13	0	**181**	**526**
5:15PM	16	60	2	0	**78**	14	39	97	0	**150**	6	72	28	0	**106**	92	99	18	0	**209**	**543**
Total	56	246	14	0	**316**	58	202	379	0	**639**	26	291	97	0	**414**	367	396	74	0	**837**	**2206**
% Approach	17.7%	77.8%	4.4%	0%	-	9.1%	31.6%	59.3%	0%	-	6.3%	70.3%	23.4%	0%	-	43.8%	47.3%	8.8%	0%	-	-
% Total	2.5%	11.2%	0.6%	0%	**14.3%**	2.6%	9.2%	17.2%	0%	**29.0%**	1.2%	13.2%	4.4%	0%	**18.8%**	16.6%	18.0%	3.4%	0%	**37.9%**	-
PHF	0.824	0.961	0.700	-	**0.963**	0.806	0.802	0.977	-	**0.913**	0.813	0.877	0.735	-	**0.841**	0.946	0.876	0.740	-	**0.890**	0.944
Lights	53	235	12	0	**300**	58	197	378	0	**633**	25	283	94	0	**402**	362	389	74	0	**825**	2160
% Lights	94.6%	95.5%	85.7%	0%	**94.9%**	100%	97.5%	99.7%	0%	**99.1%**	96.2%	97.3%	96.9%	0%	**97.1%**	98.6%	98.2%	100%	0%	**98.6%**	97.9%
Articulated Trucks	1	5	0	0	**6**	0	1	0	0	**1**	0	5	3	0	**8**	1	4	0	0	**5**	20
% Articulated Trucks	1.8%	2.0%	0%	0%	**1.9%**	0%	0.5%	0%	0%	**0.2%**	0%	1.7%	3.1%	0%	**1.9%**	0.3%	1.0%	0%	0%	**0.6%**	0.9%
Buses and Single-Unit Trucks	2	6	2	0	**10**	0	4	1	0	**5**	1	3	0	0	**4**	4	3	0	0	**7**	26
% Buses and Single-Unit Trucks	3.6%	2.4%	14.3%	0%	**3.2%**	0%	2.0%	0.3%	0%	**0.8%**	3.8%	1.0%	0%	0%	**1.0%**	1.1%	0.8%	0%	0%	**0.8%**	1.2%

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

IL 126 & Ridge Road - TMC

Tue Aug 19, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326055, Location: 41.607963, -88.267545

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

Leg	IL 126					IL 126					Ridge Rd					Ridge Rd					
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
2025-08-19 7:00AM	16	74	6	0	**96**	6	48	91	0	**145**	2	66	23	0	**91**	77	53	10	0	**140**	**472**
7:15AM	11	84	4	0	**99**	7	46	115	0	**168**	4	104	26	0	**134**	74	53	6	0	**133**	**534**
7:30AM	12	67	5	0	**84**	5	33	112	0	**150**	1	98	40	0	**139**	79	84	8	0	**171**	**544**
7:45AM	19	58	2	0	**79**	14	33	94	0	**141**	2	72	25	0	**99**	70	60	5	0	**135**	**454**
Hourly Total	58	283	17	0	**358**	32	160	412	0	**604**	9	340	114	0	**463**	300	250	29	0	**579**	**2004**
8:00AM	14	53	3	0	**70**	7	33	86	0	**126**	2	64	25	0	**91**	60	50	5	0	**115**	**402**
8:15AM	11	62	2	0	**75**	7	29	66	0	**102**	3	81	27	0	**111**	73	52	16	0	**141**	**429**
8:30AM	6	58	1	0	**65**	9	42	63	0	**114**	1	67	30	0	**98**	69	51	6	0	**126**	**403**
8:45AM	12	60	4	0	**76**	7	29	63	0	**99**	0	42	24	0	**66**	67	33	4	0	**104**	**345**
Hourly Total	43	233	10	0	**286**	30	133	278	0	**441**	6	254	106	0	**366**	269	186	31	0	**486**	**1579**
4:00PM	8	71	5	0	**84**	15	59	76	0	**150**	2	65	24	0	**91**	84	94	13	0	**191**	**516**
4:15PM	11	56	7	0	**74**	13	51	90	0	**154**	3	60	19	0	**82**	85	106	18	0	**209**	**519**
4:30PM	12	59	5	0	**76**	18	63	94	0	**175**	5	67	18	0	**90**	90	104	18	0	**212**	**553**
4:45PM	11	64	5	0	**80**	9	45	92	0	**146**	7	83	33	0	**123**	97	113	25	0	**235**	**584**
Hourly Total	42	250	22	0	**314**	55	218	352	0	**625**	17	275	94	0	**386**	356	417	74	0	**847**	**2172**
5:00PM	17	63	2	0	**82**	17	55	96	0	**168**	8	69	18	0	**95**	88	80	13	0	**181**	**526**
5:15PM	16	60	2	0	**78**	14	39	97	0	**150**	6	72	28	0	**106**	92	99	18	0	**209**	**543**
5:30PM	12	64	1	0	**77**	14	39	84	0	**137**	2	63	19	0	**84**	110	133	19	0	**262**	**560**
5:45PM	7	53	6	0	**66**	21	42	95	0	**158**	2	74	21	0	**97**	87	120	18	0	**225**	**546**
Hourly Total	52	240	11	0	**303**	66	175	372	0	**613**	18	278	86	0	**382**	377	432	68	0	**877**	**2175**
Total	195	1006	60	0	**1261**	183	686	1414	0	**2283**	50	1147	400	0	**1597**	1302	1285	202	0	**2789**	**7930**
% Approach	15.5%	79.8%	4.8%	0%	**-**	8.0%	30.0%	61.9%	0%	**-**	3.1%	71.8%	25.0%	0%	**-**	46.7%	46.1%	7.2%	0%	**-**	-
% Total	2.5%	12.7%	0.8%	0%	**15.9%**	2.3%	8.7%	17.8%	0%	**28.8%**	0.6%	14.5%	5.0%	0%	**20.1%**	16.4%	16.2%	2.5%	0%	**35.2%**	-
Lights	187	950	53	0	**1190**	166	641	1393	0	**2200**	48	1086	369	0	**1503**	1276	1218	197	0	**2691**	7584
% Lights	95.9%	94.4%	88.3%	0%	**94.4%**	90.7%	93.4%	98.5%	0%	**96.4%**	96.0%	94.7%	92.3%	0%	**94.1%**	98.0%	94.8%	97.5%	0%	**96.5%**	95.6%
Articulated Trucks	3	21	2	0	**26**	3	16	2	0	**21**	1	42	13	0	**56**	4	42	3	0	**49**	152
% Articulated Trucks	1.5%	2.1%	3.3%	0%	**2.1%**	1.6%	2.3%	0.1%	0%	**0.9%**	2.0%	3.7%	3.3%	0%	**3.5%**	0.3%	3.3%	1.5%	0%	**1.8%**	1.9%
Buses and Single-Unit Trucks	5	35	5	0	**45**	14	29	19	0	**62**	1	19	18	0	**38**	22	25	2	0	**49**	194
% Buses and Single-Unit Trucks	2.6%	3.5%	8.3%	0%	**3.6%**	7.7%	4.2%	1.3%	0%	**2.7%**	2.0%	1.7%	4.5%	0%	**2.4%**	1.7%	1.9%	1.0%	0%	**1.8%**	2.4%

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

IL 126 & Steiner Road - TMC

Tue Aug 19, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326056, Location: 41.607432, -88.240663

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

Leg	IL 126					IL 126					Steiner Rd					Steiner Rd					
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
2025-08-19 7:00AM	21	148	31	0	**200**	20	32	1	0	**53**	44	41	58	0	**143**	2	22	4	0	**28**	**424**
7:15AM	28	157	20	0	**205**	21	28	3	0	**52**	52	45	82	0	**179**	3	22	6	0	**31**	**467**
7:30AM	45	132	25	0	**202**	30	20	4	0	**54**	49	45	110	0	**204**	5	23	7	0	**35**	**495**
7:45AM	34	138	27	0	**199**	27	38	4	0	**69**	39	57	68	0	**164**	3	17	6	0	**26**	**458**
Total	128	575	103	0	**806**	98	118	12	0	**228**	184	188	318	0	**690**	13	84	23	0	**120**	**1844**
% Approach	15.9%	71.3%	12.8%	0%	-	43.0%	51.8%	5.3%	0%	-	26.7%	27.2%	46.1%	0%	-	10.8%	70.0%	19.2%	0%	-	-
% Total	6.9%	31.2%	5.6%	0%	**43.7%**	5.3%	6.4%	0.7%	0%	**12.4%**	10.0%	10.2%	17.2%	0%	**37.4%**	0.7%	4.6%	1.2%	0%	**6.5%**	-
PHF	0.711	0.916	0.831	-	**0.983**	0.817	0.776	0.750	-	**0.826**	0.885	0.825	0.723	-	**0.846**	0.650	0.913	0.821	-	**0.857**	0.931
Lights	127	547	99	0	**773**	92	99	10	0	**201**	177	186	313	0	**676**	12	83	23	0	**118**	1768
% Lights	99.2%	95.1%	96.1%	0%	**95.9%**	93.9%	83.9%	83.3%	0%	**88.2%**	96.2%	98.9%	98.4%	0%	**98.0%**	92.3%	98.8%	100%	0%	**98.3%**	95.9%
Articulated Trucks	0	7	0	0	**7**	1	6	1	0	**8**	1	0	1	0	**2**	0	0	0	0	**0**	17
% Articulated Trucks	0%	1.2%	0%	0%	**0.9%**	1.0%	5.1%	8.3%	0%	**3.5%**	0.5%	0%	0.3%	0%	**0.3%**	0%	0%	0%	0%	**0%**	0.9%
Buses and Single-Unit Trucks	1	21	4	0	**26**	5	13	1	0	**19**	6	2	4	0	**12**	1	1	0	0	**2**	59
% Buses and Single-Unit Trucks	0.8%	3.7%	3.9%	0%	**3.2%**	5.1%	11.0%	8.3%	0%	**8.3%**	3.3%	1.1%	1.3%	0%	**1.7%**	7.7%	1.2%	0%	0%	**1.7%**	3.2%

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

IL 126 & Steiner Road - TMC

Tue Aug 19, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326056, Location: 41.607432, -88.240663

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

Leg	IL 126					IL 126					Steiner Rd					Steiner Rd					
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
2025-08-19 4:30PM	14	101	32	0	**147**	49	61	1	0	**111**	61	44	55	0	**160**	11	55	29	0	**95**	**513**
4:45PM	16	137	26	0	**179**	50	44	3	0	**97**	51	42	67	0	**160**	9	44	19	0	**72**	**508**
5:00PM	19	117	24	0	**160**	55	63	0	0	**118**	51	39	56	0	**146**	3	58	29	0	**90**	**514**
5:15PM	10	126	23	0	**159**	48	53	1	0	**102**	47	50	72	0	**169**	2	51	24	0	**77**	**507**
Total	59	481	105	0	**645**	202	221	5	0	**428**	210	175	250	0	**635**	25	208	101	0	**334**	**2042**
% Approach	9.1%	74.6%	16.3%	0%	**-**	47.2%	51.6%	1.2%	0%	**-**	33.1%	27.6%	39.4%	0%	**-**	7.5%	62.3%	30.2%	0%	**-**	-
% Total	2.9%	23.6%	5.1%	0%	**31.6%**	9.9%	10.8%	0.2%	0%	**21.0%**	10.3%	8.6%	12.2%	0%	**31.1%**	1.2%	10.2%	4.9%	0%	**16.4%**	-
PHF	0.776	0.878	0.820	-	**0.901**	0.918	0.877	0.417	-	**0.907**	0.861	0.875	0.868	-	**0.939**	0.568	0.897	0.871	-	**0.879**	0.993
Lights	58	460	104	0	**622**	201	217	5	0	**423**	207	174	249	0	**630**	23	207	101	0	**331**	2006
% Lights	98.3%	95.6%	99.0%	0%	**96.4%**	99.5%	98.2%	100%	0%	**98.8%**	98.6%	99.4%	99.6%	0%	**99.2%**	92.0%	99.5%	100%	0%	**99.1%**	98.2%
Articulated Trucks	0	8	0	0	**8**	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	10
% Articulated Trucks	0%	1.7%	0%	0%	**1.2%**	0%	0.5%	0%	0%	**0.2%**	0%	0.6%	0%	0%	**0.2%**	0%	0%	0%	0%	**0%**	0.5%
Buses and Single-Unit Trucks	1	13	1	0	**15**	1	3	0	0	**4**	3	0	1	0	**4**	2	1	0	0	**3**	26
% Buses and Single-Unit Trucks	1.7%	2.7%	1.0%	0%	**2.3%**	0.5%	1.4%	0%	0%	**0.9%**	1.4%	0%	0.4%	0%	**0.6%**	8.0%	0.5%	0%	0%	**0.9%**	1.3%

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

IL 126 & Steiner Road - TMC

Tue Aug 19, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326056, Location: 41.607432, -88.240663

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

Leg	IL 126					IL 126					Steiner Rd					Steiner Rd					
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
2025-08-19 7:00AM	21	148	31	0	**200**	20	32	1	0	**53**	44	41	58	0	**143**	2	22	4	0	**28**	**424**
7:15AM	28	157	20	0	**205**	21	28	3	0	**52**	52	45	82	0	**179**	3	22	6	0	**31**	**467**
7:30AM	45	132	25	0	**202**	30	20	4	0	**54**	49	45	110	0	**204**	5	23	7	0	**35**	**495**
7:45AM	34	138	27	0	**199**	27	38	4	0	**69**	39	57	68	0	**164**	3	17	6	0	**26**	**458**
Hourly Total	128	575	103	0	**806**	98	118	12	0	**228**	184	188	318	0	**690**	13	84	23	0	**120**	**1844**
8:00AM	30	110	22	0	**162**	26	25	1	0	**52**	41	48	60	0	**149**	5	20	10	0	**35**	**398**
8:15AM	21	126	28	0	**175**	18	27	0	0	**45**	31	36	73	0	**140**	0	18	7	0	**25**	**385**
8:30AM	18	121	30	0	**169**	25	28	0	0	**53**	36	38	66	0	**140**	2	19	7	0	**28**	**390**
8:45AM	14	140	35	0	**189**	32	30	0	0	**62**	19	35	57	0	**111**	3	16	5	0	**24**	**386**
Hourly Total	83	497	115	0	**695**	101	110	1	0	**212**	127	157	256	0	**540**	10	73	29	0	**112**	**1559**
4:00PM	18	108	31	0	**157**	44	64	1	0	**109**	49	37	47	0	**133**	3	42	35	0	**80**	**479**
4:15PM	12	117	30	0	**159**	40	63	0	0	**103**	46	35	81	0	**162**	2	47	17	0	**66**	**490**
4:30PM	14	101	32	0	**147**	49	61	1	0	**111**	61	44	55	0	**160**	11	55	29	0	**95**	**513**
4:45PM	16	137	26	0	**179**	50	44	3	0	**97**	51	42	67	0	**160**	9	44	19	0	**72**	**508**
Hourly Total	60	463	119	0	**642**	183	232	5	0	**420**	207	158	250	0	**615**	25	188	100	0	**313**	**1990**
5:00PM	19	117	24	0	**160**	55	63	0	0	**118**	51	39	56	0	**146**	3	58	29	0	**90**	**514**
5:15PM	10	126	23	0	**159**	48	53	1	0	**102**	47	50	72	0	**169**	2	51	24	0	**77**	**507**
5:30PM	20	99	38	0	**157**	51	52	1	0	**104**	36	43	52	0	**131**	5	67	27	0	**99**	**491**
5:45PM	17	101	38	0	**156**	40	48	1	0	**89**	63	44	72	0	**179**	2	54	21	0	**77**	**501**
Hourly Total	66	443	123	0	**632**	194	216	3	0	**413**	197	176	252	0	**625**	12	230	101	0	**343**	**2013**
Total	337	1978	460	0	**2775**	576	676	21	0	**1273**	715	679	1076	0	**2470**	60	575	253	0	**888**	**7406**
% Approach	12.1%	71.3%	16.6%	0%	-	45.2%	53.1%	1.6%	0%	-	28.9%	27.5%	43.6%	0%	-	6.8%	64.8%	28.5%	0%	-	-
% Total	4.6%	26.7%	6.2%	0%	**37.5%**	7.8%	9.1%	0.3%	0%	**17.2%**	9.7%	9.2%	14.5%	0%	**33.4%**	0.8%	7.8%	3.4%	0%	**12.0%**	-
Lights	331	1878	451	0	**2660**	560	625	19	0	**1204**	696	674	1052	0	**2422**	57	569	247	0	**873**	7159
% Lights	98.2%	94.9%	98.0%	0%	**95.9%**	97.2%	92.5%	90.5%	0%	**94.6%**	97.3%	99.3%	97.8%	0%	**98.1%**	95.0%	99.0%	97.6%	0%	**98.3%**	96.7%
Articulated Trucks	1	30	0	0	**31**	1	15	1	0	**17**	2	1	4	0	**7**	0	1	3	0	**4**	59
% Articulated Trucks	0.3%	1.5%	0%	0%	**1.1%**	0.2%	2.2%	4.8%	0%	**1.3%**	0.3%	0.1%	0.4%	0%	**0.3%**	0%	0.2%	1.2%	0%	**0.5%**	0.8%
Buses and Single-Unit Trucks	5	70	9	0	**84**	15	36	1	0	**52**	17	4	20	0	**41**	3	5	3	0	**11**	188
% Buses and Single-Unit Trucks	1.5%	3.5%	2.0%	0%	**3.0%**	2.6%	5.3%	4.8%	0%	**4.1%**	2.4%	0.6%	1.9%	0%	**1.7%**	5.0%	0.9%	1.2%	0%	**1.2%**	2.5%

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

West 143rd Steet & Steiner Road - TMC

Tue Aug 19, 2025
Forced Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326053, Location: 41.621954, -88.241292

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

Leg	143rd St					143rd St					Steiner Rd					Steiner Rd					
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**
2025-08-19 7:00AM	0	22	9	0	**31**	19	18	0	0	**37**	8	0	41	0	**49**	0	0	0	0	**0**	**117**
7:15AM	0	20	7	0	**27**	14	25	0	0	**39**	13	0	68	0	**81**	0	0	0	0	**0**	**147**
7:30AM	0	20	9	0	**29**	21	39	0	0	**60**	11	0	80	0	**91**	0	0	0	0	**0**	**180**
7:45AM	0	31	8	0	**39**	20	18	0	0	**38**	19	0	81	0	**100**	0	0	0	0	**0**	**177**
Total	0	93	33	0	**126**	74	100	0	0	**174**	51	0	270	0	**321**	0	0	0	0	**0**	**621**
% Approach	0%	73.8%	26.2%	0%	**-**	42.5%	57.5%	0%	0%	**-**	15.9%	0%	84.1%	0%	**-**	0%	0%	0%	0%	**-**	-
% Total	0%	15.0%	5.3%	0%	**20.3%**	11.9%	16.1%	0%	0%	**28.0%**	8.2%	0%	43.5%	0%	**51.7%**	0%	0%	0%	0%	**0%**	-
PHF	-	0.750	0.917	-	**0.808**	0.881	0.641	-	-	**0.725**	0.671	-	0.833	-	**0.803**	-	-	-	-	**-**	0.863
Lights	0	74	33	0	**107**	72	83	0	0	**155**	51	0	267	0	**318**	0	0	0	0	**0**	580
% Lights	0%	79.6%	100%	0%	**84.9%**	97.3%	83.0%	0%	0%	**89.1%**	100%	0%	98.9%	0%	**99.1%**	0%	0%	0%	0%	**-**	93.4%
Articulated Trucks	0	15	0	0	**15**	0	11	0	0	**11**	0	0	1	0	**1**	0	0	0	0	**0**	27
% Articulated Trucks	0%	16.1%	0%	0%	**11.9%**	0%	11.0%	0%	0%	**6.3%**	0%	0%	0.4%	0%	**0.3%**	0%	0%	0%	0%	**-**	4.3%
Buses and Single-Unit Trucks	0	4	0	0	**4**	2	6	0	0	**8**	0	0	2	0	**2**	0	0	0	0	**0**	14
% Buses and Single-Unit Trucks	0%	4.3%	0%	0%	**3.2%**	2.7%	6.0%	0%	0%	**4.6%**	0%	0%	0.7%	0%	**0.6%**	0%	0%	0%	0%	**-**	2.3%

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

West 143rd Steet & Steiner Road - TMC

Tue Aug 19, 2025
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326053, Location: 41.621954, -88.241292

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

Leg	143rd St					143rd St					Steiner Rd					Steiner Rd					
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
2025-08-19 4:30PM	0	25	30	0	**55**	70	28	0	0	**98**	14	0	46	0	**60**	0	0	0	0	**0**	**213**
4:45PM	0	18	17	0	**35**	53	25	0	0	**78**	13	0	47	0	**60**	0	0	0	0	**0**	**173**
5:00PM	1	27	14	0	**42**	81	27	0	0	**108**	13	0	47	0	**60**	1	0	0	0	**1**	**211**
5:15PM	0	20	17	0	**37**	62	31	1	0	**94**	10	0	46	0	**56**	0	0	0	0	**0**	**187**
Total	1	90	78	0	**169**	266	111	1	0	**378**	50	0	186	0	**236**	1	0	0	0	**1**	**784**
% Approach	0.6%	53.3%	46.2%	0%	**-**	70.4%	29.4%	0.3%	0%	**-**	21.2%	0%	78.8%	0%	**-**	100%	0%	0%	0%	**-**	-
% Total	0.1%	11.5%	9.9%	0%	**21.6%**	33.9%	14.2%	0.1%	0%	**48.2%**	6.4%	0%	23.7%	0%	**30.1%**	0.1%	0%	0%	0%	**0.1%**	-
PHF	0.250	0.833	0.650	-	**0.768**	0.821	0.895	0.250	-	**0.875**	0.893	-	0.989	-	**0.983**	0.250	-	-	-	**0.250**	0.920
Lights	1	78	76	0	**155**	265	101	1	0	**367**	49	0	186	0	**235**	1	0	0	0	**1**	758
% Lights	100%	86.7%	97.4%	0%	**91.7%**	99.6%	91.0%	100%	0%	**97.1%**	98.0%	0%	100%	0%	**99.6%**	100%	0%	0%	0%	**100%**	96.7%
Articulated Trucks	0	10	0	0	**10**	0	4	0	0	**4**	1	0	0	0	**1**	0	0	0	0	**0**	15
% Articulated Trucks	0%	11.1%	0%	0%	**5.9%**	0%	3.6%	0%	0%	**1.1%**	2.0%	0%	0%	0%	**0.4%**	0%	0%	0%	0%	**0%**	1.9%
Buses and Single-Unit Trucks	0	2	2	0	**4**	1	6	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	11
% Buses and Single-Unit Trucks	0%	2.2%	2.6%	0%	**2.4%**	0.4%	5.4%	0%	0%	**1.9%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	1.4%

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

West 143rd Steet & Steiner Road - TMC

Tue Aug 19, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326053, Location: 41.621954, -88.241292

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

Leg	143rd St					143rd St					Steiner Rd					Steiner Rd					
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
2025-08-19 7:00AM	0	22	9	0	**31**	19	18	0	0	**37**	8	0	41	0	**49**	0	0	0	0	**0**	**117**
7:15AM	0	20	7	0	**27**	14	25	0	0	**39**	13	0	68	0	**81**	0	0	0	0	**0**	**147**
7:30AM	0	20	9	0	**29**	21	39	0	0	**60**	11	0	80	0	**91**	0	0	0	0	**0**	**180**
7:45AM	0	31	8	0	**39**	20	18	0	0	**38**	19	0	81	0	**100**	0	0	0	0	**0**	**177**
Hourly Total	0	93	33	0	**126**	74	100	0	0	**174**	51	0	270	0	**321**	0	0	0	0	**0**	**621**
8:00AM	0	12	6	0	**18**	19	20	0	0	**39**	9	1	65	0	**75**	0	0	0	0	**0**	**132**
8:15AM	0	12	7	0	**19**	17	17	0	0	**34**	4	0	54	0	**58**	0	0	0	0	**0**	**111**
8:30AM	0	16	5	0	**21**	18	14	0	0	**32**	5	0	45	0	**50**	0	0	0	0	**0**	**103**
8:45AM	0	23	5	0	**28**	16	12	0	0	**28**	8	0	51	0	**59**	0	0	0	0	**0**	**115**
Hourly Total	0	63	23	0	**86**	70	63	0	0	**133**	26	1	215	0	**242**	0	0	0	0	**0**	**461**
4:00PM	0	16	9	0	**25**	64	25	0	0	**89**	10	0	44	0	**54**	0	0	1	0	**1**	**169**
4:15PM	0	26	12	0	**38**	58	28	0	0	**86**	12	0	33	0	**45**	0	0	0	0	**0**	**169**
4:30PM	0	25	30	0	**55**	70	28	0	0	**98**	14	0	46	0	**60**	0	0	0	0	**0**	**213**
4:45PM	0	18	17	0	**35**	53	25	0	0	**78**	13	0	47	0	**60**	0	0	0	0	**0**	**173**
Hourly Total	0	85	68	0	**153**	245	106	0	0	**351**	49	0	170	0	**219**	0	0	1	0	**1**	**724**
5:00PM	1	27	14	0	**42**	81	27	0	0	**108**	13	0	47	0	**60**	1	0	0	0	**1**	**211**
5:15PM	0	20	17	0	**37**	62	31	1	0	**94**	10	0	46	0	**56**	0	0	0	0	**0**	**187**
5:30PM	0	23	18	0	**41**	72	31	1	0	**104**	14	0	51	0	**65**	0	0	0	0	**0**	**210**
5:45PM	0	16	16	0	**32**	65	23	0	0	**88**	19	0	44	0	**63**	1	0	0	0	**1**	**184**
Hourly Total	1	86	65	0	**152**	280	112	2	0	**394**	56	0	188	0	**244**	2	0	0	0	**2**	**792**
Total	1	327	189	0	**517**	669	381	2	0	**1052**	182	1	843	0	**1026**	2	0	1	0	**3**	**2598**
% Approach	0.2%	63.2%	36.6%	0%	**-**	63.6%	36.2%	0.2%	0%	**-**	17.7%	0.1%	82.2%	0%	**-**	66.7%	0%	33.3%	0%	**-**	-
% Total	0%	12.6%	7.3%	0%	**19.9%**	25.8%	14.7%	0.1%	0%	**40.5%**	7.0%	0%	32.4%	0%	**39.5%**	0.1%	0%	0%	0%	**0.1%**	-
Lights	1	269	185	0	**455**	657	323	2	0	**982**	180	1	835	0	**1016**	2	0	1	0	**3**	2456
% Lights	100%	82.3%	97.9%	0%	**88.0%**	98.2%	84.8%	100%	0%	**93.3%**	98.9%	100%	99.1%	0%	**99.0%**	100%	0%	100%	0%	**100%**	94.5%
Articulated Trucks	0	43	0	0	**43**	4	31	0	0	**35**	2	0	2	0	**4**	0	0	0	0	**0**	82
% Articulated Trucks	0%	13.1%	0%	0%	**8.3%**	0.6%	8.1%	0%	0%	**3.3%**	1.1%	0%	0.2%	0%	**0.4%**	0%	0%	0%	0%	**0%**	3.2%
Buses and Single-Unit Trucks	0	15	4	0	**19**	8	27	0	0	**35**	0	0	6	0	**6**	0	0	0	0	**0**	60
% Buses and Single-Unit Trucks	0%	4.6%	2.1%	0%	**3.7%**	1.2%	7.1%	0%	0%	**3.3%**	0%	0%	0.7%	0%	**0.6%**	0%	0%	0%	0%	**0%**	2.3%

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

West 143rd Street & Lincoln Highway - TMC

Tue Aug 19, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326052, Location: 41.622259, -88.221863

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

Leg	143rd St					143rd St					Lincoln Hwy					Lincoln Hwy					
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
2025-08-19 7:00AM	38	60	6	0	**104**	18	22	18	0	**58**	8	44	18	0	**70**	61	57	14	0	**132**	**364**
7:15AM	44	62	12	0	**118**	17	29	23	0	**69**	6	43	19	0	**68**	57	56	11	0	**124**	**379**
7:30AM	61	87	13	0	**161**	18	29	14	0	**61**	11	61	16	0	**88**	50	74	14	0	**138**	**448**
7:45AM	40	61	7	0	**108**	9	22	23	0	**54**	6	56	31	0	**93**	56	72	18	0	**146**	**401**
Total	183	270	38	0	**491**	62	102	78	0	**242**	31	204	84	0	**319**	224	259	57	0	**540**	**1592**
% Approach	37.3%	55.0%	7.7%	0%	**-**	25.6%	42.1%	32.2%	0%	**-**	9.7%	63.9%	26.3%	0%	**-**	41.5%	48.0%	10.6%	0%	**-**	-
% Total	11.5%	17.0%	2.4%	0%	**30.8%**	3.9%	6.4%	4.9%	0%	**15.2%**	1.9%	12.8%	5.3%	0%	**20.0%**	14.1%	16.3%	3.6%	0%	**33.9%**	-
PHF	0.750	0.776	0.731	-	**0.762**	0.861	0.879	0.848	-	**0.877**	0.705	0.836	0.677	-	**0.858**	0.918	0.875	0.792	-	**0.925**	0.888
Lights	181	254	33	0	**468**	43	83	48	0	**174**	30	202	68	0	**300**	207	243	55	0	**505**	1447
% Lights	98.9%	94.1%	86.8%	0%	**95.3%**	69.4%	81.4%	61.5%	0%	**71.9%**	96.8%	99.0%	81.0%	0%	**94.0%**	92.4%	93.8%	96.5%	0%	**93.5%**	90.9%
Articulated Trucks	0	12	1	0	**13**	7	12	25	0	**44**	0	1	3	0	**4**	11	4	1	0	**16**	77
% Articulated Trucks	0%	4.4%	2.6%	0%	**2.6%**	11.3%	11.8%	32.1%	0%	**18.2%**	0%	0.5%	3.6%	0%	**1.3%**	4.9%	1.5%	1.8%	0%	**3.0%**	4.8%
Buses and Single-Unit Trucks	2	4	4	0	**10**	12	7	5	0	**24**	1	1	13	0	**15**	6	12	1	0	**19**	68
% Buses and Single-Unit Trucks	1.1%	1.5%	10.5%	0%	**2.0%**	19.4%	6.9%	6.4%	0%	**9.9%**	3.2%	0.5%	15.5%	0%	**4.7%**	2.7%	4.6%	1.8%	0%	**3.5%**	4.3%

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

West 143rd Street & Lincoln Highway - TMC

Tue Aug 19, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326052, Location: 41.622259, -88.221863

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

Leg	143rd St					143rd St					Lincoln Hwy					Lincoln Hwy					
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
2025-08-19 4:30PM	30	45	17	0	**92**	28	79	52	0	**159**	11	51	13	0	**75**	42	86	46	0	**174**	**500**
4:45PM	33	39	9	0	**81**	19	59	32	0	**110**	13	56	7	0	**76**	38	96	60	0	**194**	**461**
5:00PM	29	47	4	0	**80**	19	69	42	0	**130**	12	55	7	0	**74**	52	107	66	0	**225**	**509**
5:15PM	36	50	6	0	**92**	35	82	36	0	**153**	8	57	12	0	**77**	39	100	39	0	**178**	**500**
Total	128	181	36	0	**345**	101	289	162	0	**552**	44	219	39	0	**302**	171	389	211	0	**771**	**1970**
% Approach	37.1%	52.5%	10.4%	0%	**-**	18.3%	52.4%	29.3%	0%	**-**	14.6%	72.5%	12.9%	0%	**-**	22.2%	50.5%	27.4%	0%	**-**	-
% Total	6.5%	9.2%	1.8%	0%	**17.5%**	5.1%	14.7%	8.2%	0%	**28.0%**	2.2%	11.1%	2.0%	0%	**15.3%**	8.7%	19.7%	10.7%	0%	**39.1%**	-
PHF	0.889	0.905	0.529	-	**0.938**	0.721	0.881	0.779	-	**0.868**	0.846	0.961	0.750	-	**0.981**	0.822	0.909	0.799	-	**0.857**	0.968
Lights	128	169	35	0	**332**	98	281	151	0	**530**	43	217	36	0	**296**	154	386	207	0	**747**	1905
% Lights	100%	93.4%	97.2%	0%	**96.2%**	97.0%	97.2%	93.2%	0%	**96.0%**	97.7%	99.1%	92.3%	0%	**98.0%**	90.1%	99.2%	98.1%	0%	**96.9%**	96.7%
Articulated Trucks	0	11	0	0	**11**	2	2	7	0	**11**	0	1	1	0	**2**	9	1	3	0	**13**	37
% Articulated Trucks	0%	6.1%	0%	0%	**3.2%**	2.0%	0.7%	4.3%	0%	**2.0%**	0%	0.5%	2.6%	0%	**0.7%**	5.3%	0.3%	1.4%	0%	**1.7%**	1.9%
Buses and Single-Unit Trucks	0	1	1	0	**2**	1	6	4	0	**11**	1	1	2	0	**4**	8	2	1	0	**11**	28
% Buses and Single-Unit Trucks	0%	0.6%	2.8%	0%	**0.6%**	1.0%	2.1%	2.5%	0%	**2.0%**	2.3%	0.5%	5.1%	0%	**1.3%**	4.7%	0.5%	0.5%	0%	**1.4%**	1.4%

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

West 143rd Street & Lincoln Highway - TMC

Tue Aug 19, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326052, Location: 41.622259, -88.221863

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

Leg	143rd St					143rd St					Lincoln Hwy					Lincoln Hwy					
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
2025-08-19 7:00AM	38	60	6	0	**104**	18	22	18	0	**58**	8	44	18	0	**70**	61	57	14	0	**132**	**364**
7:15AM	44	62	12	0	**118**	17	29	23	0	**69**	6	43	19	0	**68**	57	56	11	0	**124**	**379**
7:30AM	61	87	13	0	**161**	18	29	14	0	**61**	11	61	16	0	**88**	50	74	14	0	**138**	**448**
7:45AM	40	61	7	0	**108**	9	22	23	0	**54**	6	56	31	0	**93**	56	72	18	0	**146**	**401**
Hourly Total	183	270	38	0	**491**	62	102	78	0	**242**	31	204	84	0	**319**	224	259	57	0	**540**	**1592**
8:00AM	54	63	3	0	**120**	11	27	24	0	**62**	2	42	11	0	**55**	54	47	15	0	**116**	**353**
8:15AM	35	57	3	0	**95**	12	32	28	0	**72**	2	52	17	0	**71**	48	49	22	0	**119**	**357**
8:30AM	31	55	6	0	**92**	13	32	25	0	**70**	6	38	13	0	**57**	57	55	21	0	**133**	**352**
8:45AM	34	70	8	0	**112**	21	31	25	0	**77**	6	40	13	0	**59**	49	53	13	0	**115**	**363**
Hourly Total	154	245	20	0	**419**	57	122	102	0	**281**	16	172	54	0	**242**	208	204	71	0	**483**	**1425**
4:00PM	29	34	6	0	**69**	29	63	36	0	**128**	8	49	6	0	**63**	41	70	33	0	**144**	**404**
4:15PM	32	49	7	0	**88**	30	76	27	0	**133**	12	51	10	0	**73**	57	72	40	0	**169**	**463**
4:30PM	30	45	17	0	**92**	28	79	52	0	**159**	11	51	13	0	**75**	42	86	46	0	**174**	**500**
4:45PM	33	39	9	0	**81**	19	59	32	0	**110**	13	56	7	0	**76**	38	96	60	0	**194**	**461**
Hourly Total	124	167	39	0	**330**	106	277	147	0	**530**	44	207	36	0	**287**	178	324	179	0	**681**	**1828**
5:00PM	29	47	4	0	**80**	19	69	42	0	**130**	12	55	7	0	**74**	52	107	66	0	**225**	**509**
5:15PM	36	50	6	0	**92**	35	82	36	0	**153**	8	57	12	0	**77**	39	100	39	0	**178**	**500**
5:30PM	39	49	12	0	**100**	34	74	21	0	**129**	9	59	10	0	**78**	39	74	46	0	**159**	**466**
5:45PM	21	50	10	0	**81**	30	96	30	0	**156**	8	60	9	0	**77**	35	93	51	0	**179**	**493**
Hourly Total	125	196	32	0	**353**	118	321	129	0	**568**	37	231	38	0	**306**	165	374	202	0	**741**	**1968**
Total	586	878	129	0	**1593**	343	822	456	0	**1621**	128	814	212	0	**1154**	775	1161	509	0	**2445**	**6813**
% Approach	36.8%	55.1%	8.1%	0%	-	21.2%	50.7%	28.1%	0%	-	11.1%	70.5%	18.4%	0%	-	31.7%	47.5%	20.8%	0%	-	-
% Total	8.6%	12.9%	1.9%	0%	**23.4%**	5.0%	12.1%	6.7%	0%	**23.8%**	1.9%	11.9%	3.1%	0%	**16.9%**	11.4%	17.0%	7.5%	0%	**35.9%**	-
Lights	579	825	122	0	**1526**	298	758	359	0	**1415**	124	803	181	0	**1108**	695	1129	496	0	**2320**	6369
% Lights	98.8%	94.0%	94.6%	0%	**95.8%**	86.9%	92.2%	78.7%	0%	**87.3%**	96.9%	98.6%	85.4%	0%	**96.0%**	89.7%	97.2%	97.4%	0%	**94.9%**	93.5%
Articulated Trucks	3	37	1	0	**41**	17	38	70	0	**125**	0	5	7	0	**12**	53	6	5	0	**64**	242
% Articulated Trucks	0.5%	4.2%	0.8%	0%	**2.6%**	5.0%	4.6%	15.4%	0%	**7.7%**	0%	0.6%	3.3%	0%	**1.0%**	6.8%	0.5%	1.0%	0%	**2.6%**	3.6%
Buses and Single-Unit Trucks	4	16	6	0	**26**	28	26	27	0	**81**	4	6	24	0	**34**	27	26	8	0	**61**	202
% Buses and Single-Unit Trucks	0.7%	1.8%	4.7%	0%	**1.6%**	8.2%	3.2%	5.9%	0%	**5.0%**	3.1%	0.7%	11.3%	0%	**2.9%**	3.5%	2.2%	1.6%	0%	**2.5%**	3.0%

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

02_Ridge Road / Plainfield Road - TMC

Wed Oct 1, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1339567, Location: 41.631709, -88.268616

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

Leg Direction	Plainfield Rd Eastbound					Ridge Rd Northbound					Ridge Rd Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2025-10-01 7:00AM	18	84	0	**102**	0	70	119	0	**189**	0	63	25	0	**88**	0	**379**
7:15AM	15	89	0	**104**	0	103	144	0	**247**	0	79	29	0	**108**	0	**459**
7:30AM	29	86	0	**115**	0	116	156	0	**272**	0	91	24	0	**115**	0	**502**
7:45AM	27	91	0	**118**	0	89	102	0	**191**	0	73	32	0	**105**	0	**414**
Total	89	350	0	**439**	0	378	521	0	**899**	0	306	110	0	**416**	0	**1754**
% Approach	20.3%	79.7%	0%	**-**	-	42.0%	58.0%	0%	**-**	-	73.6%	26.4%	0%	**-**	-	-
% Total	5.1%	20.0%	0%	**25.0%**	-	21.6%	29.7%	0%	**51.3%**	-	17.4%	6.3%	0%	**23.7%**	-	-
PHF	0.767	0.962	-	**0.930**	-	0.815	0.835	-	**0.826**	-	0.841	0.859	-	**0.904**	-	0.874
Lights	83	331	0	**414**	-	369	507	0	**876**	-	297	107	0	**404**	-	1694
% Lights	93.3%	94.6%	0%	**94.3%**	-	97.6%	97.3%	0%	**97.4%**	-	97.1%	97.3%	0%	**97.1%**	-	96.6%
Articulated Trucks	1	9	0	**10**	-	4	0	0	**4**	-	3	0	0	**3**	-	17
% Articulated Trucks	1.1%	2.6%	0%	**2.3%**	-	1.1%	0%	0%	**0.4%**	-	1.0%	0%	0%	**0.7%**	-	1.0%
Buses and Single-Unit Trucks	5	10	0	**15**	-	5	14	0	**19**	-	6	3	0	**9**	-	43
% Buses and Single-Unit Trucks	5.6%	2.9%	0%	**3.4%**	-	1.3%	2.7%	0%	**2.1%**	-	2.0%	2.7%	0%	**2.2%**	-	2.5%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

02_Ridge Road / Plainfield Road - TMC

Wed Oct 1, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1339567, Location: 41.631709, -88.268616

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

Leg Direction	Plainfield Rd Eastbound					Ridge Rd Northbound					Ridge Rd Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2025-10-01 4:30PM	23	107	0	**130**	0	88	100	0	**188**	0	141	19	0	**160**	0	**478**
4:45PM	26	104	0	**130**	0	88	98	0	**186**	0	146	26	0	**172**	0	**488**
5:00PM	56	86	0	**142**	0	114	116	0	**230**	0	133	16	0	**149**	0	**521**
5:15PM	47	107	0	**154**	0	74	82	0	**156**	0	154	29	0	**183**	0	**493**
Total	152	404	0	**556**	0	364	396	0	**760**	0	574	90	0	**664**	0	**1980**
% Approach	27.3%	72.7%	0%	**-**	-	47.9%	52.1%	0%	**-**	-	86.4%	13.6%	0%	**-**	-	**-**
% Total	7.7%	20.4%	0%	**28.1%**	-	18.4%	20.0%	0%	**38.4%**	-	29.0%	4.5%	0%	**33.5%**	-	**-**
PHF	0.679	0.944	-	**0.903**	-	0.798	0.853	-	**0.826**	-	0.932	0.776	-	**0.907**	-	0.950
Lights	149	389	0	**538**	-	346	390	0	**736**	-	566	89	0	**655**	-	1929
% Lights	98.0%	96.3%	0%	**96.8%**	-	95.1%	98.5%	0%	**96.8%**	-	98.6%	98.9%	0%	**98.6%**	-	97.4%
Articulated Trucks	0	8	0	**8**	-	12	0	0	**12**	-	1	0	0	**1**	-	21
% Articulated Trucks	0%	2.0%	0%	**1.4%**	-	3.3%	0%	0%	**1.6%**	-	0.2%	0%	0%	**0.2%**	-	1.1%
Buses and Single-Unit Trucks	3	7	0	**10**	-	6	6	0	**12**	-	7	1	0	**8**	-	30
% Buses and Single-Unit Trucks	2.0%	1.7%	0%	**1.8%**	-	1.6%	1.5%	0%	**1.6%**	-	1.2%	1.1%	0%	**1.2%**	-	1.5%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

02_Ridge Road / Plainfield Road - TMC

Wed Oct 1, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1339567, Location: 41.631709, -88.268616

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

Leg	Plainfield Rd					Ridge Rd					Ridge Rd					
Direction	Eastbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2025-10-01 7:00AM	18	84	0	**102**	0	70	119	0	**189**	0	63	25	0	**88**	0	**379**
7:15AM	15	89	0	**104**	0	103	144	0	**247**	0	79	29	0	**108**	0	**459**
7:30AM	29	86	0	**115**	0	116	156	0	**272**	0	91	24	0	**115**	0	**502**
7:45AM	27	91	0	**118**	0	89	102	0	**191**	0	73	32	0	**105**	0	**414**
Hourly Total	89	350	0	**439**	0	378	521	0	**899**	0	306	110	0	**416**	0	**1754**
8:00AM	14	82	0	**96**	0	65	82	0	**147**	0	72	8	0	**80**	0	**323**
8:15AM	22	85	0	**107**	0	74	115	0	**189**	0	81	23	0	**104**	0	**400**
8:30AM	15	62	0	**77**	0	78	99	0	**177**	0	83	27	0	**110**	0	**364**
8:45AM	21	61	0	**82**	0	78	82	0	**160**	0	67	26	0	**93**	0	**335**
Hourly Total	72	290	0	**362**	0	295	378	0	**673**	0	303	84	0	**387**	0	**1422**
4:00PM	20	103	0	**123**	0	111	122	0	**233**	0	128	28	0	**156**	0	**512**
4:15PM	23	99	0	**122**	0	75	91	0	**166**	0	128	17	0	**145**	0	**433**
4:30PM	23	107	0	**130**	0	88	100	0	**188**	0	141	19	0	**160**	0	**478**
4:45PM	26	104	0	**130**	0	88	98	0	**186**	0	146	26	0	**172**	0	**488**
Hourly Total	92	413	0	**505**	0	362	411	0	**773**	0	543	90	0	**633**	0	**1911**
5:00PM	56	86	0	**142**	0	114	116	0	**230**	0	133	16	0	**149**	0	**521**
5:15PM	47	107	0	**154**	0	74	82	0	**156**	0	154	29	0	**183**	0	**493**
5:30PM	20	93	0	**113**	0	89	96	0	**185**	0	132	12	0	**144**	0	**442**
5:45PM	14	91	0	**105**	0	78	111	0	**189**	0	119	22	1	**142**	0	**436**
Hourly Total	137	377	0	**514**	0	355	405	0	**760**	0	538	79	1	**618**	0	**1892**
Total	390	1430	0	**1820**	0	1390	1715	0	**3105**	0	1690	363	1	**2054**	0	**6979**
% Approach	21.4%	78.6%	0%	**-**	-	44.8%	55.2%	0%	**-**	-	82.3%	17.7%	0%	**-**	-	-
% Total	5.6%	20.5%	0%	**26.1%**	-	19.9%	24.6%	0%	**44.5%**	-	24.2%	5.2%	0%	**29.4%**	-	-
Lights	374	1358	0	**1732**	-	1332	1672	0	**3004**	-	1655	350	1	**2006**	-	6742
% Lights	95.9%	95.0%	0%	**95.2%**	-	95.8%	97.5%	0%	**96.7%**	-	97.9%	96.4%	100%	**97.7%**	-	96.6%
Articulated Trucks	1	38	0	**39**	-	33	5	0	**38**	-	5	0	0	**5**	-	82
% Articulated Trucks	0.3%	2.7%	0%	**2.1%**	-	2.4%	0.3%	0%	**1.2%**	-	0.3%	0%	0%	**0.2%**	-	1.2%
Buses and Single-Unit Trucks	15	34	0	**49**	-	25	38	0	**63**	-	30	13	0	**43**	-	155
% Buses and Single-Unit Trucks	3.8%	2.4%	0%	**2.7%**	-	1.8%	2.2%	0%	**2.0%**	-	1.8%	3.6%	0%	**2.1%**	-	2.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

01_Ridge Road / 135th Street - TMC

Wed Oct 1, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1339566, Location: 41.63612, -88.268723

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

Leg	135th St						135th St						Ridge Rd						Ridge Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-10-01 7:00AM	7	5	5	0	**17**	0	28	4	10	0	**42**	0	1	89	35	0	**125**	0	8	54	3	0	**65**	0	**249**
7:15AM	0	5	2	0	**7**	0	37	2	11	0	**50**	0	6	115	52	0	**173**	1	11	71	5	0	**87**	1	**317**
7:30AM	2	6	6	0	**14**	1	39	3	8	0	**50**	0	13	123	44	0	**180**	0	7	69	2	0	**78**	2	**322**
7:45AM	6	4	1	0	**11**	0	39	13	8	0	**60**	0	7	81	45	0	**133**	0	6	66	7	0	**79**	0	**283**
Total	15	20	14	0	**49**	1	143	22	37	0	**202**	0	27	408	176	0	**611**	1	32	260	17	0	**309**	3	**1171**
% Approach	30.6%	40.8%	28.6%	0%	**-**	-	70.8%	10.9%	18.3%	0%	**-**	-	4.4%	66.8%	28.8%	0%	**-**	-	10.4%	84.1%	5.5%	0%	**-**	-	**-**
% Total	1.3%	1.7%	1.2%	0%	**4.2%**	-	12.2%	1.9%	3.2%	0%	**17.3%**	-	2.3%	34.8%	15.0%	0%	**52.2%**	-	2.7%	22.2%	1.5%	0%	**26.4%**	-	**-**
PHF	0.536	0.833	0.583	-	**0.721**	-	0.917	0.404	0.841	-	**0.838**	-	0.519	0.829	0.846	-	**0.849**	-	0.727	0.915	0.607	-	**0.888**	-	0.908
Lights	15	20	14	0	**49**	-	142	20	36	0	**198**	-	27	404	165	0	**596**	-	32	249	17	0	**298**	-	1141
% Lights	100%	100%	100%	0%	**100%**	-	99.3%	90.9%	97.3%	0%	**98.0%**	-	100%	99.0%	93.8%	0%	**97.5%**	-	100%	95.8%	100%	0%	**96.4%**	-	97.4%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	0	2	0	0	**2**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.7%	0%	0%	0%	**0.5%**	-	0%	0%	0.6%	0%	**0.2%**	-	0%	0.8%	0%	0%	**0.6%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	4	10	0	**14**	-	0	9	0	0	**9**	-	25
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	4.5%	2.7%	0%	**1.0%**	-	0%	1.0%	5.7%	0%	**2.3%**	-	0%	3.5%	0%	0%	**2.9%**	-	2.1%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	4.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

01_Ridge Road / 135th Street - TMC

Wed Oct 1, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1339566, Location: 41.63612, -88.268723

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

Leg	135th St						135th St						Ridge Rd						Ridge Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-10-01 4:30PM	2	2	5	0	**9**	0	30	14	18	0	**62**	0	1	77	40	0	**118**	0	8	112	4	0	**124**	0	**313**
4:45PM	0	6	3	0	**9**	0	40	5	8	0	**53**	0	2	90	38	0	**130**	0	9	125	5	0	**139**	0	**331**
5:00PM	3	4	2	0	**9**	0	45	7	14	0	**66**	0	1	100	66	0	**167**	0	7	112	3	0	**122**	0	**364**
5:15PM	1	3	2	0	**6**	0	44	5	14	0	**63**	0	2	76	58	0	**136**	0	7	137	6	0	**150**	0	**355**
Total	6	15	12	0	**33**	0	159	31	54	0	**244**	0	6	343	202	0	**551**	0	31	486	18	0	**535**	0	**1363**
% Approach	18.2%	45.5%	36.4%	0%	**-**	-	65.2%	12.7%	22.1%	0%	**-**	-	1.1%	62.3%	36.7%	0%	**-**	-	5.8%	90.8%	3.4%	0%	**-**	-	-
% Total	0.4%	1.1%	0.9%	0%	**2.4%**	-	11.7%	2.3%	4.0%	0%	**17.9%**	-	0.4%	25.2%	14.8%	0%	**40.4%**	-	2.3%	35.7%	1.3%	0%	**39.3%**	-	-
PHF	0.500	0.625	0.600	-	**0.917**	-	0.883	0.554	0.750	-	**0.924**	-	0.750	0.858	0.765	-	**0.825**	-	0.861	0.887	0.750	-	**0.892**	-	0.936
Lights	6	15	12	0	**33**	-	155	29	54	0	**238**	-	6	337	198	0	**541**	-	31	480	18	0	**529**	-	1341
% Lights	100%	100%	100%	0%	**100%**	-	97.5%	93.5%	100%	0%	**97.5%**	-	100%	98.3%	98.0%	0%	**98.2%**	-	100%	98.8%	100%	0%	**98.9%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	4	2	0	0	**6**	-	0	6	4	0	**10**	-	0	4	0	0	**4**	-	20
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	2.5%	6.5%	0%	0%	**2.5%**	-	0%	1.7%	2.0%	0%	**1.8%**	-	0%	0.8%	0%	0%	**0.7%**	-	1.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

01_Ridge Road / 135th Street - TMC

Wed Oct 1, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1339566, Location: 41.63612, -88.268723

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

Leg	135th St						135th St						Ridge Rd						Ridge Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-10-01 7:00AM	7	5	5	0	**17**	0	28	4	10	0	**42**	0	1	89	35	0	**125**	0	8	54	3	0	**65**	0	**249**
7:15AM	0	5	2	0	**7**	0	37	2	11	0	**50**	0	6	115	52	0	**173**	1	11	71	5	0	**87**	1	**317**
7:30AM	2	6	6	0	**14**	1	39	3	8	0	**50**	0	13	123	44	0	**180**	0	7	69	2	0	**78**	2	**322**
7:45AM	6	4	1	0	**11**	0	39	13	8	0	**60**	0	7	81	45	0	**133**	0	6	66	7	0	**79**	0	**283**
Hourly Total	15	20	14	0	**49**	1	143	22	37	0	**202**	0	27	408	176	0	**611**	1	32	260	17	0	**309**	3	**1171**
8:00AM	3	5	1	1	**10**	0	22	3	7	0	**32**	0	1	71	25	0	**97**	0	10	57	4	0	**71**	1	**210**
8:15AM	3	4	2	0	**9**	0	38	11	1	0	**50**	0	3	96	38	1	**138**	0	6	63	3	0	**72**	0	**269**
8:30AM	3	2	9	0	**14**	0	49	8	3	0	**60**	0	2	83	31	0	**116**	0	7	55	7	0	**69**	0	**259**
8:45AM	6	10	8	0	**24**	0	24	11	5	0	**40**	0	3	73	27	0	**103**	0	17	56	18	0	**91**	0	**258**
Hourly Total	15	21	20	1	**57**	0	133	33	16	0	**182**	0	9	323	121	1	**454**	0	40	231	32	0	**303**	1	**996**
4:00PM	3	1	8	0	**12**	0	37	9	10	0	**56**	0	4	98	37	0	**139**	0	11	108	3	0	**122**	0	**329**
4:15PM	2	10	11	0	**23**	0	29	9	16	0	**54**	0	2	78	39	0	**119**	0	8	114	5	0	**127**	0	**323**
4:30PM	2	2	5	0	**9**	0	30	14	18	0	**62**	0	1	77	40	0	**118**	0	8	112	4	0	**124**	0	**313**
4:45PM	0	6	3	0	**9**	0	40	5	8	0	**53**	0	2	90	38	0	**130**	0	9	125	5	0	**139**	0	**331**
Hourly Total	7	19	27	0	**53**	0	136	37	52	0	**225**	0	9	343	154	0	**506**	0	36	459	17	0	**512**	0	**1296**
5:00PM	3	4	2	0	**9**	0	45	7	14	0	**66**	0	1	100	66	0	**167**	0	7	112	3	0	**122**	0	**364**
5:15PM	1	3	2	0	**6**	0	44	5	14	0	**63**	0	2	76	58	0	**136**	0	7	137	6	0	**150**	0	**355**
5:30PM	5	3	4	0	**12**	0	26	5	18	0	**49**	1	1	77	42	0	**120**	1	5	106	8	0	**119**	0	**300**
5:45PM	4	5	4	0	**13**	0	32	8	15	0	**55**	0	2	82	40	0	**124**	0	10	108	5	0	**123**	0	**315**
Hourly Total	13	15	12	0	**40**	0	147	25	61	0	**233**	1	6	335	206	0	**547**	1	29	463	22	0	**514**	0	**1334**
Total	50	75	73	1	**199**	1	559	117	166	0	**842**	1	51	1409	657	1	**2118**	2	137	1413	88	0	**1638**	4	**4797**
% Approach	25.1%	37.7%	36.7%	0.5%	**-**	-	66.4%	13.9%	19.7%	0%	**-**	-	2.4%	66.5%	31.0%	0%	**-**	-	8.4%	86.3%	5.4%	0%	**-**	-	-
% Total	1.0%	1.6%	1.5%	0%	**4.1%**	-	11.7%	2.4%	3.5%	0%	**17.6%**	-	1.1%	29.4%	13.7%	0%	**44.2%**	-	2.9%	29.5%	1.8%	0%	**34.1%**	-	-
Lights	49	73	66	1	**189**	-	549	103	164	0	**816**	-	49	1376	631	1	**2057**	-	136	1388	81	0	**1605**	-	4667
% Lights	98.0%	97.3%	90.4%	100%	**95.0%**	-	98.2%	88.0%	98.8%	0%	**96.9%**	-	96.1%	97.7%	96.0%	100%	**97.1%**	-	99.3%	98.2%	92.0%	0%	**98.0%**	-	97.3%
Articulated Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	6	2	0	**8**	-	0	5	0	0	**5**	-	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.4%	0%	0%	0%	**0.2%**	-	0%	0.4%	0.3%	0%	**0.4%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	1	2	7	0	**10**	-	8	12	2	0	**22**	-	2	27	24	0	**53**	-	0	20	7	0	**27**	-	112
% Buses and Single-Unit Trucks	2.0%	2.7%	9.6%	0%	**5.0%**	-	1.4%	10.3%	1.2%	0%	**2.6%**	-	3.9%	1.9%	3.7%	0%	**2.5%**	-	0%	1.4%	8.0%	0%	**1.6%**	-	2.3%
Bicycles on Road	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.7%	0%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ridge Road between Plainfield Rd and 143rd S... - ATR

Thu Nov 13, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Road)
All Channels
ID: 1357664, Location: 41.626992, -88.268425

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

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2025-11-13 12:00AM	47	**47**	39	**39**	**86**
1:00AM	29	**29**	32	**32**	**61**
2:00AM	26	**26**	23	**23**	**49**
3:00AM	48	**48**	45	**45**	**93**
4:00AM	119	**119**	90	**90**	**209**
5:00AM	338	**338**	251	**251**	**589**
6:00AM	721	**721**	494	**494**	**1215**
7:00AM	848	**848**	653	**653**	**1501**
8:00AM	688	**688**	548	**548**	**1236**
9:00AM	588	**588**	397	**397**	**985**
10:00AM	413	**413**	305	**305**	**718**
11:00AM	403	**403**	414	**414**	**817**
12:00PM	387	**387**	410	**410**	**797**
1:00PM	430	**430**	415	**415**	**845**
2:00PM	550	**550**	596	**596**	**1146**
3:00PM	678	**678**	787	**787**	**1465**
4:00PM	772	**772**	926	**926**	**1698**
5:00PM	752	**752**	805	**805**	**1557**
6:00PM	576	**576**	588	**588**	**1164**
7:00PM	334	**334**	361	**361**	**695**
8:00PM	245	**245**	299	**299**	**544**
9:00PM	229	**229**	226	**226**	**455**
10:00PM	123	**123**	147	**147**	**270**
11:00PM	77	**77**	68	**68**	**145**
Total	9421	**9421**	8919	**8919**	**18340**
% Approach	100%	**-**	100%	**-**	-
% Total	51.4%	**51.4%**	48.6%	**48.6%**	-
Lights	8974	**8974**	8532	**8532**	17506
% Lights	95.3%	**95.3%**	95.7%	**95.7%**	95.5%
Articulated Trucks	176	**176**	158	**158**	334
% Articulated Trucks	1.9%	**1.9%**	1.8%	**1.8%**	1.8%
Buses and Single-Unit Trucks	271	**271**	229	**229**	500
% Buses and Single-Unit Trucks	2.9%	**2.9%**	2.6%	**2.6%**	2.7%
Bicycles on Road	0	**0**	0	**0**	0
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

Ridge Road between Plainfield Rd and 143rd S... - ATR

Thu Nov 13, 2025
AM Peak (Nov 13 2025 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Road)
All Channels
ID: 1357664, Location: 41.626992, -88.268425

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

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2025-11-13 7:00AM	208	**208**	121	**121**	**329**
7:15AM	222	**222**	151	**151**	**373**
7:30AM	217	**217**	185	**185**	**402**
7:45AM	201	**201**	196	**196**	**397**
Total	848	**848**	653	**653**	**1501**
% Approach	100%	**-**	100%	**-**	-
% Total	56.5%	**56.5%**	43.5%	**43.5%**	-
PHF	0.955	**0.955**	0.833	**0.833**	0.933
Lights	811	**811**	622	**622**	1433
% Lights	95.6%	**95.6%**	95.3%	**95.3%**	95.5%
Articulated Trucks	13	**13**	12	**12**	25
% Articulated Trucks	1.5%	**1.5%**	1.8%	**1.8%**	1.7%
Buses and Single-Unit Trucks	24	**24**	19	**19**	43
% Buses and Single-Unit Trucks	2.8%	**2.8%**	2.9%	**2.9%**	2.9%
Bicycles on Road	0	**0**	0	**0**	0
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

Ridge Road between Plainfield Rd and 143rd S... - ATR

Thu Nov 13, 2025
Midday Peak (Nov 13 2025 12:45PM - 1:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Road)
All Channels
ID: 1357664, Location: 41.626992, -88.268425

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

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2025-11-13 12:45PM	106	**106**	114	**114**	**220**
1:00PM	102	**102**	110	**110**	**212**
1:15PM	100	**100**	94	**94**	**194**
1:30PM	120	**120**	104	**104**	**224**
Total	428	**428**	422	**422**	**850**
% Approach	100%	**-**	100%	**-**	-
% Total	50.4%	**50.4%**	49.6%	**49.6%**	-
PHF	0.892	**0.892**	0.925	**0.925**	0.949
Lights	395	**395**	394	**394**	789
% Lights	92.3%	**92.3%**	93.4%	**93.4%**	92.8%
Articulated Trucks	11	**11**	10	**10**	21
% Articulated Trucks	2.6%	**2.6%**	2.4%	**2.4%**	2.5%
Buses and Single-Unit Trucks	22	**22**	18	**18**	40
% Buses and Single-Unit Trucks	5.1%	**5.1%**	4.3%	**4.3%**	4.7%
Bicycles on Road	0	**0**	0	**0**	0
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

Ridge Road between Plainfield Rd and 143rd S... - ATR

Thu Nov 13, 2025
PM Peak (Nov 13 2025 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Road)
All Channels
ID: 1357664, Location: 41.626992, -88.268425

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

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2025-11-13 4:00PM	202	**202**	224	**224**	**426**
4:15PM	181	**181**	250	**250**	**431**
4:30PM	212	**212**	206	**206**	**418**
4:45PM	177	**177**	246	**246**	**423**
Total	772	**772**	926	**926**	**1698**
% Approach	100%	**-**	100%	**-**	-
% Total	45.5%	**45.5%**	54.5%	**54.5%**	-
PHF	0.910	**0.910**	0.926	**0.926**	0.985
Lights	745	**745**	914	**914**	1659
% Lights	96.5%	**96.5%**	98.7%	**98.7%**	97.7%
Articulated Trucks	14	**14**	8	**8**	22
% Articulated Trucks	1.8%	**1.8%**	0.9%	**0.9%**	1.3%
Buses and Single-Unit Trucks	13	**13**	4	**4**	17
% Buses and Single-Unit Trucks	1.7%	**1.7%**	0.4%	**0.4%**	1.0%
Bicycles on Road	0	**0**	0	**0**	0
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

CMAP YEAR 2050 PROJECTIONS

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

November 13, 2025

Galena Fessler
Planning Analyst
Kimley-Horn
4201 Winfield Road
Suite 600
Warrenville, IL 60555

Subject: NW Plainfield Developments
IDOT, Village of Plainfield

Dear Ms. Fessler:

In response to a request made on your behalf and dated August 27, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
IL 126, at Drauden / Steiner Rds	16,300	19,900
Steiner Rd north of IL 126	3,250	4,700
Drauden Rd south of IL 126	8,200	10,500
IL 126, east of Ridge Rd	15,800	18,100
IL 126, west of Ridge Rd	6,800	9,400
Ridge Rd north of IL 126	15,500	18,000
Ridge Rd south of IL 126	9,300	12,600
Johnson Rd, west of Ridge Rd	225	400
Ridge Rd at 143rd St - Johnson Rd	15,500	18,000
143rd St, at Steiner Rd	6,400	9,400
Steiner Rd, south of 143rd St	3,250	6,300
Whiskey Rd (US 30), east of Wallin Dr	9,500	13,000
143rd St, west of Wallin Dr	6,400	9,400
Wallin Dr, south of Whiskey Rd - 143rd St	7,850	10,300
US 30, north of Whiskey Rd - 143rd St	13,500	16,500

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments. If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

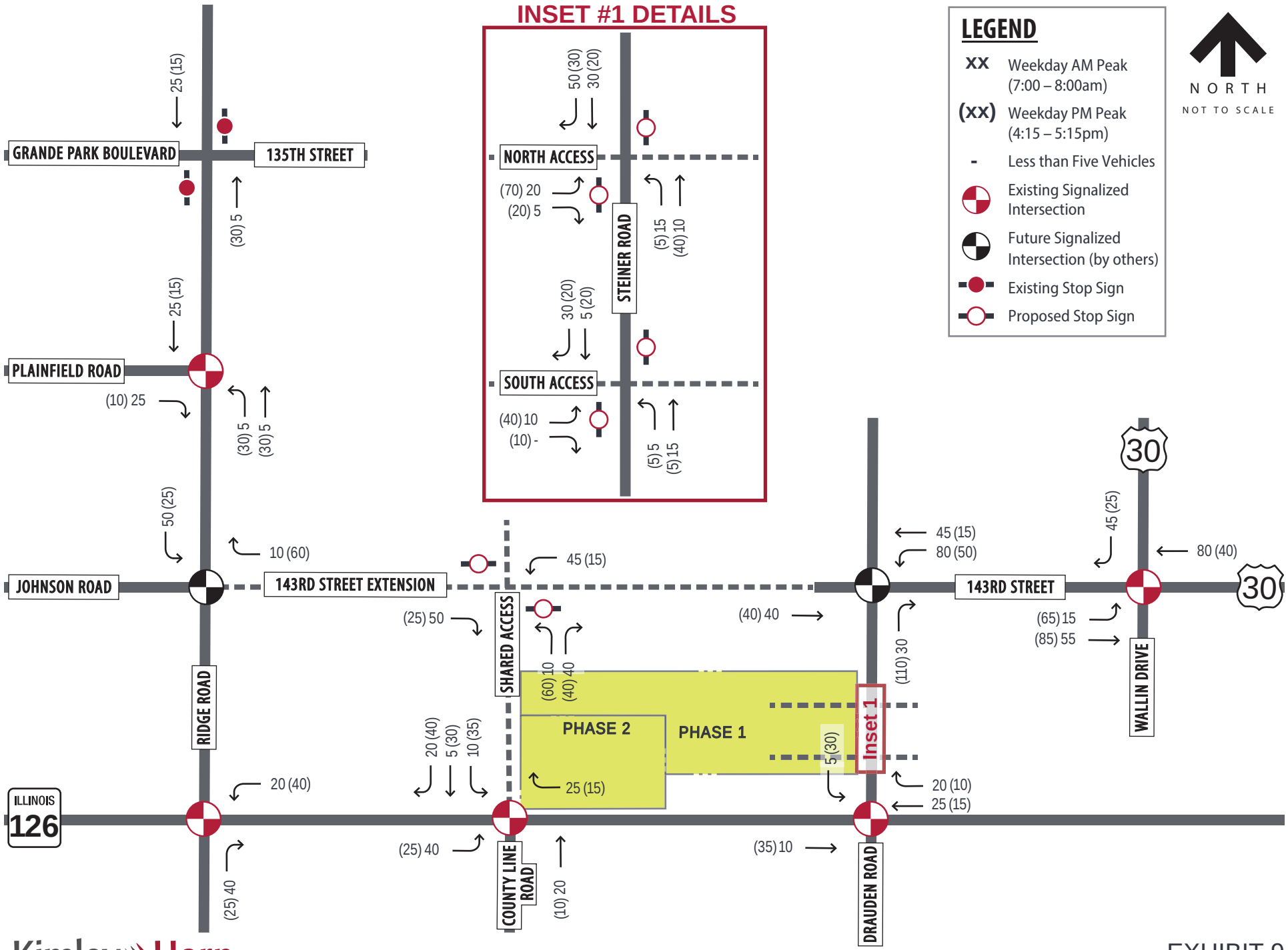
cc: Bijonowski (Kimley-Horn); Rios (IDOT) \2025_trafficForecasts\Plainfield\wi-40-25\wi-40-25.docx

TRAFFIC FORECAST RECORD

Record Number: wi-40-25
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization Requestion Forecast: Kimley-Horn
Contact: Galena Fessler
Email or Phone: Galena.Fessler@kimley-horn.com
Sponsor: IDOT, Village of Plainfield
Date request was received: 8/27/2025
Date that response was emailed: 11/13/2025
Facility Location: NW Plainfield Developments
Municipality: Plainfield

TRAMMELL CROW TRAFFIC IMPACT STUDY

PREPARED BY KIMLEY-HORN, APRIL 2024



Kimley»Horn

EXHIBIT 9

SITE TRIP ASSIGNMENT - TOTAL (FULL BUILDOUT)

PLAINFIELD LOGISTICS CENTRE TRAFFIC IMPACT STUDY

PREPARED BY KIMLEY-HORN, JUNE 2022

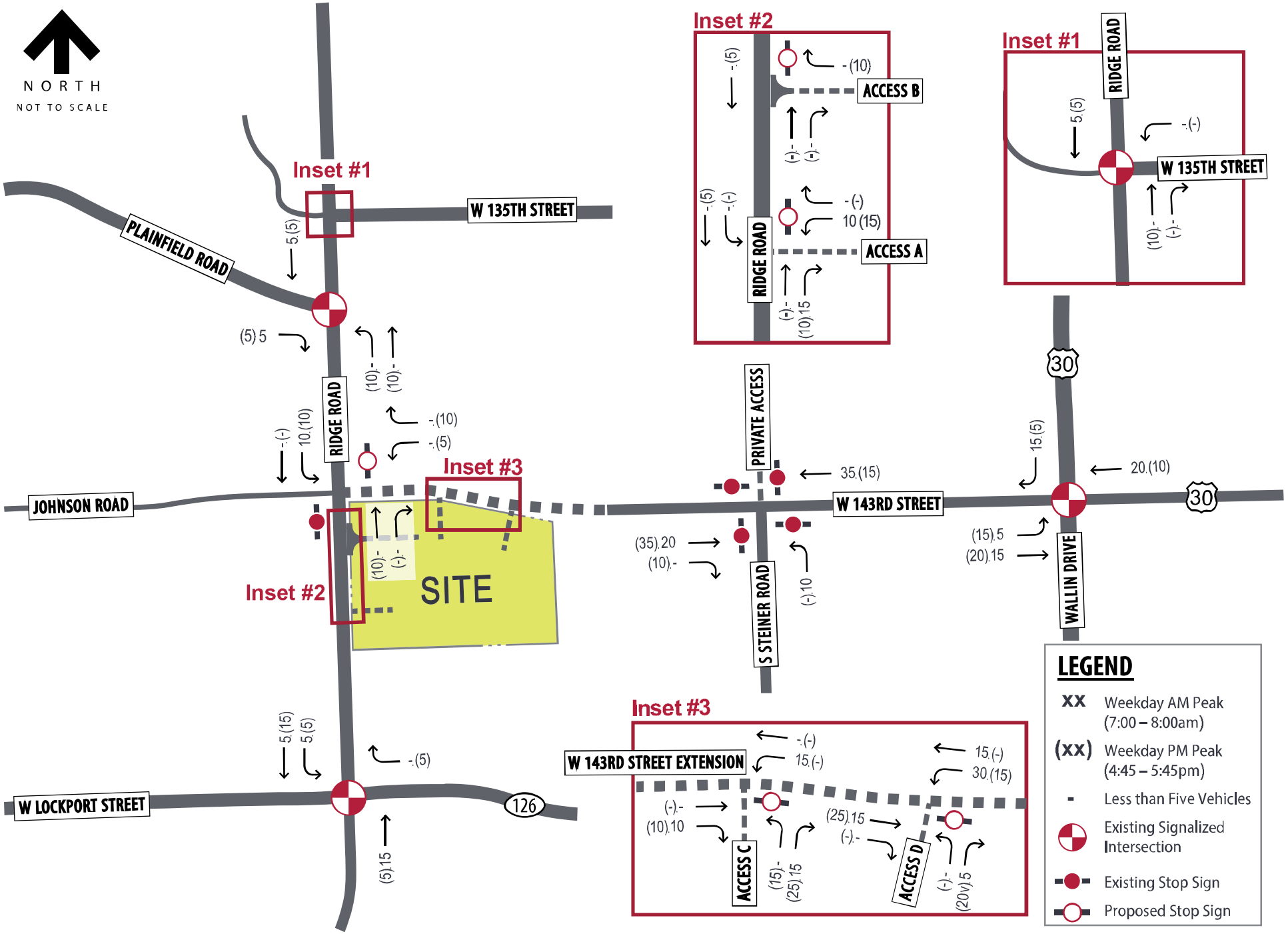


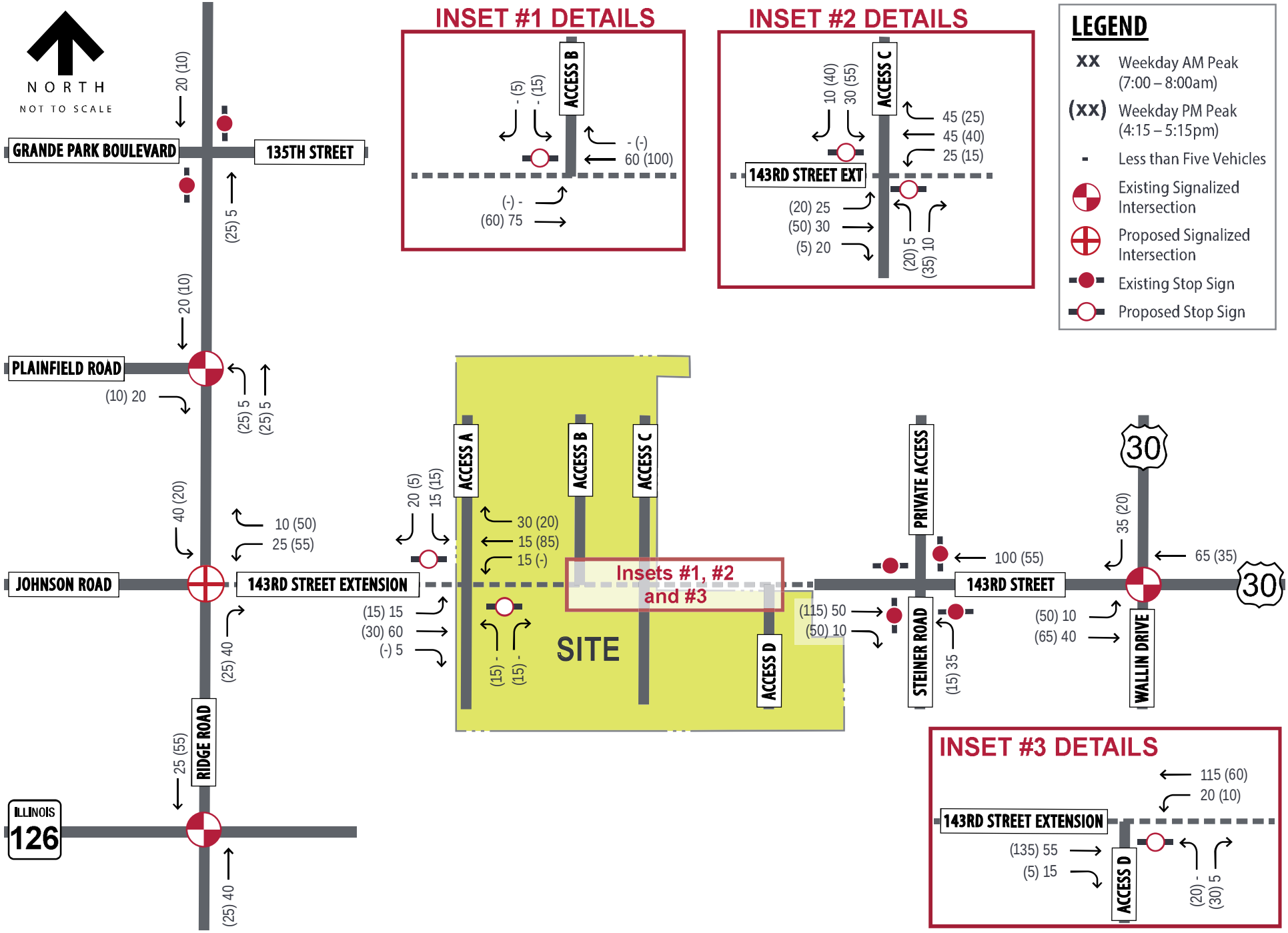
EXHIBIT 6

SITE TRIP ASSIGNMENT - TOTAL

Kimley»Horn

PLAINFIELD BUISNESS CENTER TRAFFIC IMPACT STUDY

PREPARED BY KIMLEY-HORN, NOVEMBER 2022

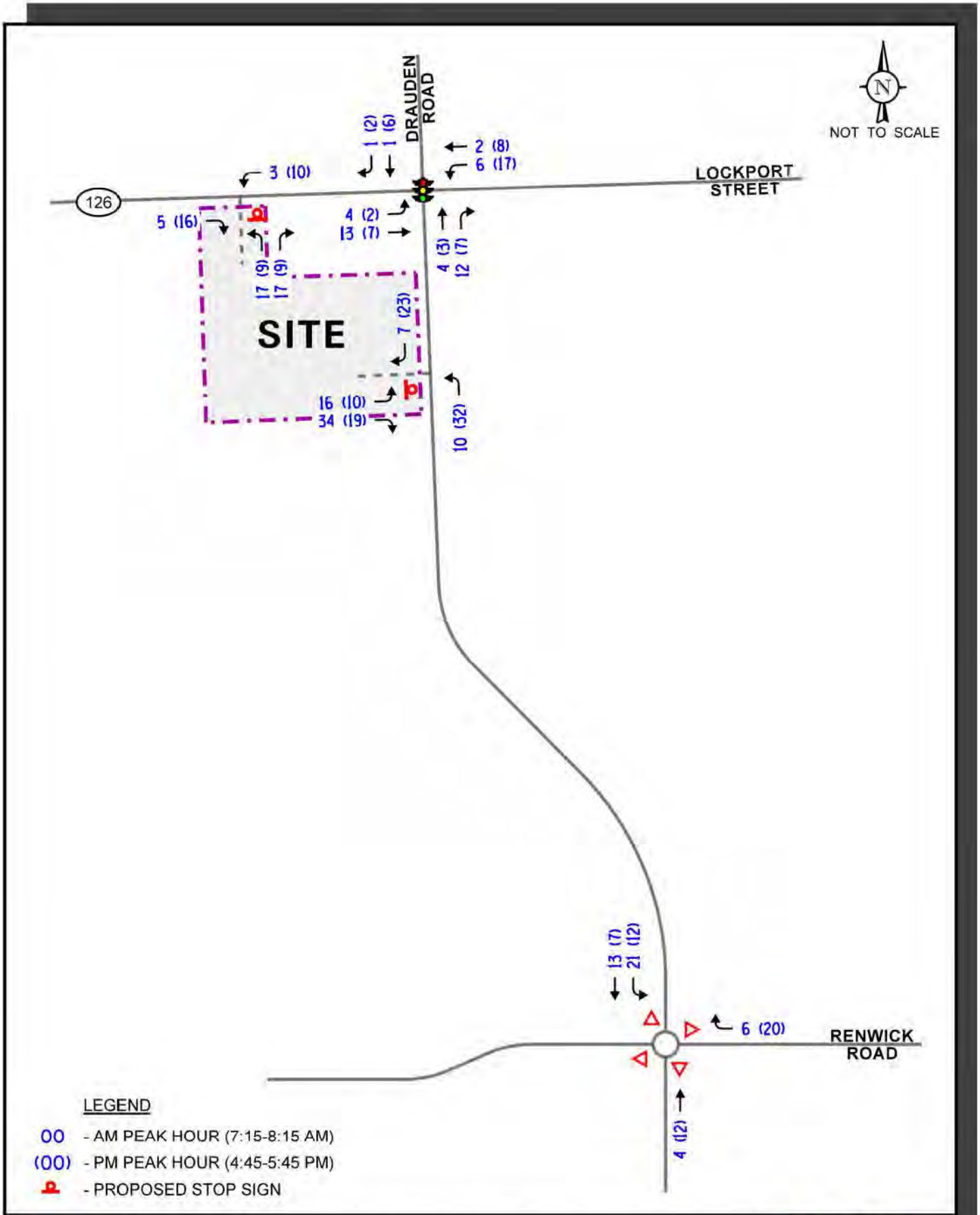


Kimley»Horn

EXHIBIT 6
SITE TRIP ASSIGNMENT - TOTAL

RESIDENTIAL DEVELOPMENT TRAFFIC IMPACT STUDY

PREPARED BY KLOA, MAY 2021



Proposed Residential Development
Plainfield, Illinois

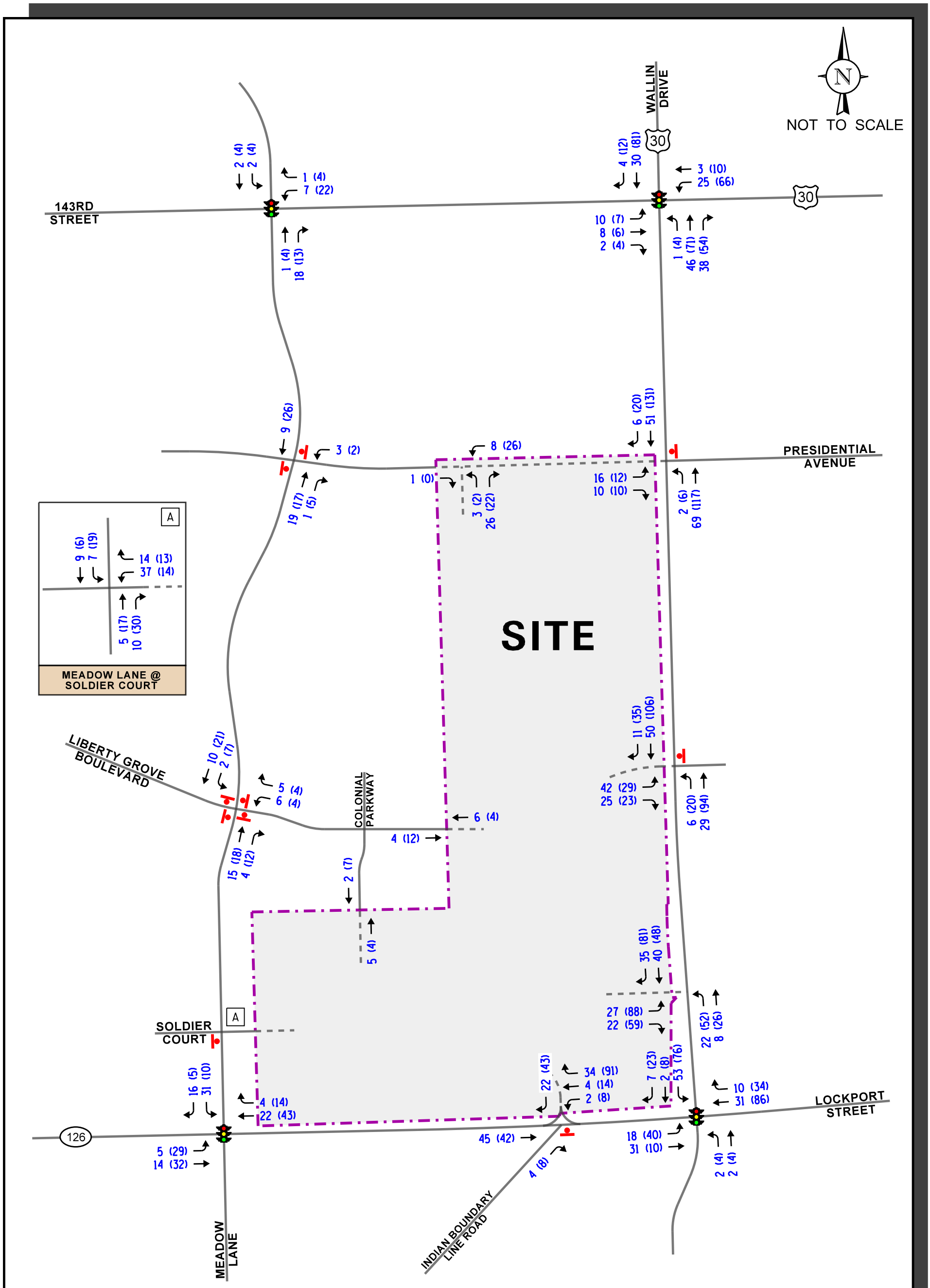
Estimated Site-Generated Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 21-041 Figure: 6

PROPOSED MIXED-USE DEVELOPMENT TRAFFIC IMPACT STUDY

PREPARED BY KLOA, MAY 2023



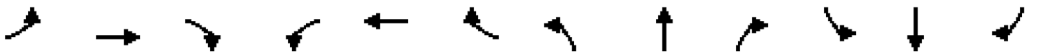
LENNAR RESIDENTIAL DEVELOPMENT
PLAINFIELD, ILLINOIS

NEW SITE-GENERATED TRAFFIC VOLUMES
FULL BUILDOUT OF DEVELOPMENT

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-075 Figure: 6

EXISTING (2025) CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	10	5	15	5	65	1	785	25	75	565	1
Future Volume (veh/h)	1	10	5	15	5	65	1	785	25	75	565	1
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	11	5	16	5	68	1	826	26	79	595	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	137	62	306	14	184	324	841	677	224	876	1
Arrive On Green	0.00	0.11	0.11	0.01	0.12	0.12	0.00	0.43	0.43	0.04	0.47	0.47
Sat Flow, veh/h	1781	1217	553	1781	110	1492	1781	1969	1585	1781	1867	3
Grp Volume(v), veh/h	1	0	16	16	0	73	1	826	26	79	0	596
Grp Sat Flow(s),veh/h/ln	1781	0	1771	1781	0	1602	1781	1969	1585	1781	0	1870
Q Serve(g_s), s	0.0	0.0	0.4	0.4	0.0	2.2	0.0	21.4	0.5	1.3	0.0	12.9
Cycle Q Clear(g_c), s	0.0	0.0	0.4	0.4	0.0	2.2	0.0	21.4	0.5	1.3	0.0	12.9
Prop In Lane	1.00		0.31	1.00		0.93	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	251	0	199	306	0	197	324	841	677	224	0	877
V/C Ratio(X)	0.00	0.00	0.08	0.05	0.00	0.37	0.00	0.98	0.04	0.35	0.00	0.68
Avail Cap(c_a), veh/h	457	0	1643	484	0	1477	613	841	677	254	0	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	20.6	20.0	0.0	20.8	9.6	14.6	8.6	12.3	0.0	10.7
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.1	0.0	2.5	0.0	27.0	0.1	0.9	0.0	4.2
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(95%),veh/ln	0.0	0.0	0.3	0.3	0.0	1.5	0.0	18.1	0.3	0.6	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.4	0.0	20.9	20.1	0.0	23.3	9.6	41.7	8.7	13.2	0.0	14.9
LnGrp LOS	C		C	C		C	A	D	A	B		B
Approach Vol, veh/h		17			89			853			675	
Approach Delay, s/veh		20.9			22.7			40.6			14.7	
Approach LOS		C			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	28.1	5.1	11.8	4.5	30.3	4.5	12.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.1	22.1	5.8	48.0	8.5	16.7	6.1	47.7
Max Q Clear Time (g_c+I1), s	3.3	23.4	2.4	2.4	2.0	14.9	2.0	4.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	1.2	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	28.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	10	5	15	5	65	1	785	25	75	565	1
Future Volume (veh/h)	1	10	5	15	5	65	1	785	25	75	565	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	11	5	16	5	68	1	826	26	79	595	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	251	137	62	306	14	184	324	841	677	224	876	1
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
Prop Arrive On Green	0.00	0.11	0.11	0.01	0.12	0.12	0.00	0.43	0.43	0.04	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.4	0.0	20.9	20.1	0.0	23.3	9.6	41.7	8.7	13.2	0.0	14.9
Ln Grp LOS	C		C	C		C	A	D	A	B		B
Approach Vol, veh/h		17			89			853			675	
Approach Delay, s/veh		20.9			22.7			40.6			14.7	
Approach LOS		C			C			D			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	6.7	28.1	5.1	11.8	4.5	30.3	4.5	12.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.1	22.1	5.8	48.0	8.5	16.7	6.1	47.7
Max Allow Headway (MAH), s	3.6	8.7	3.7	7.0	3.6	8.7	3.7	7.2
Max Q Clear (g_c+I1), s	3.3	23.4	2.4	2.4	2.0	14.9	2.0	4.2
Green Ext Time (g_e), s	0.0	0.0	0.0	0.1	0.0	1.2	0.0	0.8
Prob of Phs Call (p_c)	0.68	1.00	0.21	0.73	0.01	1.00	0.01	0.78
Prob of Max Out (p_x)	1.00	1.00	1.00	0.00	0.00	1.00	0.30	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1217		1867		110

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		553		3		1492

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	79	0	16	0	1	0	1	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	647	0	1397	0	822	0	1327	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	22.1	0.0	5.8	0.0	22.1	0.0	5.8	0.0
Perm LT Serve Time (g_u), s	0.7	0.0	5.4	0.0	11.4	0.0	4.2	0.0
Perm LT Q Serve Time (g_ps), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	224	0	306	0	324	0	251	0
V/C Ratio (X)	0.35	0.00	0.05	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	254	0	484	0	613	0	457	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	12.3	0.0	20.0	0.0	9.6	0.0	20.4	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.2	0.0	20.1	0.0	9.6	0.0	20.4	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	826	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	841	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	841	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.47	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	18.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	26	0	16	0	596	0	73
Grp Sat Flow (s), veh/h/ln	0	1585	0	1771	0	1870	0	1602
Q Serve Time (g_s), s	0.0	0.5	0.0	0.4	0.0	12.9	0.0	2.2
Cycle Q Clear Time (g_c), s	0.0	0.5	0.0	0.4	0.0	12.9	0.0	2.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.31	0.00	0.00	0.00	0.93
Lane Grp Cap (c), veh/h	0	677	0	199	0	877	0	197
V/C Ratio (X)	0.00	0.04	0.00	0.08	0.00	0.68	0.00	0.37
Avail Cap (c_a), veh/h	0	677	0	1643	0	877	0	1477
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.6	0.0	20.6	0.0	10.7	0.0	20.8
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	0.0	4.2	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.7	0.0	20.9	0.0	14.9	0.0	23.3
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.1	0.0	3.2	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.3	0.0	0.3	0.0	7.5	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.06	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	285	15	30	165	410	10	340	115	300	255	30
Future Volume (veh/h)	60	285	15	30	165	410	10	340	115	300	255	30
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	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	63	300	16	32	174	432	11	358	121	316	268	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	597	494	319	561	694	404	537	463	469	821	721
Arrive On Green	0.04	0.30	0.30	0.02	0.29	0.29	0.01	0.27	0.27	0.15	0.42	0.42
Sat Flow, veh/h	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	63	300	16	32	174	432	11	358	121	316	268	32
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	1.9	9.4	0.5	1.0	5.2	15.9	0.3	12.2	4.4	8.9	6.9	0.8
Cycle Q Clear(g_c), s	1.9	9.4	0.5	1.0	5.2	15.9	0.3	12.2	4.4	8.9	6.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	597	494	319	561	694	404	537	463	469	821	721
V/C Ratio(X)	0.19	0.50	0.03	0.10	0.31	0.62	0.03	0.67	0.26	0.67	0.33	0.04
Avail Cap(c_a), veh/h	354	600	496	405	642	759	463	846	712	681	1300	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	21.6	18.1	19.0	21.1	16.4	19.6	24.4	20.5	15.8	14.8	11.4
Incr Delay (d2), s/veh	0.3	3.0	0.1	0.1	1.4	4.2	0.0	6.4	1.4	1.7	1.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	7.6	0.3	0.6	4.2	9.2	0.2	9.8	2.9	5.6	5.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	24.6	18.2	19.2	22.6	20.6	19.7	30.8	21.8	17.5	15.9	11.6
LnGrp LOS	B	C	B	B	C	C	B	C	C	B	B	B
Approach Vol, veh/h		379			638			490			616	
Approach Delay, s/veh		23.3			21.0			28.4			16.5	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	26.6	5.0	28.9	4.1	37.5	6.3	27.5
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	20.5	32.4	5.1	23.0	3.1	49.8	3.5	24.6
Max Q Clear Time (g_c+I1), s	10.9	14.2	3.0	11.4	2.3	8.9	3.9	17.9
Green Ext Time (p_c), s	0.6	6.4	0.0	3.2	0.0	5.5	0.0	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	285	15	30	165	410	10	340	115	300	255	30
Future Volume (veh/h)	60	285	15	30	165	410	10	340	115	300	255	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	63	300	16	32	174	432	11	358	121	316	268	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	338	597	494	319	561	694	404	537	463	469	821	721
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
Prop Arrive On Green	0.04	0.30	0.30	0.02	0.29	0.29	0.01	0.27	0.27	0.15	0.42	0.42
Unsig. Movement Delay												
Ln Grp Delay, s/veh	18.4	24.6	18.2	19.2	22.6	20.6	19.7	30.8	21.8	17.5	15.9	11.6
Ln Grp LOS	B	C	B	B	C	C	B	C	C	B	B	B
Approach Vol, veh/h		379			638			490			616	
Approach Delay, s/veh		23.3			21.0			28.4			16.5	
Approach LOS		C			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	15.0	26.6	5.0	28.9	4.1	37.5	6.3	27.5
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	20.5	32.4	5.1	23.0	3.1	49.8	3.5	24.6
Max Allow Headway (MAH), s	3.6	8.5	3.6	8.7	3.6	8.6	3.6	8.1
Max Q Clear (g_c+I1), s	10.9	14.2	3.0	11.4	2.3	8.9	3.9	17.9
Green Ext Time (g_e), s	0.6	6.4	0.0	3.2	0.0	5.5	0.0	3.6
Prob of Phs Call (p_c)	1.00	1.00	0.49	1.00	0.21	1.00	0.73	1.00
Prob of Max Out (p_x)	0.02	0.38	1.00	0.65	1.00	0.01	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1969		1969		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	316	0	32	0	11	0	63	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	8.9	0.0	1.0	0.0	0.3	0.0	1.9	0.0
Cycle Q Clear Time (g_c), s	8.9	0.0	1.0	0.0	0.3	0.0	1.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	916	0	1064	0	1079	0	814	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	22.6	0.0	21.5	0.0	20.6	0.0	21.5	0.0
Perm LT Serve Time (g_u), s	8.4	0.0	13.4	0.0	20.6	0.0	16.3	0.0
Perm LT Q Serve Time (g_ps), s	7.5	0.0	0.3	0.0	0.0	0.0	0.4	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	469	0	319	0	404	0	338	0
V/C Ratio (X)	0.67	0.00	0.10	0.00	0.03	0.00	0.19	0.00
Avail Cap (c_a), veh/h	681	0	405	0	463	0	354	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	15.8	0.0	19.0	0.0	19.6	0.0	18.1	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.1	0.0	0.0	0.0	0.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.5	0.0	19.2	0.0	19.7	0.0	18.4	0.0
1st-Term Q (Q1), veh/ln	2.9	0.0	0.3	0.0	0.1	0.0	0.7	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	5.6	0.0	0.6	0.0	0.2	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.47	0.00	0.07	0.00	0.02	0.00	0.27	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	358	0	300	0	268	0	174
Grp Sat Flow (s), veh/h/ln	0	1969	0	1969	0	1969	0	1969
Q Serve Time (g_s), s	0.0	12.2	0.0	9.4	0.0	6.9	0.0	5.2
Cycle Q Clear Time (g_c), s	0.0	12.2	0.0	9.4	0.0	6.9	0.0	5.2
Lane Grp Cap (c), veh/h	0	537	0	597	0	821	0	561
V/C Ratio (X)	0.00	0.67	0.00	0.50	0.00	0.33	0.00	0.31
Avail Cap (c_a), veh/h	0	846	0	600	0	1300	0	642
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.4	0.0	21.6	0.0	14.8	0.0	21.1
Incr Delay (d2), s/veh	0.0	6.4	0.0	3.0	0.0	1.1	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.8	0.0	24.6	0.0	15.9	0.0	22.6
1st-Term Q (Q1), veh/ln	0.0	4.9	0.0	3.7	0.0	2.5	0.0	2.1

2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.5	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.68	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	9.8	0.0	7.6	0.0	5.0	0.0	4.2
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.19	0.00	0.02	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	121	0	16	0	32	0	432
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	1585
Q Serve Time (g_s), s	0.0	4.4	0.0	0.5	0.0	0.8	0.0	15.9
Cycle Q Clear Time (g_c), s	0.0	4.4	0.0	0.5	0.0	0.8	0.0	15.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1585.1	0.0	1585.1	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	1.5	0.0	0.6	0.0	2.8	0.0	11.5
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	463	0	494	0	721	0	694
V/C Ratio (X)	0.00	0.26	0.00	0.03	0.00	0.04	0.00	0.62
Avail Cap (c_a), veh/h	0	712	0	496	0	1106	0	759
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	20.5	0.0	18.1	0.0	11.4	0.0	16.4
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.1	0.0	0.1	0.0	4.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.8	0.0	18.2	0.0	11.6	0.0	20.6
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.2	0.0	0.2	0.0	4.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.71
%ile Back of Q (95%), veh/ln	0.0	2.9	0.0	0.3	0.0	0.5	0.0	9.2
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.07	0.00	0.04	0.00	0.98
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	575	105	100	120	10	185	190	320	15	85	25
Future Volume (veh/h)	130	575	105	100	120	10	185	190	320	15	85	25
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	137	605	111	105	126	11	195	200	337	16	89	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	809	876	161	355	944	82	325	394	317	179	244	197
Arrive On Green	0.05	0.57	0.57	0.04	0.56	0.56	0.09	0.20	0.20	0.01	0.12	0.12
Sat Flow, veh/h	1781	1537	282	1781	1696	148	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	137	0	716	105	0	137	195	200	337	16	89	26
Grp Sat Flow(s),veh/h/ln	1781	0	1820	1781	0	1844	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	3.6	0.0	30.7	2.8	0.0	3.9	9.5	10.0	22.0	0.9	4.6	1.6
Cycle Q Clear(g_c), s	3.6	0.0	30.7	2.8	0.0	3.9	9.5	10.0	22.0	0.9	4.6	1.6
Prop In Lane	1.00		0.16	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	809	0	1037	355	0	1026	325	394	317	179	244	197
V/C Ratio(X)	0.17	0.00	0.69	0.30	0.00	0.13	0.60	0.51	1.06	0.09	0.36	0.13
Avail Cap(c_a), veh/h	872	0	1037	441	0	1026	325	394	317	314	394	317
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)	0.84	0.00	0.84	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	16.8	13.9	0.0	11.7	37.5	39.2	44.0	41.6	44.2	42.9
Incr Delay (d2), s/veh	0.1	0.0	3.2	0.5	0.0	0.3	3.0	4.6	68.2	0.2	4.2	1.4
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(95%),veh/ln	2.1	0.0	16.9	1.7	0.0	2.7	8.2	8.9	21.2	0.7	4.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	0.0	20.0	14.4	0.0	12.0	40.6	43.8	112.2	41.8	48.3	44.3
LnGrp LOS	A		B	B		B	D	D	F	D	D	D
Approach Vol, veh/h		853			242			732			131	
Approach Delay, s/veh		18.3			13.0			74.4			46.7	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	69.7	4.7	28.0	9.1	68.2	13.0	19.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Q Clear Time (g_c+I1), s	4.8	32.7	2.9	24.0	5.6	5.9	11.5	6.6
Green Ext Time (p_c), s	0.1	10.0	0.0	0.0	0.1	2.4	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	40.5
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	575	105	100	120	10	185	190	320	15	85	25
Future Volume (veh/h)	130	575	105	100	120	10	185	190	320	15	85	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	137	605	111	105	126	11	195	200	337	16	89	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	809	876	161	355	944	82	325	394	317	179	244	197
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
Prop Arrive On Green	0.05	0.57	0.57	0.04	0.56	0.56	0.09	0.20	0.20	0.01	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.3	0.0	20.0	14.4	0.0	12.0	40.6	43.8	112.2	41.8	48.3	44.3
Ln Grp LOS	A		B	B		B	D	D	F	D	D	D
Approach Vol, veh/h		853			242			732			131	
Approach Delay, s/veh		18.3			13.0			74.4			46.7	
Approach LOS		B			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	7.7	69.7	4.7	28.0	9.1	68.2	13.0	19.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.4	3.6	8.8	3.7	8.7
Max Q Clear (g_c+I1), s	4.8	32.7	2.9	24.0	5.6	5.9	11.5	6.6
Green Ext Time (g_e), s	0.1	10.0	0.0	0.0	0.1	2.4	0.0	1.1
Prob of Phs Call (p_c)	0.96	1.00	0.39	1.00	0.98	1.00	1.00	1.00
Prob of Max Out (p_x)	0.18	0.72	0.00	1.00	0.78	0.00	1.00	0.11

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1537		1969		1696		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		282		1585		148		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	105	0	16	0	137	0	195	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	2.8	0.0	0.9	0.0	3.6	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	2.8	0.0	0.9	0.0	3.6	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	735	0	868	0	1252	0	1277	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	61.2	0.0	13.7	0.0	61.2	0.0	15.7	0.0
Perm LT Serve Time (g_u), s	32.0	0.0	12.0	0.0	57.3	0.0	9.1	0.0
Perm LT Q Serve Time (g_ps), s	4.9	0.0	0.0	0.0	0.5	0.0	2.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	355	0	179	0	809	0	325	0
V/C Ratio (X)	0.30	0.00	0.09	0.00	0.17	0.00	0.60	0.00
Avail Cap (c_a), veh/h	441	0	314	0	872	0	325	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.84	0.00	1.00	0.00
Uniform Delay (d1), s/veh	13.9	0.0	41.6	0.0	9.3	0.0	37.5	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.0	0.1	0.0	3.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.4	0.0	41.8	0.0	9.3	0.0	40.6	0.0
1st-Term Q (Q1), veh/ln	0.9	0.0	0.4	0.0	1.2	0.0	4.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.76	0.00
%ile Back of Q (95%), veh/ln	1.7	0.0	0.7	0.0	2.1	0.0	8.2	0.0
%ile Storage Ratio (RQ%)	0.19	0.00	0.07	0.00	0.26	0.00	0.47	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	200	0	0	0	89
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	10.0	0.0	0.0	0.0	4.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.0	0.0	0.0	0.0	4.6
Lane Grp Cap (c), veh/h	0	0	0	394	0	0	0	244
V/C Ratio (X)	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.36
Avail Cap (c_a), veh/h	0	0	0	394	0	0	0	394
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.2	0.0	0.0	0.0	44.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6	0.0	0.0	0.0	4.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.8	0.0	0.0	0.0	48.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.7	0.0	0.0	0.0	2.2

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.72	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	8.9	0.0	0.0	0.0	4.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	716	0	337	0	137	0	26
Grp Sat Flow (s), veh/h/ln	0	1820	0	1585	0	1844	0	1585
Q Serve Time (g_s), s	0.0	30.7	0.0	22.0	0.0	3.9	0.0	1.6
Cycle Q Clear Time (g_c), s	0.0	30.7	0.0	22.0	0.0	3.9	0.0	1.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.16	0.00	1.00	0.00	0.08	0.00	1.00
Lane Grp Cap (c), veh/h	0	1037	0	317	0	1026	0	197
V/C Ratio (X)	0.00	0.69	0.00	1.06	0.00	0.13	0.00	0.13
Avail Cap (c_a), veh/h	0	1037	0	317	0	1026	0	317
Upstream Filter (I)	0.00	0.84	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.8	0.0	44.0	0.0	11.7	0.0	42.9
Incr Delay (d2), s/veh	0.0	3.2	0.0	68.2	0.0	0.3	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	112.2	0.0	12.0	0.0	44.3
1st-Term Q (Q1), veh/ln	0.0	10.8	0.0	8.3	0.0	1.4	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	6.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.44	0.00	1.48	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	16.9	0.0	21.2	0.0	2.7	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	1.38	0.00	0.05	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.5
HCM 7th LOS	D

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	95	35	75	100	1	50	1	270	1	1	1
Future Vol, veh/h	1	95	35	75	100	1	50	1	270	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	100	37	79	105	1	53	1	284	1	1	1
Number of Lanes	1	1	0	1	1	0	1	0	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay, s/veh	9.6	9.5	10	8.8
HCM LOS	A	A	A	A

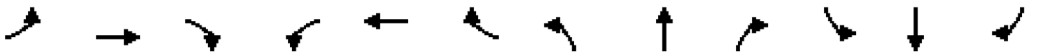
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	100%	0%	33%
Vol Thru, %	0%	0%	0%	73%	0%	99%	33%
Vol Right, %	0%	100%	0%	27%	0%	1%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	271	1	130	75	101	3
LT Vol	50	0	1	0	75	0	1
Through Vol	0	1	0	95	0	100	1
RT Vol	0	270	0	35	0	1	1
Lane Flow Rate	53	285	1	137	79	106	3
Geometry Grp	5	5	5	5	5	5	4b
Degree of Util (X)	0.086	0.371	0.002	0.205	0.132	0.162	0.005
Departure Headway (Hd)	5.891	4.688	6.079	5.384	6.009	5.497	5.675
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	607	765	585	662	594	649	625
Service Time	3.639	2.435	3.85	3.155	3.777	3.266	3.757
HCM Lane V/C Ratio	0.087	0.373	0.002	0.207	0.133	0.163	0.005
HCM Control Delay, s/veh	9.2	10.2	8.9	9.6	9.7	9.3	8.8
HCM Lane LOS	A	B	A	A	A	A	A
HCM 95th-tile Q	0.3	1.7	0	0.8	0.5	0.6	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	270	40	60	100	80	30	205	85	225	260	55
Future Volume (veh/h)	185	270	40	60	100	80	30	205	85	225	260	55
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	284	42	63	105	84	32	216	89	237	274	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	338	50	190	138	110	559	588	242	614	806	171
Arrive On Green	0.11	0.21	0.21	0.04	0.14	0.14	0.02	0.47	0.47	0.09	0.54	0.54
Sat Flow, veh/h	1781	1592	236	1781	962	770	1781	1258	519	1781	1497	317
Grp Volume(v), veh/h	195	0	326	63	0	189	32	0	305	237	0	332
Grp Sat Flow(s),veh/h/ln	1781	0	1828	1781	0	1732	1781	0	1777	1781	0	1813
Q Serve(g_s), s	8.9	0.0	17.1	3.0	0.0	10.5	0.9	0.0	11.0	6.5	0.0	10.3
Cycle Q Clear(g_c), s	8.9	0.0	17.1	3.0	0.0	10.5	0.9	0.0	11.0	6.5	0.0	10.3
Prop In Lane	1.00		0.13	1.00		0.44	1.00		0.29	1.00		0.17
Lane Grp Cap(c), veh/h	315	0	388	190	0	248	559	0	830	614	0	977
V/C Ratio(X)	0.62	0.00	0.84	0.33	0.00	0.76	0.06	0.00	0.37	0.39	0.00	0.34
Avail Cap(c_a), veh/h	376	0	439	374	0	416	662	0	830	767	0	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	37.8	35.0	0.0	41.2	13.6	0.0	17.1	11.4	0.0	13.0
Incr Delay (d2), s/veh	2.3	0.0	19.3	1.0	0.0	19.5	0.0	0.0	1.3	0.4	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.0	14.4	2.3	0.0	9.5	0.6	0.0	7.9	4.0	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	0.0	57.1	36.0	0.0	60.7	13.6	0.0	18.4	11.8	0.0	14.0
LnGrp LOS	C		E	D		E	B		B	B		B
Approach Vol, veh/h		521			252			337			569	
Approach Delay, s/veh		48.0			54.5			17.9			13.1	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	52.7	7.7	27.2	5.3	59.9	14.5	20.3
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	17.5	25.0	14.5	24.0	7.5	35.0	14.5	24.0
Max Q Clear Time (g_c+I1), s	8.5	13.0	5.0	19.1	2.9	12.3	10.9	12.5
Green Ext Time (p_c), s	0.4	3.3	0.1	1.7	0.0	5.3	0.2	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	31.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	270	40	60	100	80	30	205	85	225	260	55
Future Volume (veh/h)	185	270	40	60	100	80	30	205	85	225	260	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	284	42	63	105	84	32	216	89	237	274	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	315	338	50	190	138	110	559	588	242	614	806	171
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
Prop Arrive On Green	0.11	0.21	0.21	0.04	0.14	0.14	0.02	0.47	0.47	0.09	0.54	0.54
Unsig. Movement Delay												
Ln Grp Delay, s/veh	32.8	0.0	57.1	36.0	0.0	60.7	13.6	0.0	18.4	11.8	0.0	14.0
Ln Grp LOS	C		E	D		E	B		B	B		B
Approach Vol, veh/h		521			252			337			569	
Approach Delay, s/veh		48.0			54.5			17.9			13.1	
Approach LOS		D			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	12.4	52.7	7.7	27.2	5.3	59.9	14.5	20.3
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	17.5	25.0	14.5	24.0	7.5	35.0	14.5	24.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	8.9	3.7	8.9	3.7	9.1
Max Q Clear (g_c+I1), s	8.5	13.0	5.0	19.1	2.9	12.3	10.9	12.5
Green Ext Time (g_e), s	0.4	3.3	0.1	1.7	0.0	5.3	0.2	1.8
Prob of Phs Call (p_c)	1.00	1.00	0.83	1.00	0.59	1.00	1.00	1.00
Prob of Max Out (p_x)	0.02	0.65	0.00	1.00	0.26	0.15	1.00	0.58

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1258		1592		1497		962

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		519		236		317		770

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	237	0	63	0	32	0	195	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.5	0.0	3.0	0.0	0.9	0.0	8.9	0.0
Cycle Q Clear Time (g_c), s	6.5	0.0	3.0	0.0	0.9	0.0	8.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1074	0	1054	0	1048	0	1194	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	48.7	0.0	14.3	0.0	46.7	0.0	16.3	0.0
Perm LT Serve Time (g_u), s	35.7	0.0	4.1	0.0	43.5	0.0	3.8	0.0
Perm LT Q Serve Time (g_ps), s	3.7	0.0	0.7	0.0	0.1	0.0	2.4	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	614	0	190	0	559	0	315	0
V/C Ratio (X)	0.39	0.00	0.33	0.00	0.06	0.00	0.62	0.00
Avail Cap (c_a), veh/h	767	0	374	0	662	0	376	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	11.4	0.0	35.0	0.0	13.6	0.0	30.5	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.0	0.0	0.0	0.0	2.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.8	0.0	36.0	0.0	13.6	0.0	32.8	0.0
1st-Term Q (Q1), veh/ln	2.2	0.0	1.2	0.0	0.3	0.0	3.6	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	4.0	0.0	2.3	0.0	0.6	0.0	6.9	0.0
%ile Storage Ratio (RQ%)	0.33	0.00	0.34	0.00	0.12	0.00	1.17	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	305	0	326	0	332	0	189
Grp Sat Flow (s), veh/h/ln	0	1777	0	1828	0	1813	0	1732
Q Serve Time (g_s), s	0.0	11.0	0.0	17.1	0.0	10.3	0.0	10.5
Cycle Q Clear Time (g_c), s	0.0	11.0	0.0	17.1	0.0	10.3	0.0	10.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.29	0.00	0.13	0.00	0.17	0.00	0.44
Lane Grp Cap (c), veh/h	0	830	0	388	0	977	0	248
V/C Ratio (X)	0.00	0.37	0.00	0.84	0.00	0.34	0.00	0.76
Avail Cap (c_a), veh/h	0	830	0	439	0	977	0	416
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.1	0.0	37.8	0.0	13.0	0.0	41.2
Incr Delay (d2), s/veh	0.0	1.3	0.0	19.3	0.0	0.9	0.0	19.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.4	0.0	57.1	0.0	14.0	0.0	60.7
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	7.3	0.0	3.7	0.0	4.3
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	2.1	0.0	0.3	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.78	0.00	1.54	0.00	1.80	0.00	1.69
%ile Back of Q (95%), veh/ln	0.0	7.9	0.0	14.4	0.0	7.1	0.0	9.5
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.07	0.00	0.15	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

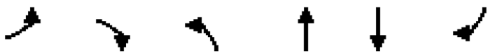
Intersection Summary	
HCM 7th Control Delay, s/veh	31.1
HCM 7th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	350	380	520	310	110
Future Volume (veh/h)	90	350	380	520	310	110
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1969	1969	1870
Adj Flow Rate, veh/h	95	368	400	547	326	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	465	721	595	1043	542	436
Arrive On Green	0.26	0.26	0.19	0.53	0.28	0.28
Sat Flow, veh/h	1781	1585	1781	1969	1969	1585
Grp Volume(v), veh/h	95	368	400	547	326	116
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1969	1969	1585
Q Serve(g_s), s	2.4	9.5	8.3	10.4	8.3	3.3
Cycle Q Clear(g_c), s	2.4	9.5	8.3	10.4	8.3	3.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	465	721	595	1043	542	436
V/C Ratio(X)	0.20	0.51	0.67	0.52	0.60	0.27
Avail Cap(c_a), veh/h	527	776	886	1749	926	745
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.6	11.1	10.7	8.8	18.1	16.3
Incr Delay (d2), s/veh	0.2	0.6	1.3	1.9	4.9	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.2	4.0	5.7	6.6	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.8	11.7	12.0	10.7	23.0	17.8
LnGrp LOS	B	B	B	B	C	B
Approach Vol, veh/h	463			947	442	
Approach Delay, s/veh	12.7			11.2	21.6	
Approach LOS	B			B	C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	36.4		21.0	14.6	21.8
Change Period (Y+Rc), s	6.0		6.0	3.5	6.0
Max Green Setting (Gmax), s	51.0		17.0	20.5	27.0
Max Q Clear Time (g_c+I1), s	12.4		11.5	10.3	10.3
Green Ext Time (p_c), s	11.9		0.8	0.9	5.5

Intersection Summary		
HCM 7th Control Delay, s/veh	14.1	
HCM 7th LOS	B	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	350	380	520	310	110
Future Volume (veh/h)	90	350	380	520	310	110
Number	7	14	5	2	6	16
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1969	1969	1870
Adj Flow Rate, veh/h	95	368	400	547	326	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	465	721	595	1043	542	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.26	0.26	0.19	0.53	0.28	0.28
Unsig. Movement Delay						
Ln Grp Delay, s/veh	16.8	11.7	12.0	10.7	23.0	17.8
Ln Grp LOS	B	B	B	B	C	B
Approach Vol, veh/h	463			947	442	
Approach Delay, s/veh	12.7			11.2	21.6	
Approach LOS	B			B	C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		9.0	1.2	7.0		
Phs Duration (G+Y+Rc), s		36.4		21.0	14.6	21.8		
Change Period (Y+Rc), s		6.0		6.0	3.5	6.0		
Max Green (Gmax), s		51.0		17.0	20.5	27.0		
Max Allow Headway (MAH), s		8.7		3.9	3.6	8.5		
Max Q Clear (g_c+I1), s		12.4		11.5	10.3	10.3		
Green Ext Time (g_e), s		11.9		0.8	0.9	5.5		
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00		
Prob of Max Out (p_x)		0.11		0.48	0.03	0.40		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1781	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1969		0		1969		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1585		1585		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				LL (Pr/Pm)				
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	95	400	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.4	8.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.4	8.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	947	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	17.8	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	465	595	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.20	0.67	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	527	886	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	16.6	10.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	1.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	16.8	12.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.8	2.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.80	1.80	1.00	0.00	0.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	1.5	4.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.18	0.34	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	547	0	0	0	326	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	1969	0	0
Q Serve Time (g_s), s	0.0	10.4	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.4	0.0	0.0	0.0	8.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1043	0	0	0	542	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.60	0.00	0.00
Avail Cap (c_a), veh/h	0	1749	0	0	0	926	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.8	0.0	0.0	0.0	18.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	4.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.7	0.0	0.0	0.0	23.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	0.0	0.0	3.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	0.00
%ile Back of Q (95%), veh/ln	0.0	5.7	0.0	0.0	0.0	6.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R		R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	368	0	116	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.5	0.0	3.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.5	0.0	3.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	721	0	436	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.51	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	776	0	745	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.1	0.0	16.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	1.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.7	0.0	17.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	1.80	0.00	0.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.2	0.0	2.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

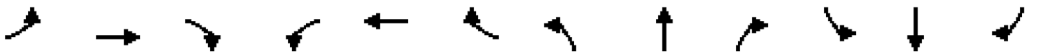
Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	20	15	145	20	35	25	410	175	30	260	15
Future Vol, veh/h	15	20	15	145	20	35	25	410	175	30	260	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	215	-	-	220	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	21	16	153	21	37	26	432	184	32	274	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	839	1013	282	924	929	524	289	0	0	616	0	0
Stage 1	345	345	-	576	576	-	-	-	-	-	-	-
Stage 2	495	668	-	347	353	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	285	239	757	250	268	553	1272	-	-	964	-	-
Stage 1	671	636	-	502	502	-	-	-	-	-	-	-
Stage 2	557	456	-	669	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	226	757	211	253	553	1272	-	-	964	-	-
Mov Cap-2 Maneuver	232	226	-	211	253	-	-	-	-	-	-	-
Stage 1	649	615	-	492	492	-	-	-	-	-	-	-
Stage 2	487	447	-	612	610	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.78	45.49	0.32	0.87
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	232	323	211	387	964	-	-
HCM Lane V/C Ratio	0.021	-	-	0.068	0.114	0.722	0.15	0.033	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	21.6	17.6	56.7	15.9	8.9	-	-
HCM Lane LOS	A	-	-	C	C	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	4.7	0.5	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	1	30	15	90	5	715	20	80	805	5
Future Volume (veh/h)	5	5	1	30	15	90	5	715	20	80	805	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	1	32	16	95	5	753	21	84	847	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	177	35	320	31	186	184	911	733	290	933	6
Arrive On Green	0.00	0.12	0.12	0.02	0.13	0.13	0.00	0.46	0.46	0.04	0.50	0.50
Sat Flow, veh/h	1781	1513	303	1781	234	1387	1781	1969	1585	1781	1857	11
Grp Volume(v), veh/h	5	0	6	32	0	111	5	753	21	84	0	852
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1621	1781	1969	1585	1781	0	1868
Q Serve(g_s), s	0.1	0.0	0.2	0.9	0.0	3.8	0.1	19.6	0.4	1.4	0.0	24.6
Cycle Q Clear(g_c), s	0.1	0.0	0.2	0.9	0.0	3.8	0.1	19.6	0.4	1.4	0.0	24.6
Prop In Lane	1.00		0.17	1.00		0.86	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	219	0	213	320	0	217	184	911	733	290	0	938
V/C Ratio(X)	0.02	0.00	0.03	0.10	0.00	0.51	0.03	0.83	0.03	0.29	0.00	0.91
Avail Cap(c_a), veh/h	312	0	1108	600	0	1187	464	981	790	306	0	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	23.1	22.3	0.0	23.8	12.7	13.8	8.6	11.3	0.0	13.4
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	3.9	0.1	8.5	0.1	0.5	0.0	14.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.1	0.6	0.0	2.7	0.0	12.7	0.2	0.7	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	0.0	23.2	22.5	0.0	27.7	12.7	22.3	8.7	11.8	0.0	27.6
LnGrp LOS	C		C	C		C	B	C	A	B		C
Approach Vol, veh/h		11			143			779			936	
Approach Delay, s/veh		23.1			26.5			21.9			26.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	33.3	5.7	12.9	4.7	35.6	4.7	13.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.1	29.4	10.5	36.0	9.5	23.0	3.3	43.2
Max Q Clear Time (g_c+I1), s	3.4	21.6	2.9	2.2	2.1	26.6	2.1	5.8
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	1	30	15	90	5	715	20	80	805	5
Future Volume (veh/h)	5	5	1	30	15	90	5	715	20	80	805	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	1	32	16	95	5	753	21	84	847	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	219	177	35	320	31	186	184	911	733	290	933	6
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
Prop Arrive On Green	0.00	0.12	0.12	0.02	0.13	0.13	0.00	0.46	0.46	0.04	0.50	0.50
Unsig. Movement Delay												
Ln Grp Delay, s/veh	23.0	0.0	23.2	22.5	0.0	27.7	12.7	22.3	8.7	11.8	0.0	27.6
Ln Grp LOS	C		C	C		C	B	C	A	B		C
Approach Vol, veh/h		11			143			779			936	
Approach Delay, s/veh		23.1			26.5			21.9			26.2	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	7.1	33.3	5.7	12.9	4.7	35.6	4.7	13.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.1	29.4	10.5	36.0	9.5	23.0	3.3	43.2
Max Allow Headway (MAH), s	3.6	8.7	3.7	7.0	3.6	8.7	3.7	7.2
Max Q Clear (g_c+I1), s	3.4	21.6	2.9	2.2	2.1	26.6	2.1	5.8
Green Ext Time (g_e), s	0.0	5.6	0.0	0.0	0.0	0.0	0.0	1.2
Prob of Phs Call (p_c)	0.75	1.00	0.41	0.86	0.08	1.00	0.08	0.91
Prob of Max Out (p_x)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1513		1857		234

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		303		11		1387

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	84	0	32	0	5	0	5	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.4	0.0	0.9	0.0	0.1	0.0	0.1	0.0
Cycle Q Clear Time (g_c), s	1.4	0.0	0.9	0.0	0.1	0.0	0.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	696	0	1410	0	647	0	1282	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	27.3	0.0	6.9	0.0	27.3	0.0	6.9	0.0
Perm LT Serve Time (g_u), s	7.6	0.0	6.7	0.0	5.0	0.0	4.1	0.0
Perm LT Q Serve Time (g_ps), s	2.7	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	290	0	320	0	184	0	219	0
V/C Ratio (X)	0.29	0.00	0.10	0.00	0.03	0.00	0.02	0.00
Avail Cap (c_a), veh/h	306	0	600	0	464	0	312	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	11.3	0.0	22.3	0.0	12.7	0.0	22.9	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.8	0.0	22.5	0.0	12.7	0.0	23.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.3	0.0	0.0	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.7	0.0	0.6	0.0	0.0	0.0	0.1	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.07	0.00	0.00	0.00	0.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	753	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	911	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	981	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.58	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	12.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	21	0	6	0	852	0	111
Grp Sat Flow (s), veh/h/ln	0	1585	0	1816	0	1868	0	1621
Q Serve Time (g_s), s	0.0	0.4	0.0	0.2	0.0	24.6	0.0	3.8
Cycle Q Clear Time (g_c), s	0.0	0.4	0.0	0.2	0.0	24.6	0.0	3.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.17	0.00	0.01	0.00	0.86
Lane Grp Cap (c), veh/h	0	733	0	213	0	938	0	217
V/C Ratio (X)	0.00	0.03	0.00	0.03	0.00	0.91	0.00	0.51
Avail Cap (c_a), veh/h	0	790	0	1108	0	938	0	1187
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.6	0.0	23.1	0.0	13.4	0.0	23.8
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	14.1	0.0	3.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.7	0.0	23.2	0.0	27.6	0.0	27.7
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.1	0.0	6.5	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.51	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.2	0.0	0.1	0.0	15.4	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.12	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	250	15	60	200	380	25	305	95	365	395	75
Future Volume (veh/h)	55	250	15	60	200	380	25	305	95	365	395	75
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	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	58	263	16	63	211	400	26	321	100	384	416	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	527	451	337	533	726	351	486	452	528	821	717
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.02	0.25	0.25	0.19	0.42	0.42
Sat Flow, veh/h	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	58	263	16	63	211	400	26	321	100	384	416	79
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	1.7	8.2	0.5	1.9	6.4	13.4	0.8	10.7	3.5	10.8	11.4	2.1
Cycle Q Clear(g_c), s	1.7	8.2	0.5	1.9	6.4	13.4	0.8	10.7	3.5	10.8	11.4	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	527	451	337	533	726	351	486	452	528	821	717
V/C Ratio(X)	0.19	0.50	0.04	0.19	0.40	0.55	0.07	0.66	0.22	0.73	0.51	0.11
Avail Cap(c_a), veh/h	347	593	504	413	642	813	397	796	701	771	1348	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	22.6	18.9	18.7	21.7	14.4	20.1	24.7	19.9	15.3	15.7	11.5
Incr Delay (d2), s/veh	0.3	3.4	0.1	0.3	2.2	3.0	0.1	6.9	1.1	1.9	2.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	6.8	0.3	1.2	5.2	7.8	0.5	9.0	2.3	6.6	8.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	25.9	19.0	19.0	23.9	17.4	20.2	31.6	21.0	17.3	18.0	11.8
LnGrp LOS	B	C	B	B	C	B	C	C	C	B	B	B
Approach Vol, veh/h		337			674			447			879	
Approach Delay, s/veh		24.4			19.6			28.6			17.1	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	24.0	6.3	25.5	4.7	36.4	6.1	25.8
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	23.6	29.5	5.9	22.0	3.1	50.0	4.1	23.8
Max Q Clear Time (g_c+I1), s	12.8	12.7	3.9	10.2	2.8	13.4	3.7	15.4
Green Ext Time (p_c), s	0.8	5.3	0.0	2.8	0.0	9.5	0.0	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	250	15	60	200	380	25	305	95	365	395	75
Future Volume (veh/h)	55	250	15	60	200	380	25	305	95	365	395	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	58	263	16	63	211	400	26	321	100	384	416	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	310	527	451	337	533	726	351	486	452	528	821	717
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
Prop Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.02	0.25	0.25	0.19	0.42	0.42
Unsig. Movement Delay												
Ln Grp Delay, s/veh	18.9	25.9	19.0	19.0	23.9	17.4	20.2	31.6	21.0	17.3	18.0	11.8
Ln Grp LOS	B	C	B	B	C	B	C	C	C	B	B	B
Approach Vol, veh/h		337			674			447			879	
Approach Delay, s/veh		24.4			19.6			28.6			17.1	
Approach LOS		C			B			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	17.2	24.0	6.3	25.5	4.7	36.4	6.1	25.8
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	23.6	29.5	5.9	22.0	3.1	50.0	4.1	23.8
Max Allow Headway (MAH), s	3.6	8.5	3.6	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	12.8	12.7	3.9	10.2	2.8	13.4	3.7	15.4
Green Ext Time (g_e), s	0.8	5.3	0.0	2.8	0.0	9.5	0.0	4.4
Prob of Phs Call (p_c)	1.00	1.00	0.72	1.00	0.41	1.00	0.69	1.00
Prob of Max Out (p_x)	0.02	0.38	1.00	0.59	1.00	0.07	1.00	0.98

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1969		1969		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	384	0	63	0	26	0	58	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	10.8	0.0	1.9	0.0	0.8	0.0	1.7	0.0
Cycle Q Clear Time (g_c), s	10.8	0.0	1.9	0.0	0.8	0.0	1.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	966	0	1100	0	902	0	810	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	20.0	0.0	19.5	0.0	18.0	0.0	19.5	0.0
Perm LT Serve Time (g_u), s	7.3	0.0	11.3	0.0	18.0	0.0	13.4	0.0
Perm LT Q Serve Time (g_ps), s	7.3	0.0	0.5	0.0	0.0	0.0	0.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	528	0	337	0	351	0	310	0
V/C Ratio (X)	0.73	0.00	0.19	0.00	0.07	0.00	0.19	0.00
Avail Cap (c_a), veh/h	771	0	413	0	397	0	347	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	15.3	0.0	18.7	0.0	20.1	0.0	18.6	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.3	0.0	0.1	0.0	0.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.3	0.0	19.0	0.0	20.2	0.0	18.9	0.0
1st-Term Q (Q1), veh/ln	3.4	0.0	0.7	0.0	0.3	0.0	0.6	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	6.6	0.0	1.2	0.0	0.5	0.0	1.1	0.0
%ile Storage Ratio (RQ%)	0.56	0.00	0.13	0.00	0.05	0.00	0.25	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	321	0	263	0	416	0	211
Grp Sat Flow (s), veh/h/ln	0	1969	0	1969	0	1969	0	1969
Q Serve Time (g_s), s	0.0	10.7	0.0	8.2	0.0	11.4	0.0	6.4
Cycle Q Clear Time (g_c), s	0.0	10.7	0.0	8.2	0.0	11.4	0.0	6.4
Lane Grp Cap (c), veh/h	0	486	0	527	0	821	0	533
V/C Ratio (X)	0.00	0.66	0.00	0.50	0.00	0.51	0.00	0.40
Avail Cap (c_a), veh/h	0	796	0	593	0	1348	0	642
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.7	0.0	22.6	0.0	15.7	0.0	21.7
Incr Delay (d2), s/veh	0.0	6.9	0.0	3.4	0.0	2.2	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.6	0.0	25.9	0.0	18.0	0.0	23.9
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	3.3	0.0	4.1	0.0	2.5

2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.5	0.0	0.5	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.72	0.00	1.80	0.00	1.76	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	9.0	0.0	6.8	0.0	8.1	0.0	5.2
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.17	0.00	0.04	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	100	0	16	0	79	0	400
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	1585
Q Serve Time (g_s), s	0.0	3.5	0.0	0.5	0.0	2.1	0.0	13.4
Cycle Q Clear Time (g_c), s	0.0	3.5	0.0	0.5	0.0	2.1	0.0	13.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1585.1	0.0	1585.1	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	2.8	0.0	1.2	0.0	2.6	0.0	13.7
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	452	0	451	0	717	0	726
V/C Ratio (X)	0.00	0.22	0.00	0.04	0.00	0.11	0.00	0.55
Avail Cap (c_a), veh/h	0	701	0	504	0	1141	0	813
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.9	0.0	18.9	0.0	11.5	0.0	14.4
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.1	0.0	0.3	0.0	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	0.0	19.0	0.0	11.8	0.0	17.4
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.2	0.0	0.6	0.0	3.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.79
%ile Back of Q (95%), veh/ln	0.0	2.3	0.0	0.3	0.0	1.2	0.0	7.8
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.07	0.00	0.10	0.00	0.82
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

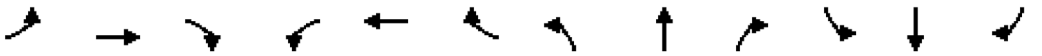
Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	480	105	200	220	5	210	175	250	25	210	100
Future Volume (veh/h)	60	480	105	200	220	5	210	175	250	25	210	100
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	63	505	111	211	232	5	221	184	263	26	221	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	699	801	176	427	1050	23	246	417	336	213	295	237
Arrive On Green	0.03	0.54	0.54	0.07	0.58	0.58	0.08	0.21	0.21	0.02	0.15	0.15
Sat Flow, veh/h	1781	1485	326	1781	1824	39	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	63	0	616	211	0	237	221	184	263	26	221	105
Grp Sat Flow(s),veh/h/ln	1781	0	1812	1781	0	1863	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	1.9	0.0	28.5	6.0	0.0	7.4	9.5	9.7	18.8	1.5	12.9	7.2
Cycle Q Clear(g_c), s	1.9	0.0	28.5	6.0	0.0	7.4	9.5	9.7	18.8	1.5	12.9	7.2
Prop In Lane	1.00		0.18	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	699	0	977	427	0	1073	246	417	336	213	295	237
V/C Ratio(X)	0.09	0.00	0.63	0.49	0.00	0.22	0.90	0.44	0.78	0.12	0.75	0.44
Avail Cap(c_a), veh/h	788	0	977	512	0	1073	246	427	343	324	427	343
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)	0.81	0.00	0.81	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	19.3	14.8	0.0	12.4	43.7	41.1	44.7	42.3	48.9	46.5
Incr Delay (d2), s/veh	0.0	0.0	2.5	0.9	0.0	0.5	32.4	3.4	16.5	0.3	16.0	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	16.2	3.8	0.0	5.2	7.5	8.7	13.5	1.2	12.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	0.0	21.8	15.7	0.0	12.9	76.1	44.4	61.2	42.6	64.9	52.3
LnGrp LOS	B		C	B		B	E	D	E	D	E	D
Approach Vol, veh/h		679			448			668			352	
Approach Delay, s/veh		20.9			14.2			61.5			59.5	
Approach LOS		C			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	71.7	5.5	31.4	7.0	76.1	13.0	24.0
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	14.0	51.0	9.5	26.0	9.5	55.0	9.5	26.0
Max Q Clear Time (g_c+I1), s	8.0	30.5	3.5	20.8	3.9	9.4	11.5	14.9
Green Ext Time (p_c), s	0.3	10.0	0.0	2.3	0.0	4.5	0.0	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	38.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	480	105	200	220	5	210	175	250	25	210	100
Future Volume (veh/h)	60	480	105	200	220	5	210	175	250	25	210	100
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	63	505	111	211	232	5	221	184	263	26	221	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	699	801	176	427	1050	23	246	417	336	213	295	237
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
Prop Arrive On Green	0.03	0.54	0.54	0.07	0.58	0.58	0.08	0.21	0.21	0.02	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.7	0.0	21.8	15.7	0.0	12.9	76.1	44.4	61.2	42.6	64.9	52.3
Ln Grp LOS	B		C	B		B	E	D	E	D	E	D
Approach Vol, veh/h		679			448			668			352	
Approach Delay, s/veh		20.9			14.2			61.5			59.5	
Approach LOS		C			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	11.3	71.7	5.5	31.4	7.0	76.1	13.0	24.0
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	14.0	51.0	9.5	26.0	9.5	55.0	9.5	26.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.4	3.6	8.7	3.7	8.6
Max Q Clear (g_c+I1), s	8.0	30.5	3.5	20.8	3.9	9.4	11.5	14.9
Green Ext Time (g_e), s	0.3	10.0	0.0	2.3	0.0	4.5	0.0	3.1
Prob of Phs Call (p_c)	1.00	1.00	0.58	1.00	0.88	1.00	1.00	1.00
Prob of Max Out (p_x)	0.16	0.50	0.02	1.00	0.08	0.00	1.00	0.68

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1485		1969		1824		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		326		1585		39		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	211	0	26	0	63	0	221	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	1.5	0.0	1.9	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	1.5	0.0	1.9	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	807	0	943	0	1143	0	1054	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	66.7	0.0	18.0	0.0	64.7	0.0	20.0	0.0
Perm LT Serve Time (g_u), s	36.3	0.0	15.7	0.0	61.7	0.0	5.1	0.0
Perm LT Q Serve Time (g_ps), s	10.8	0.0	0.1	0.0	0.2	0.0	5.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	427	0	213	0	699	0	246	0
V/C Ratio (X)	0.49	0.00	0.12	0.00	0.09	0.00	0.90	0.00
Avail Cap (c_a), veh/h	512	0	324	0	788	0	246	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.81	0.00	1.00	0.00
Uniform Delay (d1), s/veh	14.8	0.0	42.3	0.0	11.6	0.0	43.7	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.3	0.0	0.0	0.0	32.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.7	0.0	42.6	0.0	11.7	0.0	76.1	0.0
1st-Term Q (Q1), veh/ln	2.0	0.0	0.6	0.0	0.7	0.0	1.9	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	2.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	3.8	0.0	1.2	0.0	1.2	0.0	7.5	0.0
%ile Storage Ratio (RQ%)	0.41	0.00	0.11	0.00	0.15	0.00	0.42	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	184	0	0	0	221
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	9.7	0.0	0.0	0.0	12.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.7	0.0	0.0	0.0	12.9
Lane Grp Cap (c), veh/h	0	0	0	417	0	0	0	295
V/C Ratio (X)	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.75
Avail Cap (c_a), veh/h	0	0	0	427	0	0	0	427
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.1	0.0	0.0	0.0	48.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.4	0.0	0.0	0.0	16.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	44.4	0.0	0.0	0.0	64.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.7	0.0	0.0	0.0	6.2

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.73	0.00	1.00	0.00	1.60
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	8.7	0.0	0.0	0.0	12.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	616	0	263	0	237	0	105
Grp Sat Flow (s), veh/h/ln	0	1812	0	1585	0	1863	0	1585
Q Serve Time (g_s), s	0.0	28.5	0.0	18.8	0.0	7.4	0.0	7.2
Cycle Q Clear Time (g_c), s	0.0	28.5	0.0	18.8	0.0	7.4	0.0	7.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	977	0	336	0	1073	0	237
V/C Ratio (X)	0.00	0.63	0.00	0.78	0.00	0.22	0.00	0.44
Avail Cap (c_a), veh/h	0	977	0	343	0	1073	0	343
Upstream Filter (I)	0.00	0.81	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.3	0.0	44.7	0.0	12.4	0.0	46.5
Incr Delay (d2), s/veh	0.0	2.5	0.0	16.5	0.0	0.5	0.0	5.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.8	0.0	61.2	0.0	12.9	0.0	52.3
1st-Term Q (Q1), veh/ln	0.0	10.6	0.0	7.2	0.0	2.8	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	1.5	0.0	0.1	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.44	0.00	1.56	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	16.2	0.0	13.5	0.0	5.2	0.0	5.7
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.88	0.00	0.10	0.00	0.37
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	38.4
HCM 7th LOS	D

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	90	80	265	115	1	50	1	185	1	1	1
Future Vol, veh/h	1	90	80	265	115	1	50	1	185	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	95	84	279	121	1	53	1	195	1	1	1
Number of Lanes	1	1	0	1	1	0	1	0	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay, s/veh	10.1	12.3	10.2	9.4
HCM LOS	B	B	B	A

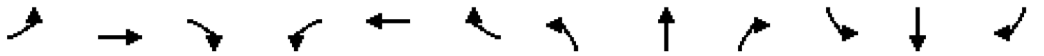
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	100%	0%	33%
Vol Thru, %	0%	1%	0%	53%	0%	99%	33%
Vol Right, %	0%	99%	0%	47%	0%	1%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	186	1	170	265	116	3
LT Vol	50	0	1	0	265	0	1
Through Vol	0	1	0	90	0	115	1
RT Vol	0	185	0	80	0	1	1
Lane Flow Rate	53	196	1	179	279	122	3
Geometry Grp	5	5	5	5	5	5	4b
Degree of Util (X)	0.095	0.288	0.002	0.27	0.456	0.182	0.006
Departure Headway (Hd)	6.496	5.29	6.274	5.435	5.885	5.375	6.371
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	547	672	574	666	605	659	564
Service Time	4.29	3.082	3.976	3.137	3.68	3.17	4.38
HCM Lane V/C Ratio	0.097	0.292	0.002	0.269	0.461	0.185	0.005
HCM Control Delay, s/veh	10	10.2	9	10.1	13.6	9.4	9.4
HCM Lane LOS	A	B	A	B	B	A	A
HCM 95th-tile Q	0.3	1.2	0	1.1	2.4	0.7	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	180	35	100	290	160	45	220	40	170	390	210
Future Volume (veh/h)	130	180	35	100	290	160	45	220	40	170	390	210
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	189	37	105	305	168	47	232	42	179	411	221
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	388	76	354	272	150	252	642	116	555	535	288
Arrive On Green	0.08	0.26	0.26	0.06	0.24	0.24	0.03	0.42	0.42	0.08	0.47	0.47
Sat Flow, veh/h	1781	1519	297	1781	1134	624	1781	1541	279	1781	1144	615
Grp Volume(v), veh/h	137	0	226	105	0	473	47	0	274	179	0	632
Grp Sat Flow(s),veh/h/ln	1781	0	1817	1781	0	1758	1781	0	1820	1781	0	1760
Q Serve(g_s), s	5.7	0.0	10.6	4.4	0.0	24.0	1.5	0.0	10.3	5.4	0.0	29.8
Cycle Q Clear(g_c), s	5.7	0.0	10.6	4.4	0.0	24.0	1.5	0.0	10.3	5.4	0.0	29.8
Prop In Lane	1.00		0.16	1.00		0.36	1.00		0.15	1.00		0.35
Lane Grp Cap(c), veh/h	209	0	464	354	0	422	252	0	758	555	0	823
V/C Ratio(X)	0.66	0.00	0.49	0.30	0.00	1.12	0.19	0.00	0.36	0.32	0.00	0.77
Avail Cap(c_a), veh/h	330	0	464	503	0	422	340	0	758	730	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	31.7	26.4	0.0	38.0	19.2	0.0	20.1	14.1	0.0	22.1
Incr Delay (d2), s/veh	3.5	0.0	3.6	0.5	0.0	81.0	0.4	0.0	1.3	0.3	0.0	6.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.0	8.5	3.3	0.0	28.2	1.1	0.0	7.8	3.6	0.0	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.6	0.0	35.3	26.8	0.0	119.0	19.6	0.0	21.4	14.4	0.0	28.9
LnGrp LOS	C		D	C		F	B		C	B		C
Approach Vol, veh/h		363			578			321			811	
Approach Delay, s/veh		33.9			102.3			21.1			25.7	
Approach LOS		C			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	47.6	9.6	31.5	6.1	52.7	11.2	30.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	7.5	25.0	14.5	24.0	7.5	35.0	14.5	24.0
Max Q Clear Time (g_c+I1), s	7.4	12.3	6.4	12.6	3.5	31.8	7.7	26.0
Green Ext Time (p_c), s	0.3	3.0	0.1	2.2	0.0	2.2	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.8
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	180	35	100	290	160	45	220	40	170	390	210
Future Volume (veh/h)	130	180	35	100	290	160	45	220	40	170	390	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	189	37	105	305	168	47	232	42	179	411	221
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	209	388	76	354	272	150	252	642	116	555	535	288
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
Prop Arrive On Green	0.08	0.26	0.26	0.06	0.24	0.24	0.03	0.42	0.42	0.08	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.6	0.0	35.3	26.8	0.0	119.0	19.6	0.0	21.4	14.4	0.0	28.9
Ln Grp LOS	C		D	C		F	B		C	B		C
Approach Vol, veh/h		363			578			321			811	
Approach Delay, s/veh		33.9			102.3			21.1			25.7	
Approach LOS		C			F			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	11.2	47.6	9.6	31.5	6.1	52.7	11.2	30.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	17.5	25.0	14.5	24.0	7.5	35.0	14.5	24.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.0
Max Q Clear (g_c+I1), s	7.4	12.3	6.4	12.6	3.5	31.8	7.7	26.0
Green Ext Time (g_e), s	0.3	3.0	0.1	2.2	0.0	2.2	0.2	0.0
Prob of Phs Call (p_c)	0.99	1.00	0.95	1.00	0.73	1.00	0.98	1.00
Prob of Max Out (p_x)	0.00	0.55	0.01	0.62	0.67	1.00	0.05	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1541		1519		1144		1134

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		279		297		615		624

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	179	0	105	0	47	0	137	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	5.4	0.0	4.4	0.0	1.5	0.0	5.7	0.0
Cycle Q Clear Time (g_c), s	5.4	0.0	4.4	0.0	1.5	0.0	5.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1105	0	1155	0	795	0	921	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	43.6	0.0	24.0	0.0	41.6	0.0	24.0	0.0
Perm LT Serve Time (g_u), s	31.3	0.0	14.9	0.0	16.9	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.4	0.0	0.9	0.0	1.6	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	555	0	354	0	252	0	209	0
V/C Ratio (X)	0.32	0.00	0.30	0.00	0.19	0.00	0.66	0.00
Avail Cap (c_a), veh/h	730	0	503	0	340	0	330	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	14.1	0.0	26.4	0.0	19.2	0.0	28.1	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.0	0.4	0.0	3.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.4	0.0	26.8	0.0	19.6	0.0	31.6	0.0
1st-Term Q (Q1), veh/ln	1.9	0.0	1.8	0.0	0.6	0.0	2.3	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	3.6	0.0	3.3	0.0	1.1	0.0	4.5	0.0
%ile Storage Ratio (RQ%)	0.30	0.00	0.47	0.00	0.20	0.00	0.76	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	274	0	226	0	632	0	473
Grp Sat Flow (s), veh/h/ln	0	1820	0	1817	0	1760	0	1758
Q Serve Time (g_s), s	0.0	10.3	0.0	10.6	0.0	29.8	0.0	24.0
Cycle Q Clear Time (g_c), s	0.0	10.3	0.0	10.6	0.0	29.8	0.0	24.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.16	0.00	0.35	0.00	0.36
Lane Grp Cap (c), veh/h	0	758	0	464	0	823	0	422
V/C Ratio (X)	0.00	0.36	0.00	0.49	0.00	0.77	0.00	1.12
Avail Cap (c_a), veh/h	0	758	0	464	0	823	0	422
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	20.1	0.0	31.7	0.0	22.1	0.0	38.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	3.6	0.0	6.8	0.0	81.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.4	0.0	35.3	0.0	28.9	0.0	119.0
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	4.4	0.0	10.8	0.0	9.7
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.5	0.0	1.6	0.0	9.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.79	0.00	1.74	0.00	1.47	0.00	1.46
%ile Back of Q (95%), veh/ln	0.0	7.8	0.0	8.5	0.0	18.2	0.0	28.2
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.04	0.00	0.40	0.00	0.31
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.8
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

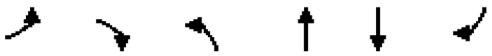
Intersection Summary	
HCM 7th Control Delay, s/veh	47.8
HCM 7th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	405	365	400	575	90
Future Volume (veh/h)	150	405	365	400	575	90
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1969	1969	1870
Adj Flow Rate, veh/h	158	426	384	421	605	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	388	587	481	1196	796	641
Arrive On Green	0.22	0.22	0.15	0.61	0.40	0.40
Sat Flow, veh/h	1781	1585	1781	1969	1969	1585
Grp Volume(v), veh/h	158	426	384	421	605	95
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1969	1969	1585
Q Serve(g_s), s	5.2	15.0	7.8	7.3	18.2	2.6
Cycle Q Clear(g_c), s	5.2	15.0	7.8	7.3	18.2	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	388	587	481	1196	796	641
V/C Ratio(X)	0.41	0.73	0.80	0.35	0.76	0.15
Avail Cap(c_a), veh/h	388	587	636	1517	945	760
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	23.1	18.6	12.7	6.7	17.6	13.0
Incr Delay (d2), s/veh	0.7	4.4	5.3	0.8	6.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	20.1	4.7	3.8	12.5	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.8	23.1	18.0	7.6	24.4	13.5
LnGrp LOS	C	C	B	A	C	B
Approach Vol, veh/h	584			805	700	
Approach Delay, s/veh	23.3			12.5	22.9	
Approach LOS	C			B	C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	47.8		21.0	14.0	33.8
Change Period (Y+Rc), s	6.0		6.0	3.5	6.0
Max Green Setting (Gmax), s	53.0		15.0	16.5	33.0
Max Q Clear Time (g_c+I1), s	9.3		17.0	9.8	20.2
Green Ext Time (p_c), s	8.8		0.0	0.7	7.6

Intersection Summary		
HCM 7th Control Delay, s/veh	19.0	
HCM 7th LOS	B	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	405	365	400	575	90
Future Volume (veh/h)	150	405	365	400	575	90
Number	7	14	5	2	6	16
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1969	1969	1870
Adj Flow Rate, veh/h	158	426	384	421	605	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	388	587	481	1196	796	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.22	0.22	0.15	0.61	0.40	0.40
Unsig. Movement Delay						
Ln Grp Delay, s/veh	23.8	23.1	18.0	7.6	24.4	13.5
Ln Grp LOS	C	C	B	A	C	B
Approach Vol, veh/h	584			805	700	
Approach Delay, s/veh	23.3			12.5	22.9	
Approach LOS	C			B	C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		9.0	1.2	7.0		
Phs Duration (G+Y+Rc), s		47.8		21.0	14.0	33.8		
Change Period (Y+Rc), s		6.0		6.0	3.5	6.0		
Max Green (Gmax), s		53.0		15.0	16.5	33.0		
Max Allow Headway (MAH), s		8.7		3.9	3.6	8.6		
Max Q Clear (g_c+I1), s		9.3		17.0	9.8	20.2		
Green Ext Time (g_e), s		8.8		0.0	0.7	7.6		
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00		
Prob of Max Out (p_x)		0.02		1.00	0.18	0.80		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1781	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1969		0		1969		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1585		1585		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				LL (Pr/Pm)				
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	158	384	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	5.2	7.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	5.2	7.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	746	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	29.8	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	9.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	9.6	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	481	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.41	0.80	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	636	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	23.1	12.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	5.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	23.8	18.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.0	1.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.80	1.80	1.00	0.00	0.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	3.7	4.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.42	0.40	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	421	0	0	0	605	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	1969	0	0
Q Serve Time (g_s), s	0.0	7.3	0.0	0.0	0.0	18.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.3	0.0	0.0	0.0	18.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1196	0	0	0	796	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.76	0.00	0.00
Avail Cap (c_a), veh/h	0	1517	0	0	0	945	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.7	0.0	0.0	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	6.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.6	0.0	0.0	0.0	24.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	6.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	1.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.58	0.00	0.00
%ile Back of Q (95%), veh/ln	0.0	3.8	0.0	0.0	0.0	12.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.21	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R		R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	426	0	95	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	15.0	0.0	2.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.0	0.0	2.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	587	0	641	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.73	0.00	0.15	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	587	0	760	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	18.6	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.4	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	23.1	0.0	13.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	13.3	0.0	0.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.44	0.00	1.80	0.00	0.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	20.1	0.0	1.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.40	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	15.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	15	10	160	30	55	5	345	200	30	495	20
Future Vol, veh/h	5	15	10	160	30	55	5	345	200	30	495	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	215	-	-	220	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	16	11	168	32	58	5	363	211	32	521	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	984	1179	532	1071	1084	468	542	0	0	574	0	0
Stage 1	595	595	-	479	479	-	-	-	-	-	-	-
Stage 2	389	584	-	592	605	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	227	190	548	198	217	595	1027	-	-	999	-	-
Stage 1	491	493	-	568	555	-	-	-	-	-	-	-
Stage 2	635	498	-	493	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	184	548	172	209	595	1027	-	-	999	-	-
Mov Cap-2 Maneuver	169	184	-	172	209	-	-	-	-	-	-	-
Stage 1	475	477	-	565	552	-	-	-	-	-	-	-
Stage 2	537	495	-	452	472	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.07	83.09	0.08	0.48
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1027	-	-	169	250	172	360	999	-	-
HCM Lane V/C Ratio	0.005	-	-	0.031	0.105	0.98	0.249	0.032	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	27	21.1	117.5	18.3	8.7	-	-
HCM Lane LOS	A	-	-	D	C	F	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	7.7	1	0.1	-	-

DATA FROM THE ITE TRIP GENERATION MANUAL, 12TH EDITION

High-Cube Transload and Short-Term Storage Warehouse (154)

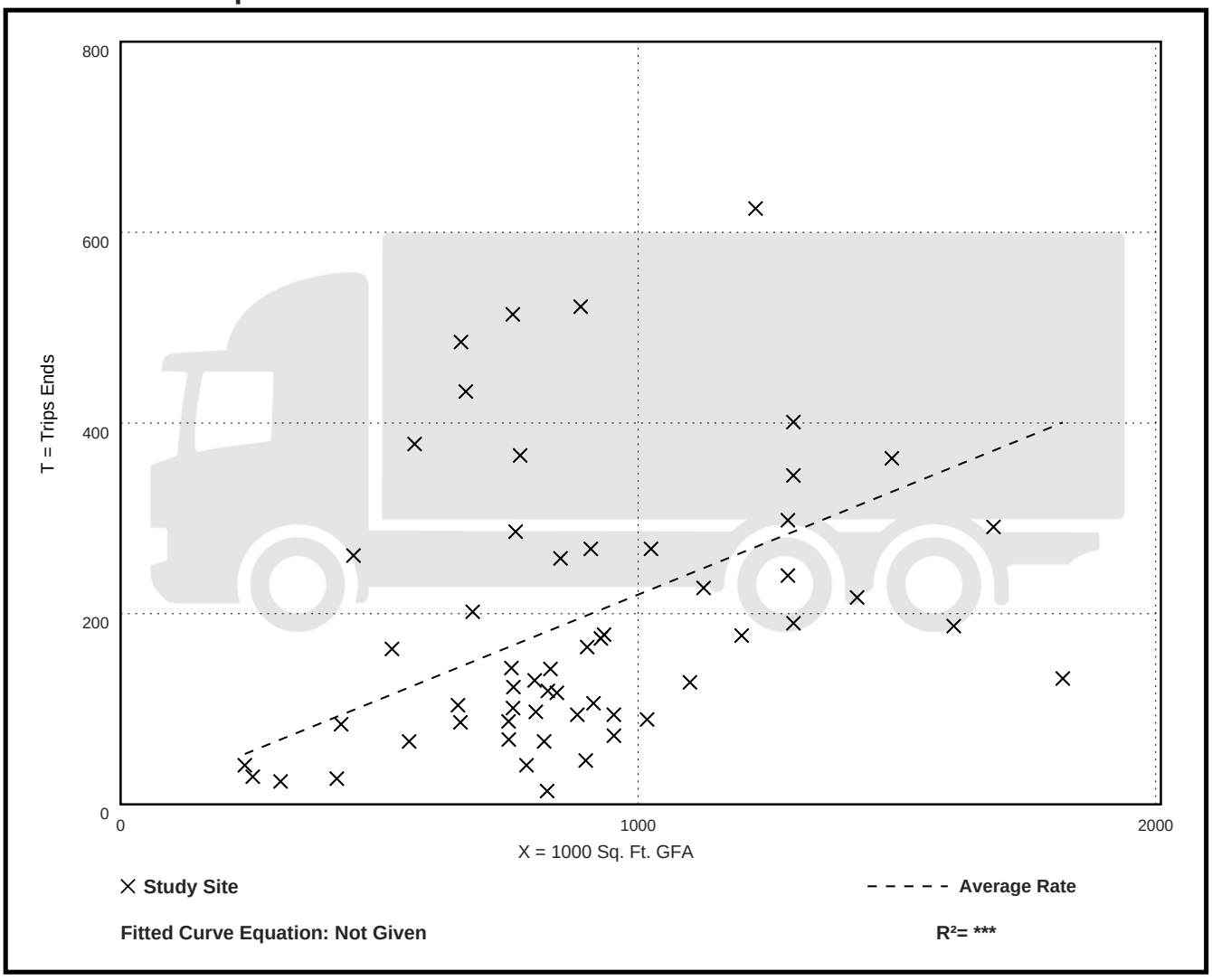
Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 57
Avg. 1000 Sq. Ft. GFA: 892
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.02 - 0.74	0.16

Data Plot and Equation



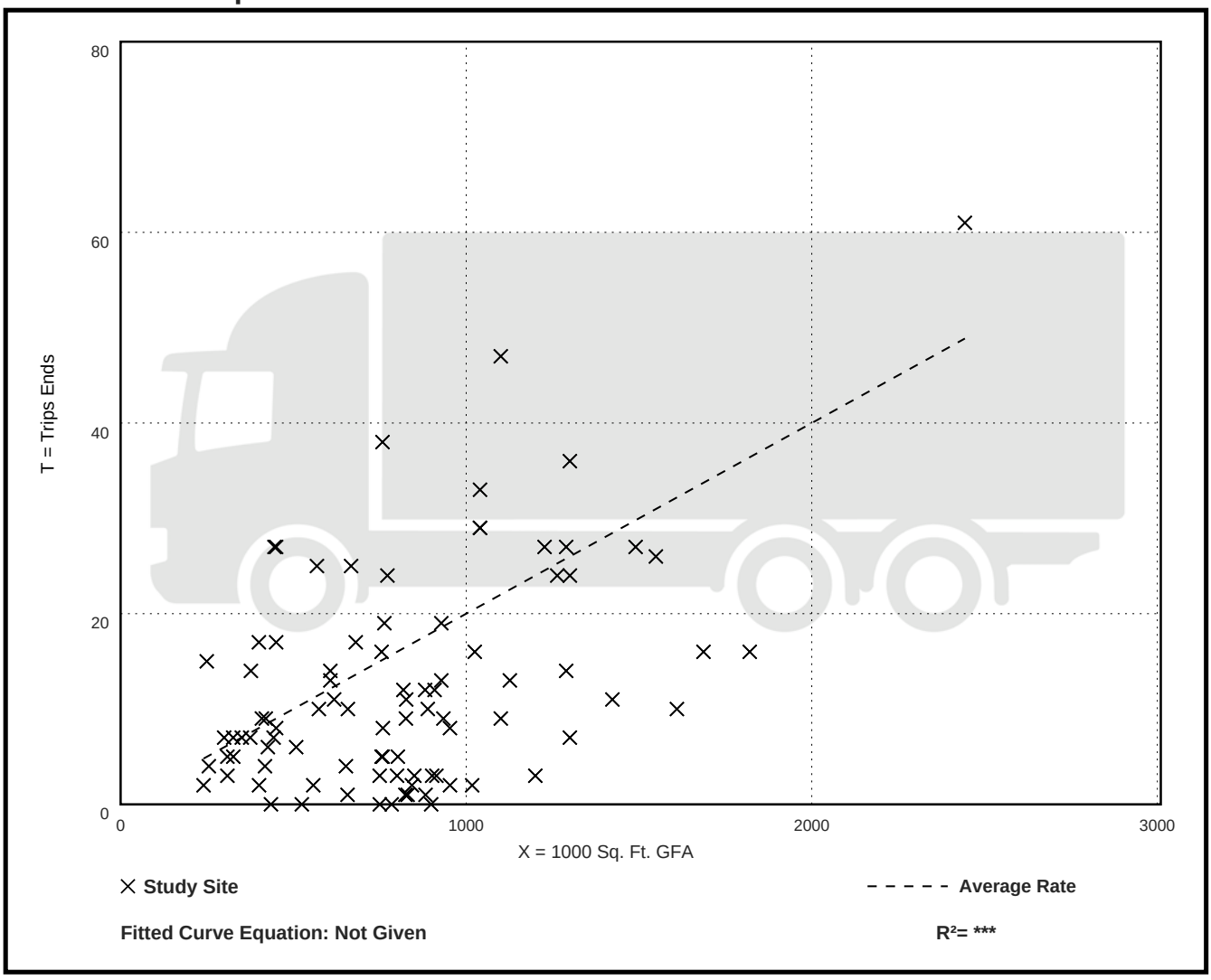
High-Cube Transload and Short-Term Storage Warehouse (154)

Truck Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	90
Avg. 1000 Sq. Ft. GFA:	812
Directional Distribution:	49% entering, 51% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.06	0.01

Data Plot and Equation



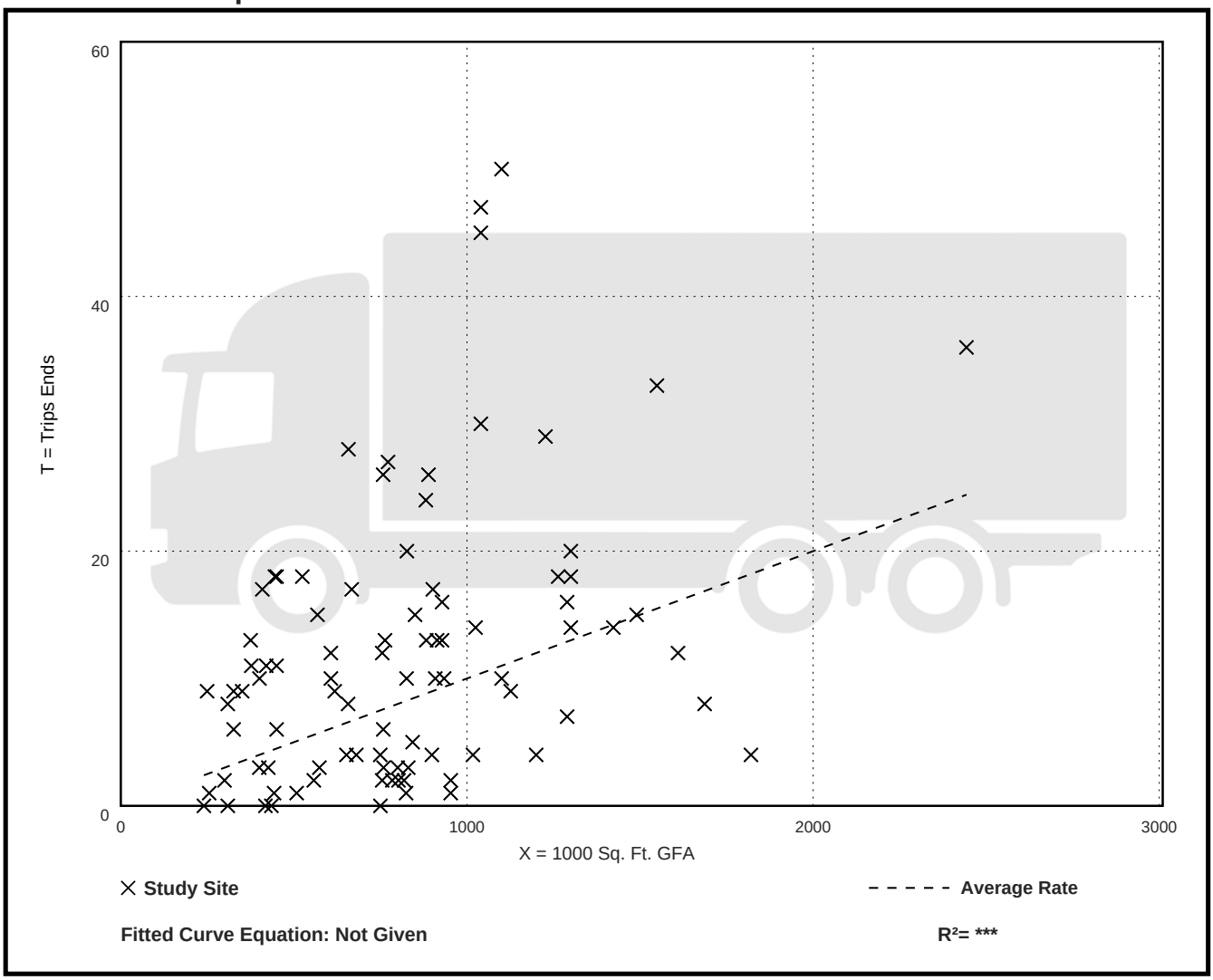
High-Cube Transload and Short-Term Storage Warehouse (154)

Truck Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	90
Avg. 1000 Sq. Ft. GFA:	812
Directional Distribution:	47% entering, 53% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.05	0.01

Data Plot and Equation



Land Use: 154
High-Cube Transload and Short-Term Storage Warehouse

Description

A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park.

The HCWs in this land use include transload and short-term storage facilities. A transload facility has the primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. A transload facility typically has little storage duration, high throughput, and highly efficient operations. A short-term HCW is a distribution facility often with custom/special features built into the structure for the movement of large volumes of freight with only short-term storage of products.

Some limited assembly and repackaging may occur within the facility.

A high-cube warehouse may contain a mezzanine. In an HCW setting, a mezzanine is a freestanding, semi-permanent structure that is commonly supported by structural steel columns and that is lined with racks or shelves. The gross floor area (GFA) values for the study sites in the database for this land use do NOT include the floor area of the mezzanine. The GFA values represent only the permanent ground-floor square footage.

The amount of office/employee welfare space that is provided within an HCW can be highly variable but is typically an insignificant portion of the overall building square footage. Within the trip generation database, common values are between 3,000 and 5,000 square feet for a Cold Storage HCW and between 5,000 and 10,000 square feet for Transload, Fulfillment Center, and Parcel Hub HCW (all of which are less than one percent of total GFA for a site). Therefore, for the trip generation data plots, any office space that is part of the normal operation of the warehouse is included in the total GFA.

Additional Data

The High-Cube Warehouse/Distribution Center-related land uses underwent specialized consideration through a commissioned study titled “High-Cube Warehouse Vehicle Trip Generation Analysis,” published in October 2016. The results of this study are posted on the ITE website at https://www.ite.org/pub/?id=a3e6679a-e3a8-bf38-7f29-2961becdd498.

An additional resource which provides more information about warehouse types and definitions is available from NAIOP Research Foundation: Commercial Real Estate Terms and Definitions report from April 2024. https://www.naiop.org/globalassets/research-and-publications/report/terms-and-definitions-/naiop-2024-terms-and-definitions.pdf

The number of dock doors at a HCW is a potential independent variable. Future data submissions should include that information.

The sites were surveyed in the 2000s and the 2010s in Alberta (CAN), California, Florida, Michigan, New Jersey, Texas, and Washington.

Source Numbers

605, 619, 642, 645, 649, 739, 750, 752, 903, 904, 941, 942, 943, 969

High-Cube Transload and Short-Term Storage Warehouse
(154)

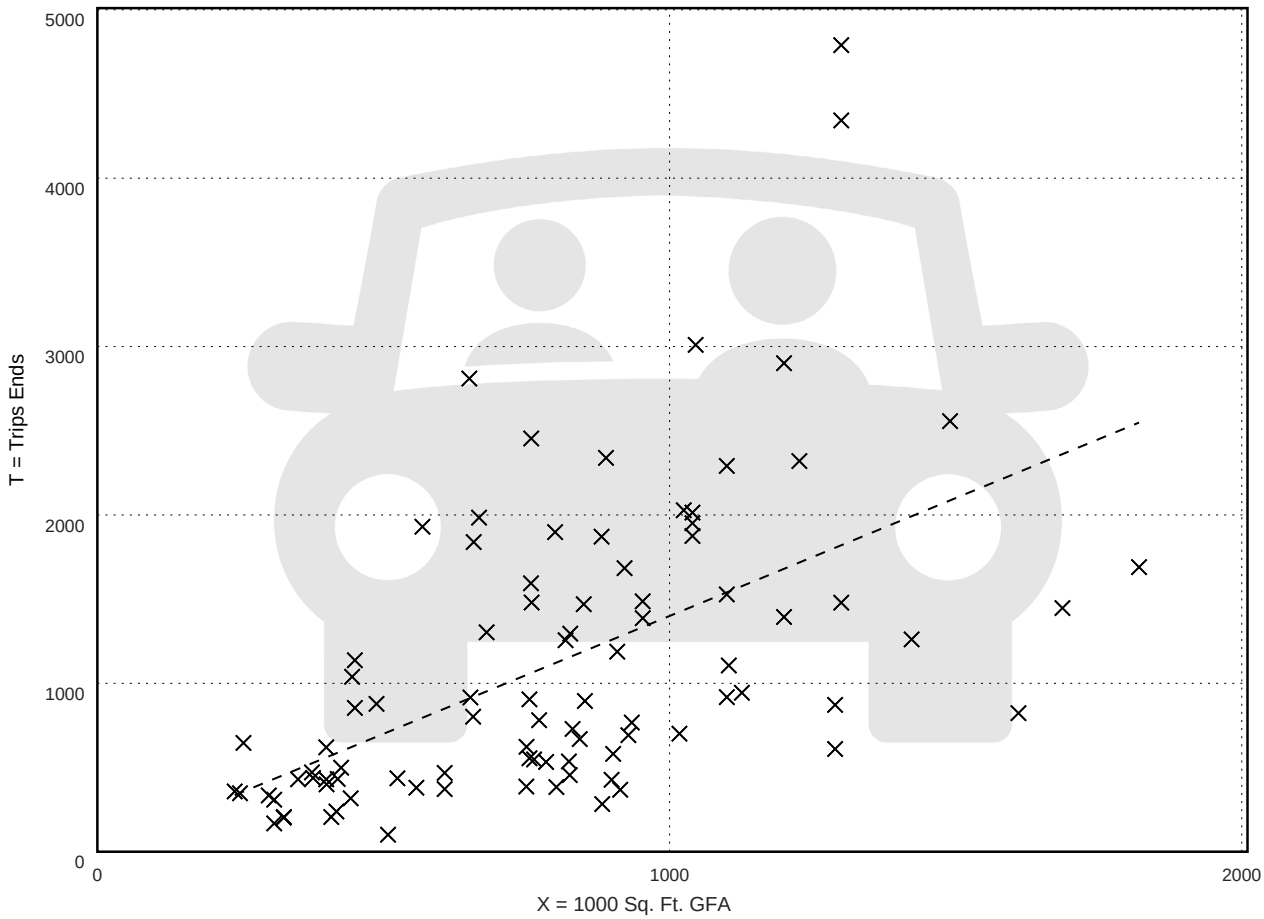
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 91
Avg. 1000 Sq. Ft. GFA: 798
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.40	0.20 - 4.32	0.86

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

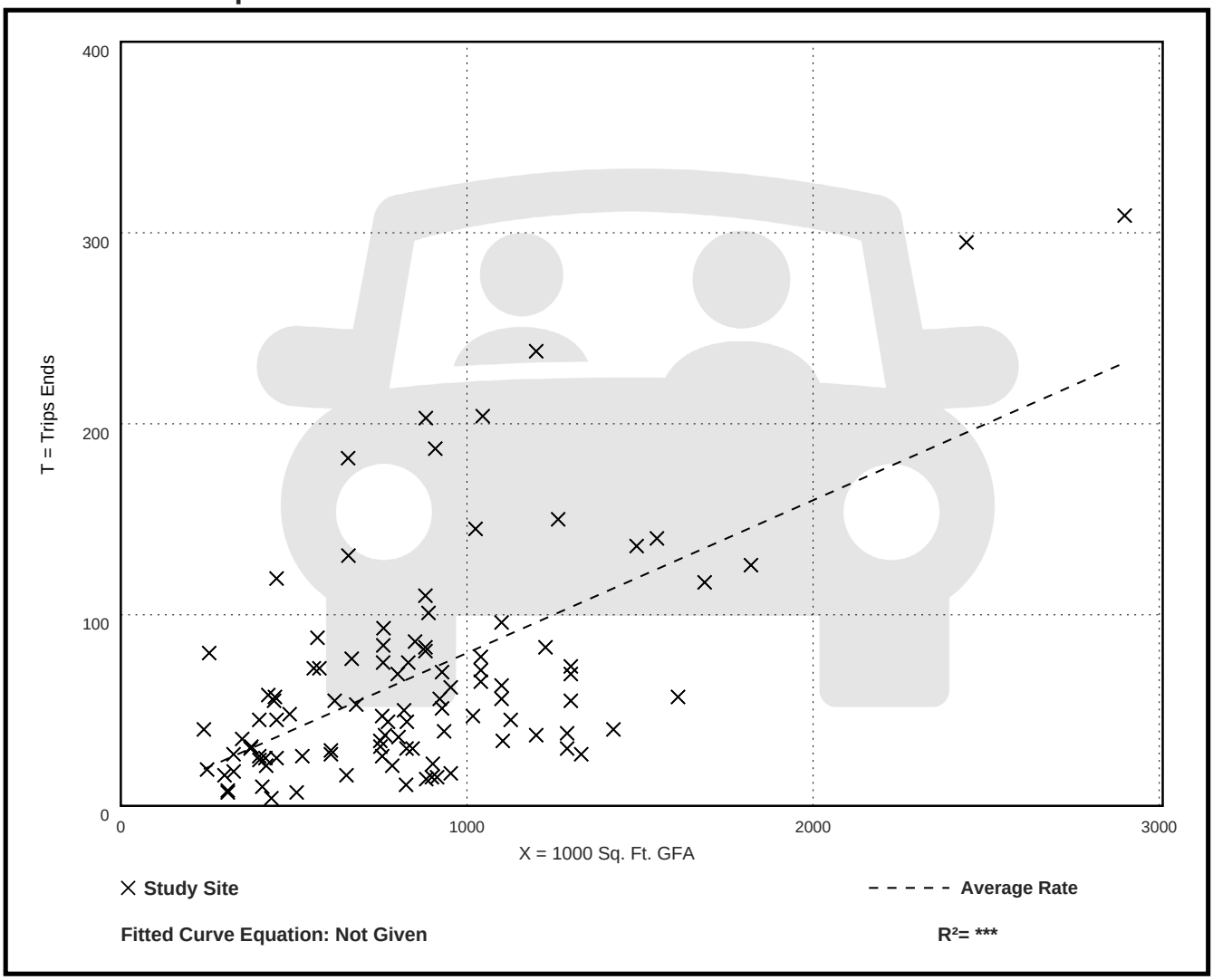
High-Cube Transload and Short-Term Storage Warehouse
(154)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	102
Avg. 1000 Sq. Ft. GFA:	846
Directional Distribution:	77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.08	0.01 - 0.31	0.05

Data Plot and Equation



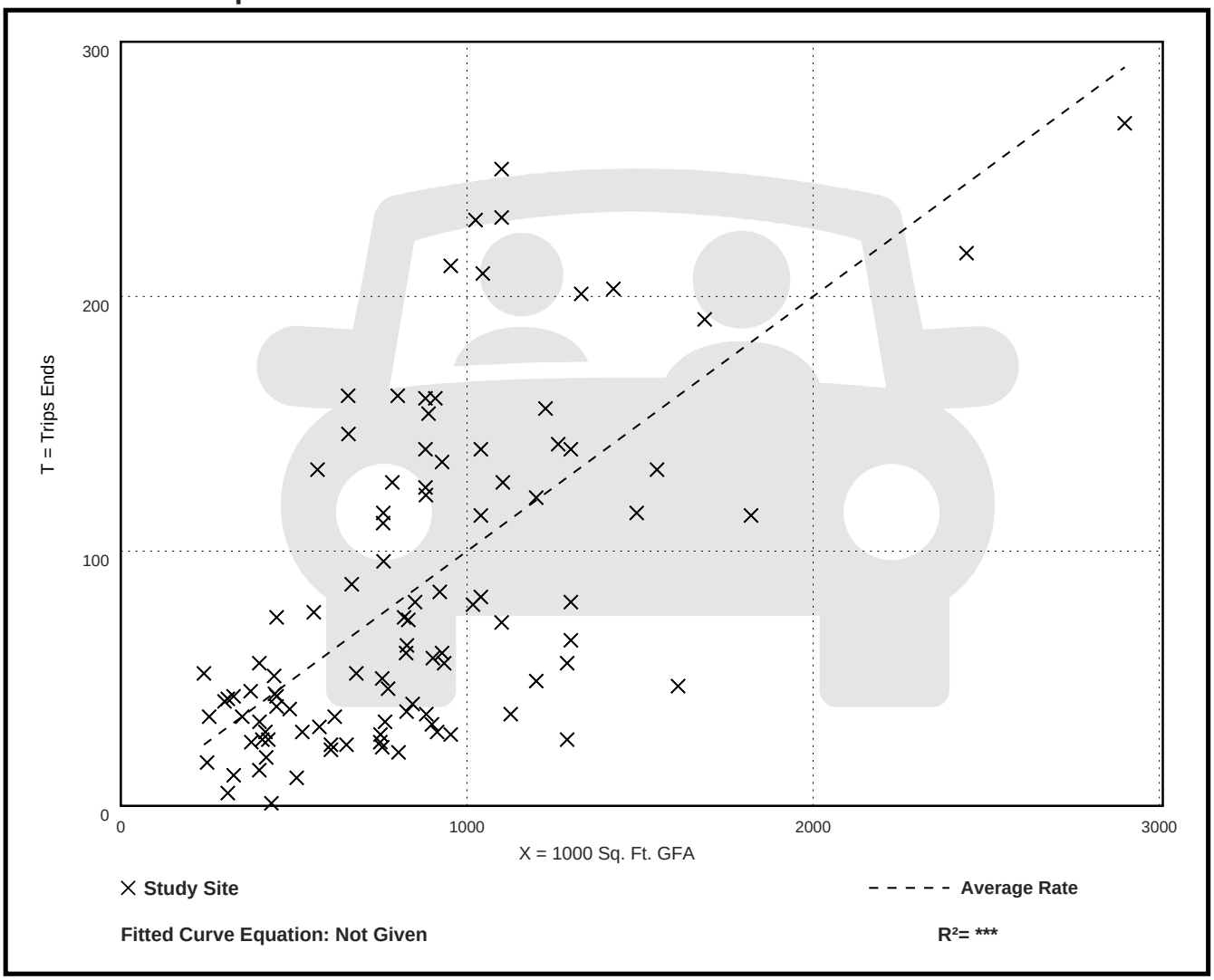
High-Cube Transload and Short-Term Storage Warehouse
(154)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	102
Avg. 1000 Sq. Ft. GFA:	846
Directional Distribution:	28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.25	0.06

Data Plot and Equation



Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

Single-Family Detached Housing
(210)

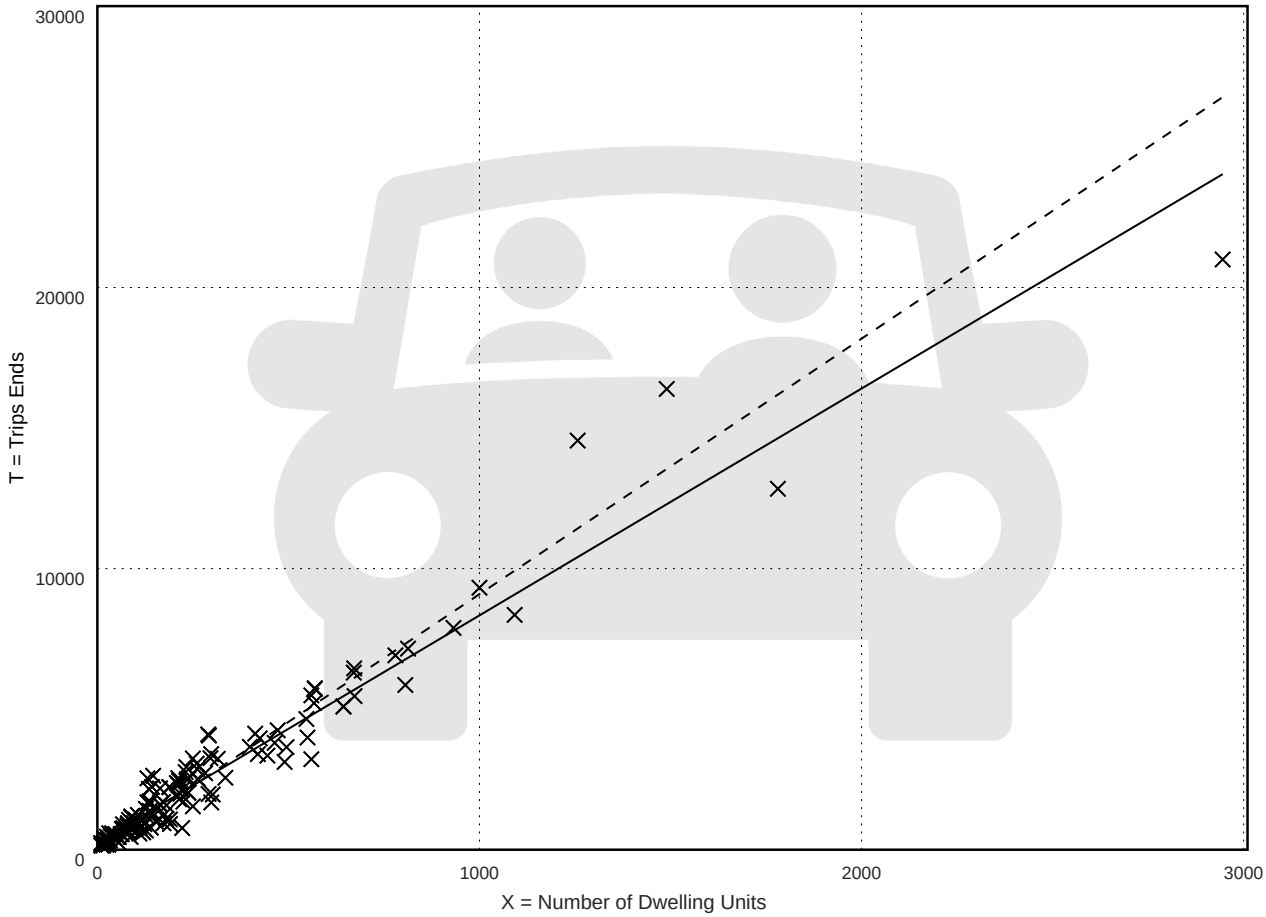
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Fitted Curve Equation: T = 8.07(X) + 265.45

R^2= 0.94

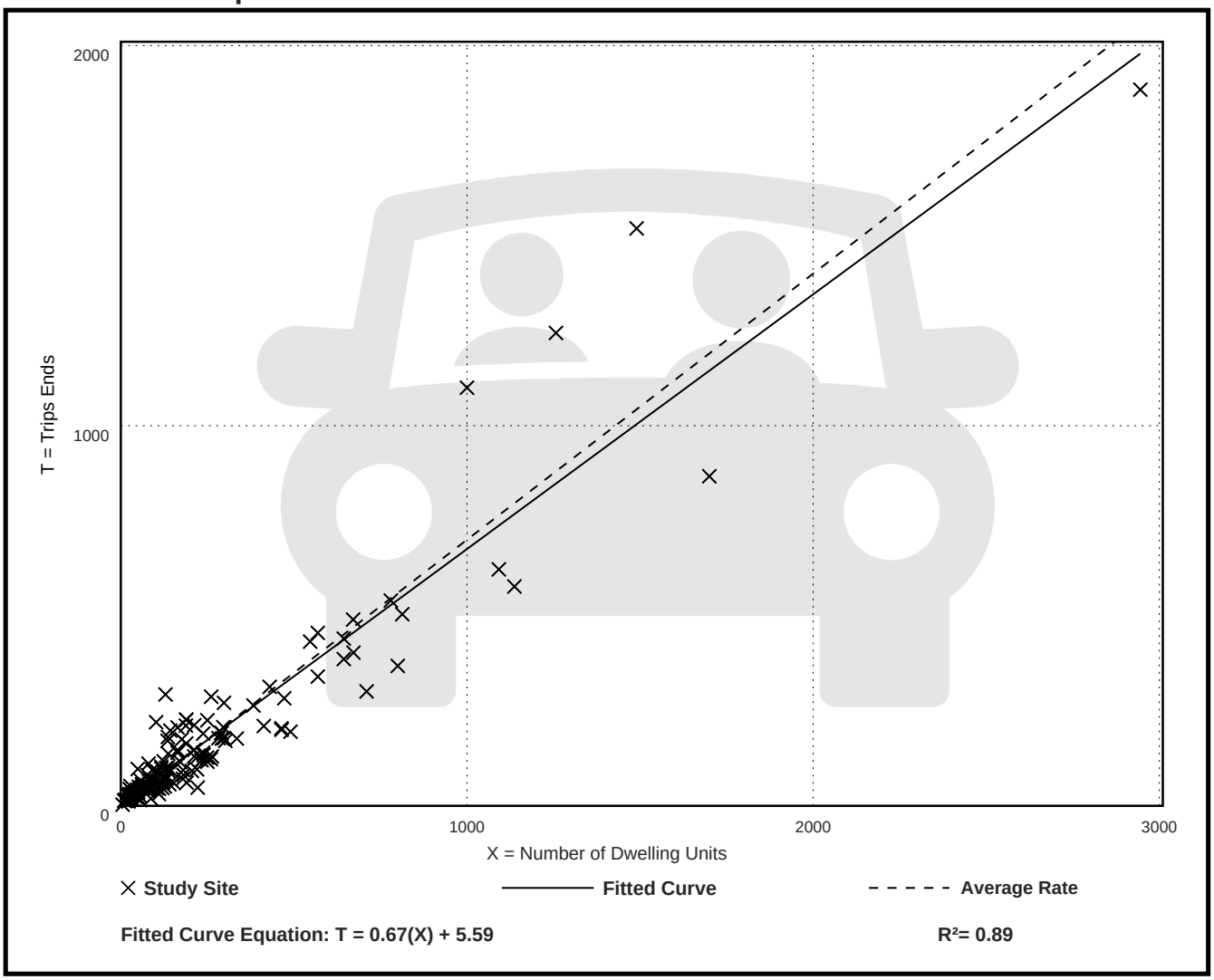
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	153
Avg. Num. of Dwelling Units:	239
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



Fitted Curve Equation: T = 0.67(X) + 5.59

R^2= 0.89

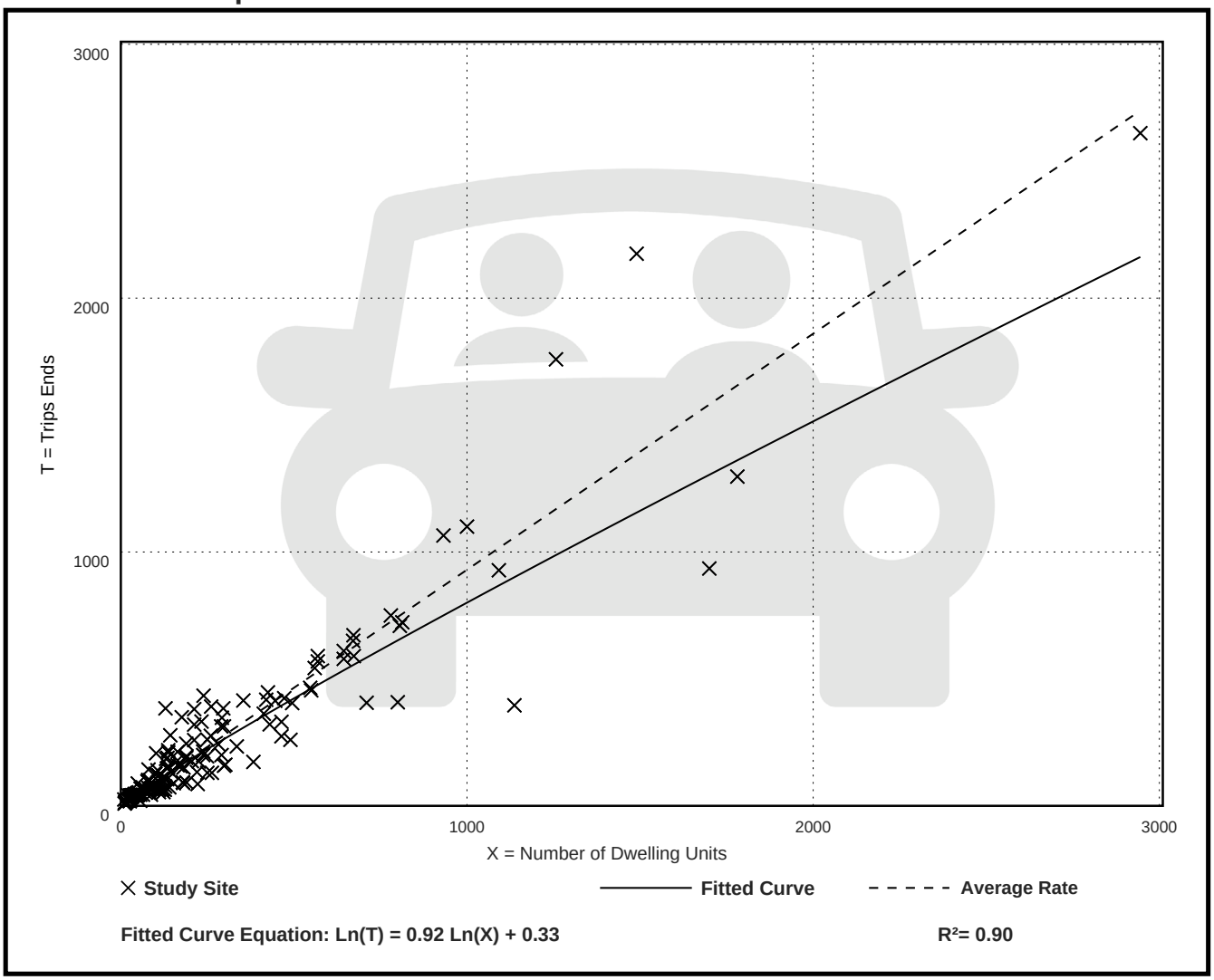
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	166
Avg. Num. of Dwelling Units:	266
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 0.33

R^2= 0.90

Land Use: 820
Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Depending on its specific size and tenants, various names can be assigned to a shopping center within this size range, including community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities, with common tenants including office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000-square-foot GLA threshold value between a community/regional shopping center and a shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Additional Data

The sites were surveyed in the 1990s, the 2000s, 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Florida, Georgia, Illinois, Kentucky, Maryland, Massachusetts, Minnesota, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels—peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points. These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

Source Numbers

365, 385, 404, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 974, 978, 1034, 1040, 1067, 1236, 1250, 1283

Shopping Center (>150k)
(820)

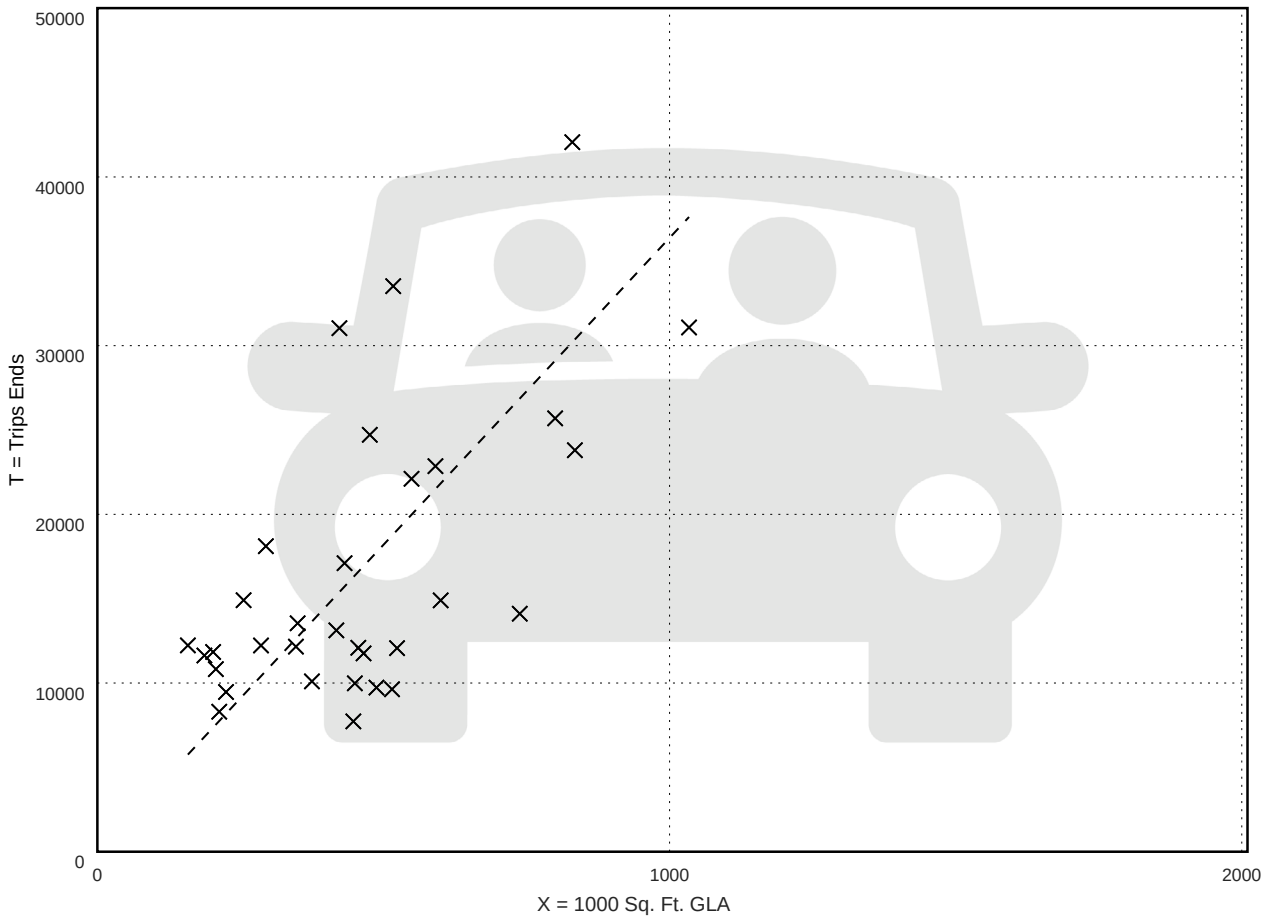
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 32
Avg. 1000 Sq. Ft. GLA: 459
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
36.39	17.27 - 77.31	15.38

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

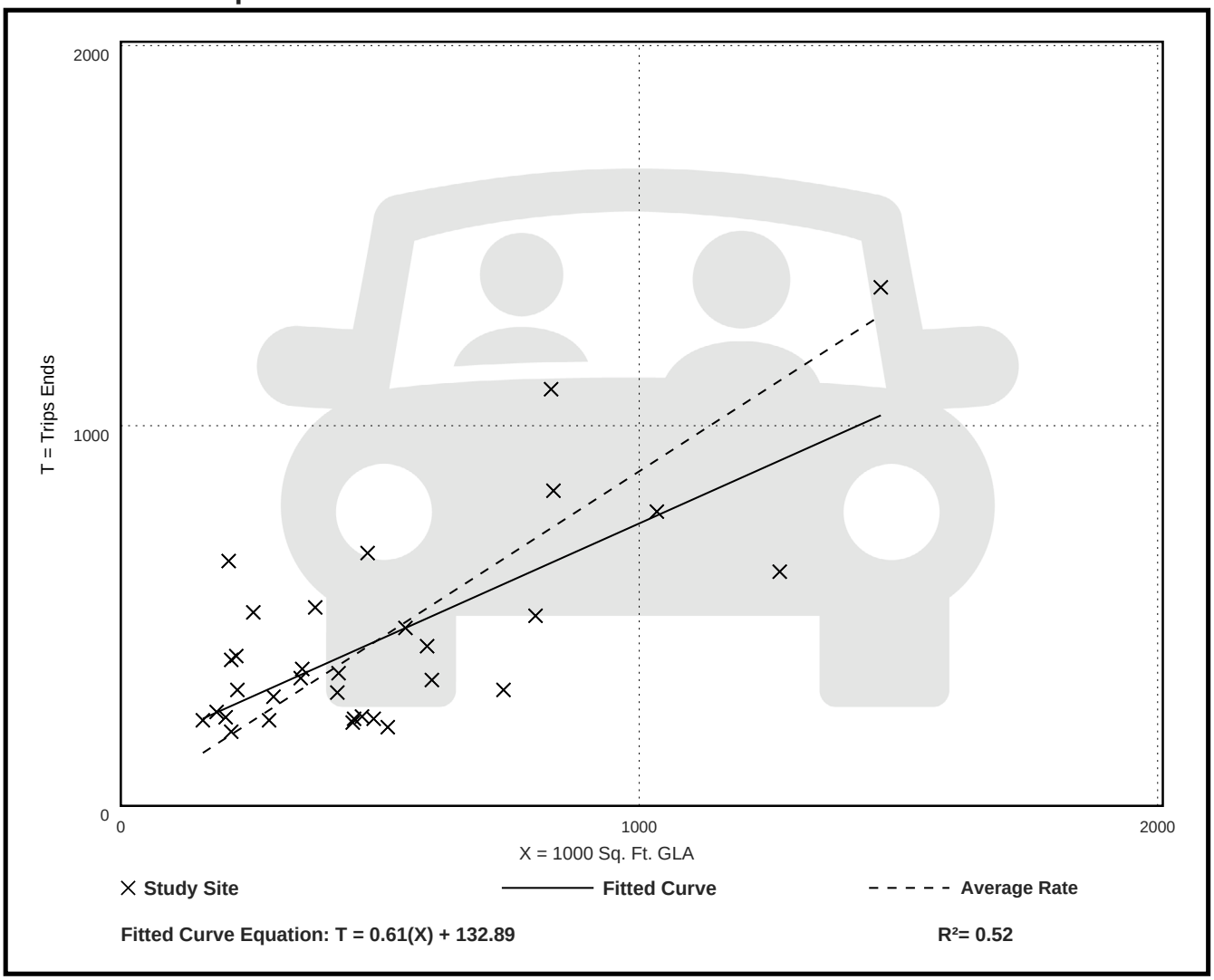
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
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:	32
Avg. 1000 Sq. Ft. GLA:	498
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.88	0.40 - 3.10	0.45

Data Plot and Equation



Fitted Curve Equation: T = 0.61(X) + 132.89

R^2= 0.52

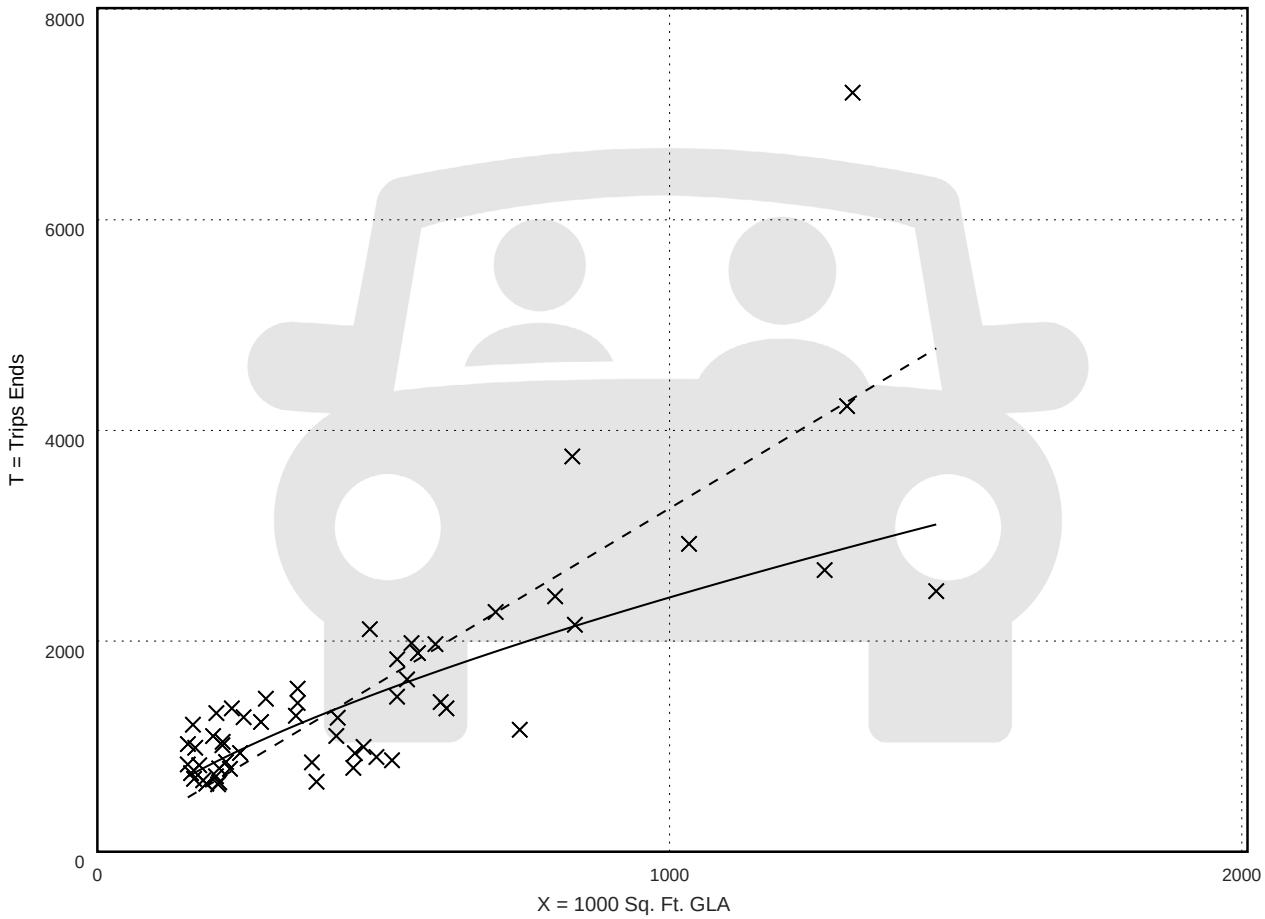
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
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: 55
Avg. 1000 Sq. Ft. GLA: 460
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.26	1.57 - 7.22	1.25

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 3.23

R^2= 0.63

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, and Wisconsin.

Source Numbers

357, 390, 418, 525, 571, 583, 638, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

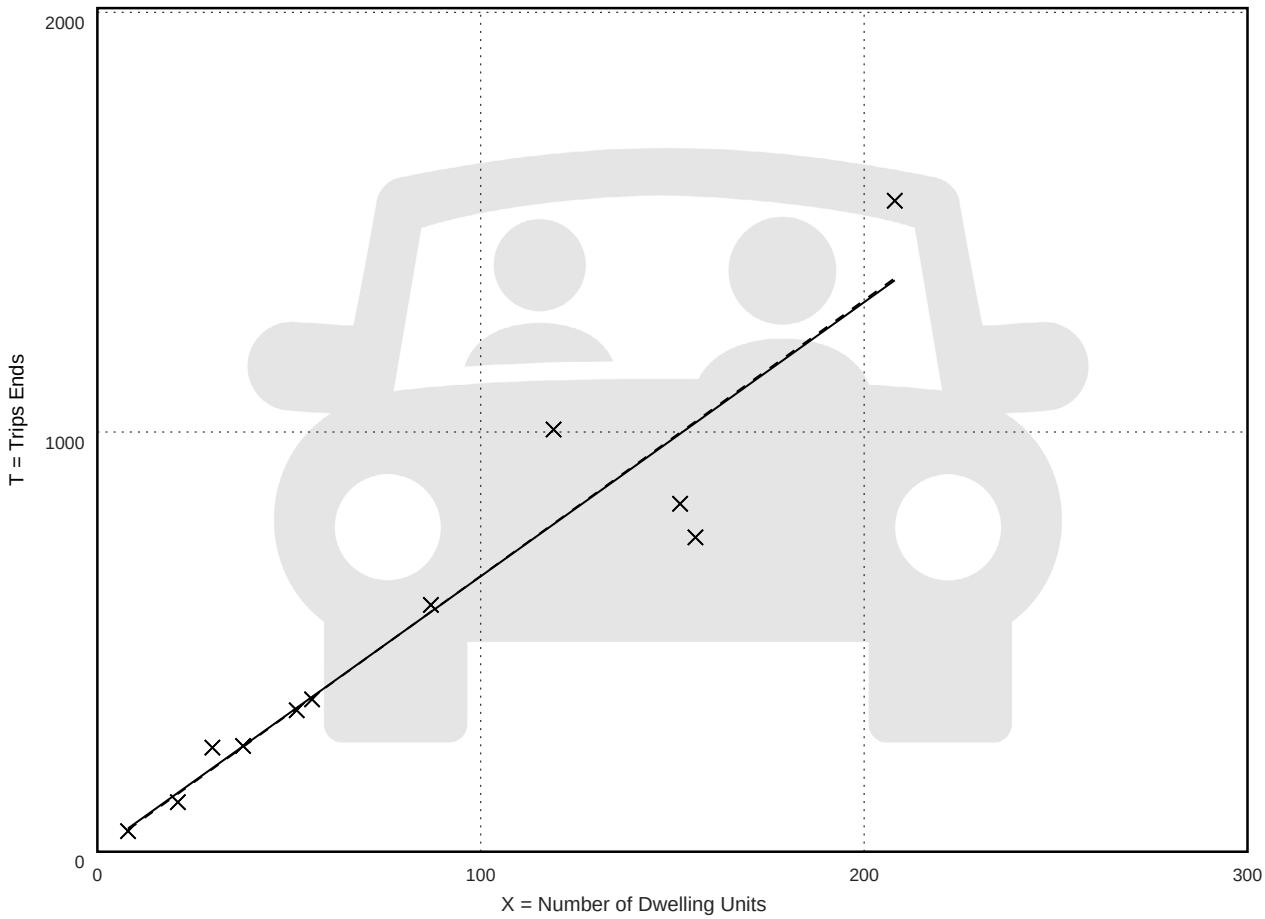
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 84
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.57	4.80 - 8.45	1.28

Data Plot and Equation



Fitted Curve Equation: T = 6.53(X) + 3.25

R^2= 0.91

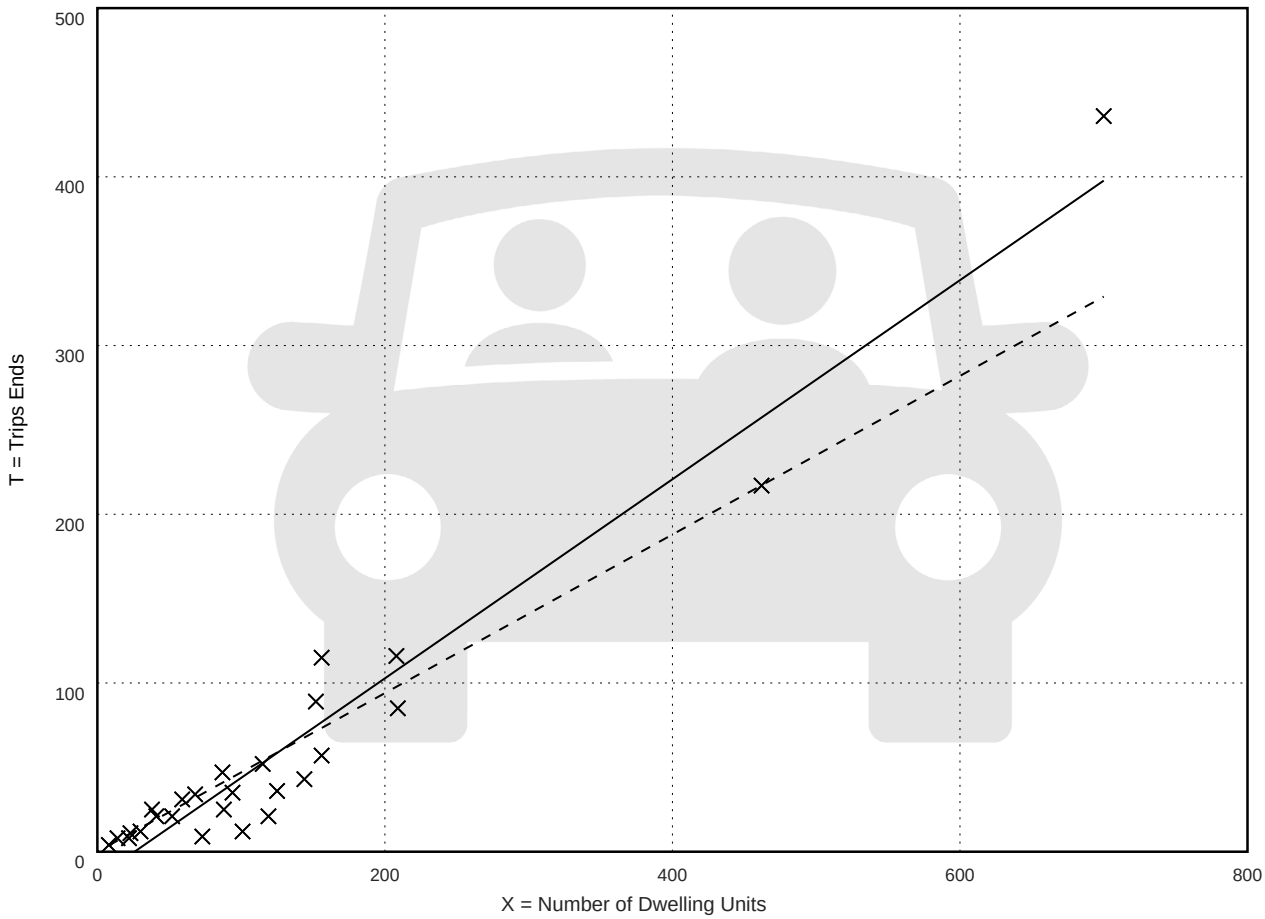
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	26
Avg. Num. of Dwelling Units:	129
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) - 15.25

R^2= 0.94

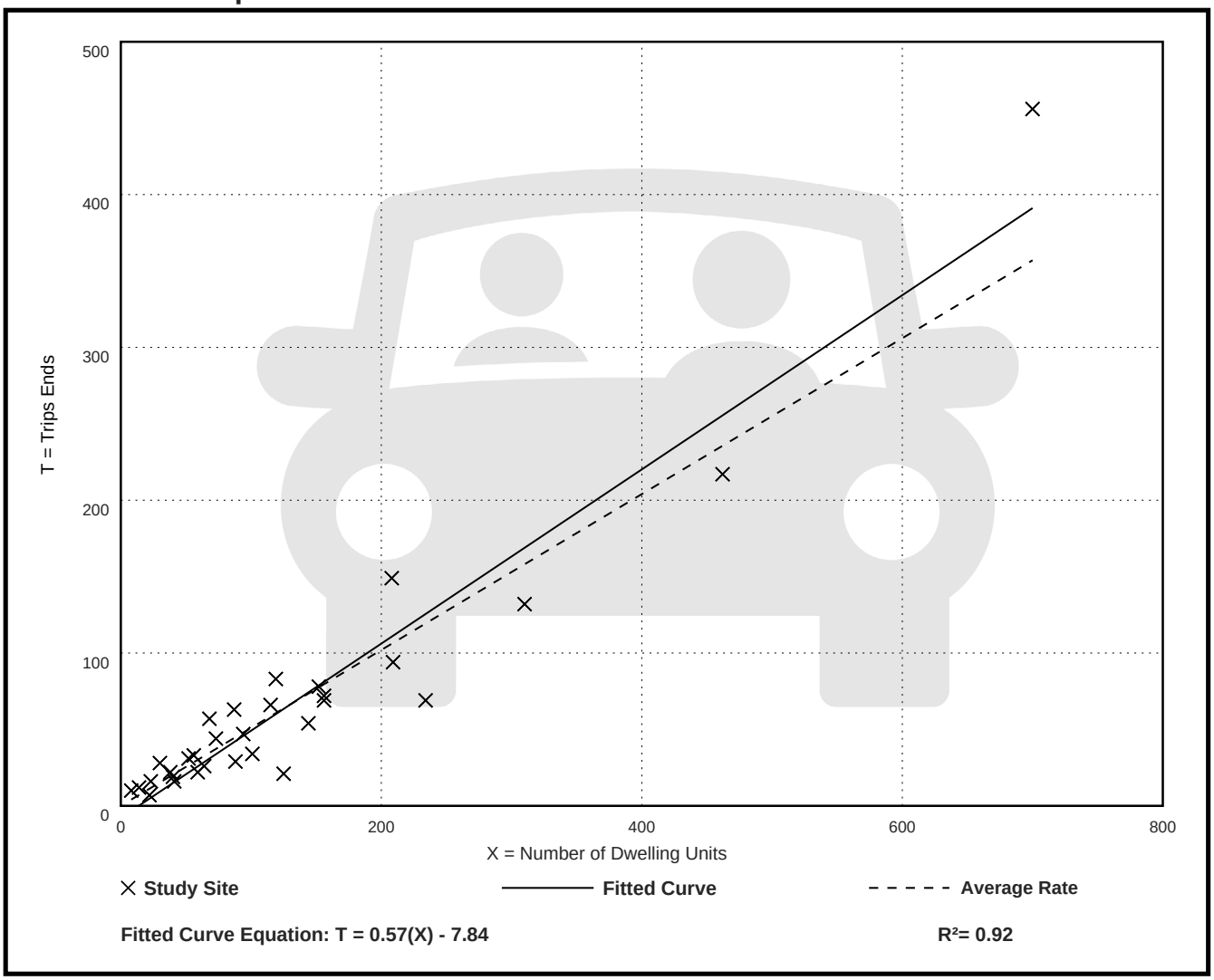
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	31
Avg. Num. of Dwelling Units:	131
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

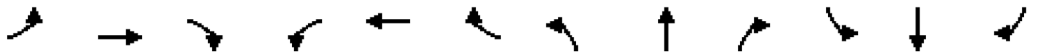
Data Plot and Equation



Fitted Curve Equation: T = 0.57(X) - 7.84

R^2= 0.92

FUTURE (2032) NO-BUILD CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	10	5	50	5	175	1	900	95	270	695	1
Future Volume (veh/h)	1	10	5	50	5	175	1	900	95	270	695	1
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	1870	1870	1870	1455	1870	1693	1870	1969	1589	1841	1870	1870
Adj Flow Rate, veh/h	1	11	5	53	5	184	1	947	100	284	732	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	30	2	14	2	2	21	4	2	2
Cap, veh/h	99	120	55	225	6	216	387	1111	760	319	1227	2
Arrive On Green	0.00	0.10	0.10	0.04	0.14	0.14	0.00	0.56	0.56	0.09	0.66	0.66
Sat Flow, veh/h	1781	1217	553	1386	42	1549	1781	1969	1346	1753	1867	3
Grp Volume(v), veh/h	1	0	16	53	0	189	1	947	100	284	0	733
Grp Sat Flow(s),veh/h/ln	1781	0	1771	1386	0	1591	1781	1969	1346	1753	0	1870
Q Serve(g_s), s	0.1	0.0	0.9	3.5	0.0	12.1	0.0	42.0	3.6	7.3	0.0	23.0
Cycle Q Clear(g_c), s	0.1	0.0	0.9	3.5	0.0	12.1	0.0	42.0	3.6	7.3	0.0	23.0
Prop In Lane	1.00		0.31	1.00		0.97	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	99	0	175	225	0	221	387	1111	760	319	0	1229
V/C Ratio(X)	0.01	0.00	0.09	0.24	0.00	0.85	0.00	0.85	0.13	0.89	0.00	0.60
Avail Cap(c_a), veh/h	148	0	223	259	0	260	436	1183	809	433	0	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	42.7	38.5	0.0	43.7	10.7	19.0	10.7	23.3	0.0	10.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.5	0.0	24.4	0.0	8.3	0.4	16.1	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.7	2.1	0.0	10.1	0.0	25.2	1.9	8.8	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	0.0	43.1	39.0	0.0	68.1	10.7	27.3	11.0	39.3	0.0	12.2
LnGrp LOS	D		D	D		E	B	C	B	D		B
Approach Vol, veh/h		17			242			1048			1017	
Approach Delay, s/veh		43.1			61.8			25.7			19.8	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	64.7	8.8	16.3	4.6	74.4	4.6	20.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.5	62.5	6.9	13.1	3.0	76.0	3.0	17.0
Max Q Clear Time (g_c+I1), s	9.3	44.0	5.5	2.9	2.0	25.0	2.1	14.1
Green Ext Time (p_c), s	0.5	14.7	0.0	0.0	0.0	20.2	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	10	5	50	5	175	1	900	95	270	695	1
Future Volume (veh/h)	1	10	5	50	5	175	1	900	95	270	695	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1455	1870	1693	1870	1969	1589	1841	1870	1870
Adj Flow Rate, veh/h	1	11	5	53	5	184	1	947	100	284	732	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	30	2	14	2	2	21	4	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	99	120	55	225	6	216	387	1111	760	319	1227	2
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
Prop Arrive On Green	0.00	0.10	0.10	0.04	0.14	0.14	0.00	0.56	0.56	0.09	0.66	0.66
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.5	0.0	43.1	39.0	0.0	68.1	10.7	27.3	11.0	39.3	0.0	12.2
Ln Grp LOS	D		D	D		E	B	C	B	D		B
Approach Vol, veh/h		17			242			1048			1017	
Approach Delay, s/veh		43.1			61.8			25.7			19.8	
Approach LOS		D			E			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	14.2	64.7	8.8	16.3	4.6	74.4	4.6	20.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	16.5	62.5	6.9	13.1	3.0	76.0	3.0	17.0
Max Allow Headway (MAH), s	3.7	8.7	3.8	7.0	3.6	8.7	3.7	7.2
Max Q Clear (g_c+I1), s	9.3	44.0	5.5	2.9	2.0	25.0	2.1	14.1
Green Ext Time (g_e), s	0.5	14.7	0.0	0.0	0.0	20.2	0.0	0.4
Prob of Phs Call (p_c)	1.00	1.00	0.78	1.00	0.03	1.00	0.03	1.00
Prob of Max Out (p_x)	0.09	0.84	1.00	0.05	1.00	0.16	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1753		1386		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1217		1867		42

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1346		553		3		1549

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	284	0	53	0	1	0	1	0
Grp Sat Flow (s), veh/h/ln	1753	0	1386	0	1781	0	1781	0
Q Serve Time (g_s), s	7.3	0.0	3.5	0.0	0.0	0.0	0.1	0.0
Cycle Q Clear Time (g_c), s	7.3	0.0	3.5	0.0	0.0	0.0	0.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	530	0	1087	0	724	0	1194	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	60.7	0.0	12.0	0.0	58.7	0.0	10.3	0.0
Perm LT Serve Time (g_u), s	16.7	0.0	9.4	0.0	45.4	0.0	2.4	0.0
Perm LT Q Serve Time (g_ps), s	16.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	319	0	225	0	387	0	99	0
V/C Ratio (X)	0.89	0.00	0.24	0.00	0.00	0.00	0.01	0.00
Avail Cap (c_a), veh/h	433	0	259	0	436	0	148	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	23.3	0.0	38.5	0.0	10.7	0.0	42.5	0.0
Incr Delay (d2), s/veh	16.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.3	0.0	39.0	0.0	10.7	0.0	42.5	0.0
1st-Term Q (Q1), veh/ln	3.7	0.0	1.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.73	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	8.8	0.0	2.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.85	0.00	0.30	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	947	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1111	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1183	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.7	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.38	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	25.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	100	0	16	0	733	0	189
Grp Sat Flow (s), veh/h/ln	0	1346	0	1771	0	1870	0	1591
Q Serve Time (g_s), s	0.0	3.6	0.0	0.9	0.0	23.0	0.0	12.1
Cycle Q Clear Time (g_c), s	0.0	3.6	0.0	0.9	0.0	23.0	0.0	12.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.31	0.00	0.00	0.00	0.97
Lane Grp Cap (c), veh/h	0	760	0	175	0	1229	0	221
V/C Ratio (X)	0.00	0.13	0.00	0.09	0.00	0.60	0.00	0.85
Avail Cap (c_a), veh/h	0	809	0	223	0	1366	0	260
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	42.7	0.0	10.0	0.0	43.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.5	0.0	2.1	0.0	24.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	43.1	0.0	12.2	0.0	68.1
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	0.4	0.0	7.1	0.0	4.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.7	0.0	1.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.59	0.00	1.67
%ile Back of Q (95%), veh/ln	0.0	1.9	0.0	0.7	0.0	12.4	0.0	10.1
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.10	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	335	15	80	235	470	10	460	175	355	350	55
Future Volume (veh/h)	80	335	15	80	235	470	10	460	175	355	350	55
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	1870	1969	1811	1589	1969	1870	1870	1891	1752	1870	1844	1870
Adj Flow Rate, veh/h	84	353	16	84	247	495	11	484	184	374	368	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	21	2	2	2	7	10	2	10	2
Cap, veh/h	268	464	374	227	474	634	415	626	575	444	889	845
Arrive On Green	0.05	0.24	0.24	0.06	0.24	0.24	0.01	0.33	0.33	0.16	0.48	0.48
Sat Flow, veh/h	1781	1969	1535	1513	1969	1585	1781	1891	1485	1781	1844	1585
Grp Volume(v), veh/h	84	353	16	84	247	495	11	484	184	374	368	58
Grp Sat Flow(s),veh/h/ln	1781	1969	1535	1513	1969	1585	1781	1891	1485	1781	1844	1585
Q Serve(g_s), s	3.1	14.6	0.7	3.6	9.5	21.0	0.4	20.1	7.6	11.3	11.3	1.5
Cycle Q Clear(g_c), s	3.1	14.6	0.7	3.6	9.5	21.0	0.4	20.1	7.6	11.3	11.3	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	464	374	227	474	634	415	626	575	444	889	845
V/C Ratio(X)	0.31	0.76	0.04	0.37	0.52	0.78	0.03	0.77	0.32	0.84	0.41	0.07
Avail Cap(c_a), veh/h	302	474	382	247	474	634	464	746	669	559	1075	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	31.0	25.2	24.5	28.7	22.8	19.2	26.2	18.7	17.6	14.6	9.9
Incr Delay (d2), s/veh	0.7	11.2	0.2	1.0	4.0	9.2	0.0	9.0	1.5	9.3	1.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	12.2	0.5	2.2	8.1	14.2	0.2	14.6	4.5	8.4	7.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	42.2	25.4	25.5	32.8	32.0	19.2	35.2	20.1	26.9	16.0	10.0
LnGrp LOS	C	D	C	C	C	C	B	D	C	C	B	B
Approach Vol, veh/h		453			826			679			800	
Approach Delay, s/veh		38.4			31.6			30.9			20.7	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	34.9	8.4	26.5	4.2	48.0	7.9	27.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	13.9	34.4	6.1	21.0	3.1	50.8	6.1	21.0
Max Q Clear Time (g_c+I1), s	13.3	22.1	5.6	16.6	2.4	13.3	5.1	23.0
Green Ext Time (p_c), s	0.6	6.8	0.0	1.7	0.0	8.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	335	15	80	235	470	10	460	175	355	350	55
Future Volume (veh/h)	80	335	15	80	235	470	10	460	175	355	350	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1811	1589	1969	1870	1870	1891	1752	1870	1844	1870
Adj Flow Rate, veh/h	84	353	16	84	247	495	11	484	184	374	368	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	21	2	2	2	7	10	2	10	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	268	464	374	227	474	634	415	626	575	444	889	845
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
Prop Arrive On Green	0.05	0.24	0.24	0.06	0.24	0.24	0.01	0.33	0.33	0.16	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	24.5	42.2	25.4	25.5	32.8	32.0	19.2	35.2	20.1	26.9	16.0	10.0
Ln Grp LOS	C	D	C	C	C	C	B	D	C	C	B	B
Approach Vol, veh/h		453			826			679			800	
Approach Delay, s/veh		38.4			31.6			30.9			20.7	
Approach LOS		D			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	17.4	34.9	8.4	26.5	4.2	48.0	7.9	27.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	19.5	34.4	6.1	21.0	3.1	50.8	6.1	21.0
Max Allow Headway (MAH), s	3.6	8.5	3.7	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	13.3	22.1	5.6	16.6	2.4	13.3	5.1	23.0
Green Ext Time (g_e), s	0.6	6.8	0.0	1.7	0.0	8.1	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.87	1.00	0.23	1.00	0.87	1.00
Prob of Max Out (p_x)	0.23	0.79	1.00	1.00	1.00	0.04	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1513		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1891		1969		1844		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		1535		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	374	0	84	0	11	0	84	0
Grp Sat Flow (s), veh/h/ln	1781	0	1513	0	1781	0	1781	0
Q Serve Time (g_s), s	11.3	0.0	3.6	0.0	0.4	0.0	3.1	0.0
Cycle Q Clear Time (g_c), s	11.3	0.0	3.6	0.0	0.4	0.0	3.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	769	0	861	0	961	0	718	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	30.9	0.0	20.5	0.0	28.9	0.0	20.5	0.0
Perm LT Serve Time (g_u), s	8.8	0.0	6.0	0.0	28.9	0.0	11.5	0.0
Perm LT Q Serve Time (g_ps), s	8.8	0.0	1.6	0.0	0.0	0.0	1.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	444	0	227	0	415	0	268	0
V/C Ratio (X)	0.84	0.00	0.37	0.00	0.03	0.00	0.31	0.00
Avail Cap (c_a), veh/h	559	0	247	0	464	0	302	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	17.6	0.0	24.5	0.0	19.2	0.0	23.8	0.0
Incr Delay (d2), s/veh	9.3	0.0	1.0	0.0	0.0	0.0	0.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.9	0.0	25.5	0.0	19.2	0.0	24.5	0.0
1st-Term Q (Q1), veh/ln	3.7	0.0	1.2	0.0	0.1	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.75	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	8.4	0.0	2.2	0.0	0.2	0.0	2.2	0.0
%ile Storage Ratio (RQ%)	0.71	0.00	0.27	0.00	0.02	0.00	0.48	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	484	0	353	0	368	0	247
Grp Sat Flow (s), veh/h/ln	0	1891	0	1969	0	1844	0	1969
Q Serve Time (g_s), s	0.0	20.1	0.0	14.6	0.0	11.3	0.0	9.5
Cycle Q Clear Time (g_c), s	0.0	20.1	0.0	14.6	0.0	11.3	0.0	9.5
Lane Grp Cap (c), veh/h	0	626	0	464	0	889	0	474
V/C Ratio (X)	0.00	0.77	0.00	0.76	0.00	0.41	0.00	0.52
Avail Cap (c_a), veh/h	0	746	0	474	0	1075	0	474
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.2	0.0	31.0	0.0	14.6	0.0	28.7
Incr Delay (d2), s/veh	0.0	9.0	0.0	11.2	0.0	1.4	0.0	4.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.2	0.0	42.2	0.0	16.0	0.0	32.8
1st-Term Q (Q1), veh/ln	0.0	7.9	0.0	6.2	0.0	3.9	0.0	4.1

2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	1.4	0.0	0.4	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.53	0.00	1.59	0.00	1.79	0.00	1.77
%ile Back of Q (95%), veh/ln	0.0	14.6	0.0	12.2	0.0	7.7	0.0	8.1
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.31	0.00	0.04	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	184	0	16	0	58	0	495
Grp Sat Flow (s), veh/h/ln	0	1485	0	1535	0	1585	0	1585
Q Serve Time (g_s), s	0.0	7.6	0.0	0.7	0.0	1.5	0.0	21.0
Cycle Q Clear Time (g_c), s	0.0	7.6	0.0	0.7	0.0	1.5	0.0	21.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1484.6	0.0	1534.8	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	4.9	0.0	0.7	0.0	4.4	0.0	13.9
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	575	0	374	0	845	0	634
V/C Ratio (X)	0.00	0.32	0.00	0.04	0.00	0.07	0.00	0.78
Avail Cap (c_a), veh/h	0	669	0	382	0	1004	0	634
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.7	0.0	25.2	0.0	9.9	0.0	22.8
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.2	0.0	0.2	0.0	9.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.1	0.0	25.4	0.0	10.0	0.0	32.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.2	0.0	0.4	0.0	7.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.54
%ile Back of Q (95%), veh/ln	0.0	4.5	0.0	0.5	0.0	0.9	0.0	14.2
%ile Storage Ratio (RQ%)	0.00	0.41	0.00	0.10	0.00	0.07	0.00	1.50
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	700	115	115	220	85	205	215	360	55	100	50
Future Volume (veh/h)	155	700	115	115	220	85	205	215	360	55	100	50
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	1870	1870	1870	1870	1856	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	163	737	121	121	232	89	216	226	379	58	105	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	611	839	138	232	664	255	347	394	317	212	298	240
Arrive On Green	0.06	0.54	0.54	0.05	0.52	0.52	0.09	0.20	0.20	0.04	0.15	0.15
Sat Flow, veh/h	1781	1567	257	1781	1277	490	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	163	0	858	121	0	321	216	226	379	58	105	53
Grp Sat Flow(s),veh/h/ln	1781	0	1824	1781	0	1767	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	4.6	0.0	45.4	3.5	0.0	11.7	9.5	11.4	22.0	3.0	5.3	3.2
Cycle Q Clear(g_c), s	4.6	0.0	45.4	3.5	0.0	11.7	9.5	11.4	22.0	3.0	5.3	3.2
Prop In Lane	1.00		0.14	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	611	0	977	232	0	918	347	394	317	212	298	240
V/C Ratio(X)	0.27	0.00	0.88	0.52	0.00	0.35	0.62	0.57	1.20	0.27	0.35	0.22
Avail Cap(c_a), veh/h	656	0	977	307	0	918	347	394	317	298	394	317
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)	0.65	0.00	0.65	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	11.3	0.0	22.4	21.6	0.0	15.5	36.0	39.8	44.0	37.5	41.8	41.0
Incr Delay (d2), s/veh	0.2	0.0	7.6	1.8	0.0	1.1	3.4	6.0	114.6	0.7	3.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	24.2	2.4	0.0	7.9	1.7	10.1	27.8	2.4	4.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	30.0	23.4	0.0	16.6	39.5	45.7	158.6	38.2	44.9	42.9
LnGrp LOS	B		C	C		B	D	D	F	D	D	D
Approach Vol, veh/h		1021			442			821			216	
Approach Delay, s/veh		27.0			18.4			96.2			42.6	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	65.9	7.7	28.0	10.2	64.1	13.0	22.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Q Clear Time (g_c+I1), s	5.5	47.4	5.0	24.0	6.6	13.7	11.5	7.3
Green Ext Time (p_c), s	0.1	1.4	0.0	0.0	0.1	6.1	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	49.6
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	700	115	115	220	85	205	215	360	55	100	50
Future Volume (veh/h)	155	700	115	115	220	85	205	215	360	55	100	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1856	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	163	737	121	121	232	89	216	226	379	58	105	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	3	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	611	839	138	232	664	255	347	394	317	212	298	240
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
Prop Arrive On Green	0.06	0.54	0.54	0.05	0.52	0.52	0.09	0.20	0.20	0.04	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.5	0.0	30.0	23.4	0.0	16.6	39.5	45.7	158.6	38.2	44.9	42.9
Ln Grp LOS	B		C	C		B	D	D	F	D	D	D
Approach Vol, veh/h		1021			442			821			216	
Approach Delay, s/veh		27.0			18.4			96.2			42.6	
Approach LOS		C			B			F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	8.4	65.9	7.7	28.0	10.2	64.1	13.0	22.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.4	3.6	8.8	3.7	8.6
Max Q Clear (g_c+I1), s	5.5	47.4	5.0	24.0	6.6	13.7	11.5	7.3
Green Ext Time (g_e), s	0.1	1.4	0.0	0.0	0.1	6.1	0.0	1.6
Prob of Phs Call (p_c)	0.98	1.00	0.83	1.00	0.99	1.00	1.00	1.00
Prob of Max Out (p_x)	0.40	1.00	0.35	1.00	1.00	0.02	1.00	0.19

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1567		1969		1277		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		257		1585		490		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	121	0	58	0	163	0	216	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	3.5	0.0	3.0	0.0	4.6	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	3.5	0.0	3.0	0.0	4.6	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	644	0	815	0	1059	0	1228	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	57.1	0.0	16.7	0.0	57.4	0.0	18.7	0.0
Perm LT Serve Time (g_u), s	13.5	0.0	10.6	0.0	45.4	0.0	11.4	0.0
Perm LT Q Serve Time (g_ps), s	10.1	0.0	0.5	0.0	2.2	0.0	4.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	232	0	212	0	611	0	347	0
V/C Ratio (X)	0.52	0.00	0.27	0.00	0.27	0.00	0.62	0.00
Avail Cap (c_a), veh/h	307	0	298	0	656	0	347	0
Upstream Filter (I)	1.00	0.00	0.94	0.00	0.65	0.00	1.00	0.00
Uniform Delay (d1), s/veh	21.6	0.0	37.5	0.0	11.3	0.0	36.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.7	0.0	0.2	0.0	3.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	23.4	0.0	38.2	0.0	11.5	0.0	39.5	0.0
1st-Term Q (Q1), veh/ln	1.2	0.0	1.3	0.0	1.6	0.0	0.6	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	2.4	0.0	2.4	0.0	2.9	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.26	0.00	0.23	0.00	0.35	0.00	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	226	0	0	0	105
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	11.4	0.0	0.0	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.4	0.0	0.0	0.0	5.3
Lane Grp Cap (c), veh/h	0	0	0	394	0	0	0	298
V/C Ratio (X)	0.00	0.00	0.00	0.57	0.00	0.00	0.00	0.35
Avail Cap (c_a), veh/h	0	0	0	394	0	0	0	394
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.8	0.0	0.0	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.7	0.0	0.0	0.0	44.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.4	0.0	0.0	0.0	2.5

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.67	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	10.1	0.0	0.0	0.0	4.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	858	0	379	0	321	0	53
Grp Sat Flow (s), veh/h/ln	0	1824	0	1585	0	1767	0	1585
Q Serve Time (g_s), s	0.0	45.4	0.0	22.0	0.0	11.7	0.0	3.2
Cycle Q Clear Time (g_c), s	0.0	45.4	0.0	22.0	0.0	11.7	0.0	3.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	0.28	0.00	1.00
Lane Grp Cap (c), veh/h	0	977	0	317	0	918	0	240
V/C Ratio (X)	0.00	0.88	0.00	1.20	0.00	0.35	0.00	0.22
Avail Cap (c_a), veh/h	0	977	0	317	0	918	0	317
Upstream Filter (I)	0.00	0.65	0.00	1.00	0.00	1.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	22.4	0.0	44.0	0.0	15.5	0.0	41.0
Incr Delay (d2), s/veh	0.0	7.6	0.0	114.6	0.0	1.1	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.0	0.0	158.6	0.0	16.6	0.0	42.9
1st-Term Q (Q1), veh/ln	0.0	16.5	0.0	8.3	0.0	4.2	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	2.1	0.0	10.1	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.31	0.00	1.51	0.00	1.78	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	24.2	0.0	27.8	0.0	7.9	0.0	2.4
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	1.81	0.00	0.15	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

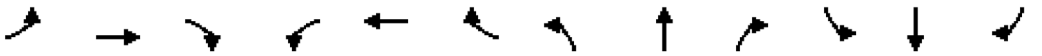
Intersection Summary	
HCM 7th Control Delay, s/veh	49.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	280	65	180	370	20	130	1	395	10	1	15
Future Volume (veh/h)	35	280	65	180	370	20	130	1	395	10	1	15
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	1693	1322	1870	1870	1500	1530	1870	1870	1870	1159	1870	1411
Adj Flow Rate, veh/h	37	295	68	189	389	21	137	1	416	11	1	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	39	2	2	27	25	2	2	2	50	2	33
Cap, veh/h	328	380	88	369	584	32	545	4	523	192	41	223
Arrive On Green	0.04	0.37	0.37	0.09	0.41	0.41	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1612	1039	240	1781	1410	76	1369	11	1585	383	124	676
Grp Volume(v), veh/h	37	0	363	189	0	410	138	0	416	28	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	1279	1781	0	1486	1380	0	1585	1183	0	0
Q Serve(g_s), s	1.1	0.0	19.2	4.8	0.0	17.1	0.1	0.0	18.2	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	19.2	4.8	0.0	17.1	6.0	0.0	18.2	6.0	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.05	0.99		1.00	0.39		0.57
Lane Grp Cap(c), veh/h	328	0	467	369	0	616	549	0	523	456	0	0
V/C Ratio(X)	0.11	0.00	0.78	0.51	0.00	0.67	0.25	0.00	0.80	0.06	0.00	0.00
Avail Cap(c_a), veh/h	333	0	809	445	0	1073	911	0	933	785	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.0	0.0	21.5	15.3	0.0	18.1	19.2	0.0	23.3	17.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	12.0	1.1	0.0	5.6	0.5	0.0	5.8	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	10.8	3.1	0.0	10.0	3.1	0.0	11.8	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.2	0.0	33.5	16.4	0.0	23.7	19.7	0.0	29.1	17.6	0.0	0.0
LnGrp LOS	B		C	B		C	B		C	B		
Approach Vol, veh/h		400			599			554			28	
Approach Delay, s/veh		31.8			21.4			26.8			17.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	33.9		31.2	7.6	37.7		31.2				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	10.5	48.4		45.0	3.3	55.2		45.0				
Max Q Clear Time (g_c+I1), s	6.8	21.2		20.2	3.1	19.1		8.0				
Green Ext Time (p_c), s	0.1	6.7		5.0	0.0	8.6		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	280	65	180	370	20	130	1	395	10	1	15
Future Volume (veh/h)	35	280	65	180	370	20	130	1	395	10	1	15
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1693	1322	1870	1870	1500	1530	1870	1870	1870	1159	1870	1411
Adj Flow Rate, veh/h	37	295	68	189	389	21	137	1	416	11	1	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	39	2	2	27	25	2	2	2	50	2	33
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	328	380	88	369	584	32	545	4	523	192	41	223
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
Prop Arrive On Green	0.04	0.37	0.37	0.09	0.41	0.41	0.33	0.33	0.33	0.33	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.2	0.0	33.5	16.4	0.0	23.7	19.7	0.0	29.1	17.6	0.0	0.0
Ln Grp LOS	B		C	B		C	B		C	B		
Approach Vol, veh/h		400			599			554			28	
Approach Delay, s/veh		31.8			21.4			26.8			17.6	
Approach LOS		C			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.3	33.9		31.2	7.6	37.7		31.2
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green (Gmax), s	10.1	48.4		45.0	3.3	55.2		45.0
Max Allow Headway (MAH), s	3.7	9.1		6.2	3.7	9.0		8.0
Max Q Clear (g_c+I1), s	6.8	21.2		20.2	3.1	19.1		8.0
Green Ext Time (g_e), s	0.1	6.7		5.0	0.0	8.6		0.2
Prob of Phs Call (p_c)	0.98	1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)	1.00	0.12		0.05	1.00	0.06		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1369	1612			383

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1039		11		1410		124

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		240		1585		76		676

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				L+T+R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	189	0	0	138	37	0	0	28
Grp Sat Flow (s), veh/h/ln	1781	0	0	1380	1612	0	0	1183
Q Serve Time (g_s), s	4.8	0.0	0.0	0.1	1.1	0.0	0.0	0.1
Cycle Q Clear Time (g_c), s	4.8	0.0	0.0	6.0	1.1	0.0	0.0	6.0
Perm LT Sat Flow (s_l), veh/h/ln	1019	0	0	1418	883	0	0	985
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1320	0	0	0	0
Perm LT Eff Green (g_p), s	29.2	0.0	0.0	25.2	27.9	0.0	0.0	25.2
Perm LT Serve Time (g_u), s	8.7	0.0	0.0	19.3	14.6	0.0	0.0	19.3
Perm LT Q Serve Time (g_ps), s	4.7	0.0	0.0	0.1	0.6	0.0	0.0	0.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	1.00	0.00	0.00	0.39
Lane Grp Cap (c), veh/h	369	0	0	549	328	0	0	456
V/C Ratio (X)	0.51	0.00	0.00	0.25	0.11	0.00	0.00	0.06
Avail Cap (c_a), veh/h	445	0	0	911	333	0	0	785
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	15.3	0.0	0.0	19.2	15.0	0.0	0.0	17.5
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.2	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.4	0.0	0.0	19.7	15.2	0.0	0.0	17.6
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	1.6	0.3	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	3.1	0.0	0.0	3.1	0.6	0.0	0.0	0.6
%ile Storage Ratio (RQ%)	0.37	0.00	0.00	0.02	0.08	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	363	0	416	0	410	0	0
Grp Sat Flow (s), veh/h/ln	0	1279	0	1585	0	1486	0	0
Q Serve Time (g_s), s	0.0	19.2	0.0	18.2	0.0	17.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.2	0.0	18.2	0.0	17.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.19	0.00	1.00	0.00	0.05	0.00	0.57
Lane Grp Cap (c), veh/h	0	467	0	523	0	616	0	0
V/C Ratio (X)	0.00	0.78	0.00	0.80	0.00	0.67	0.00	0.00
Avail Cap (c_a), veh/h	0	809	0	933	0	1073	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.5	0.0	23.3	0.0	18.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.0	0.0	5.8	0.0	5.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.5	0.0	29.1	0.0	23.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	0.0	6.5	0.0	5.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	0.8	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.64	0.00	1.60	0.00	1.67	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.8	0.0	11.8	0.0	10.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.06	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	525	45	90	380	90	35	270	135	245	315	180
Future Volume (veh/h)	280	525	45	90	380	90	35	270	135	245	315	180
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	1870	1589	1870	1781	1485	1470	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	295	553	47	95	400	95	37	284	142	258	332	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	21	2	8	28	29	2	2	2	5	2	2
Cap, veh/h	248	598	51	164	406	96	169	311	155	276	383	218
Arrive On Green	0.09	0.41	0.41	0.03	0.35	0.35	0.02	0.26	0.26	0.10	0.34	0.34
Sat Flow, veh/h	1781	1444	123	1697	1160	275	1781	1176	588	1739	1119	637
Grp Volume(v), veh/h	295	0	600	95	0	495	37	0	426	258	0	521
Grp Sat Flow(s),veh/h/ln	1781	0	1567	1697	0	1435	1781	0	1764	1739	0	1756
Q Serve(g_s), s	9.5	0.0	36.4	3.1	0.0	34.2	1.5	0.0	23.4	10.1	0.0	27.7
Cycle Q Clear(g_c), s	9.5	0.0	36.4	3.1	0.0	34.2	1.5	0.0	23.4	10.1	0.0	27.7
Prop In Lane	1.00		0.08	1.00		0.19	1.00		0.33	1.00		0.36
Lane Grp Cap(c), veh/h	248	0	649	164	0	502	169	0	466	276	0	601
V/C Ratio(X)	1.19	0.00	0.93	0.58	0.00	0.99	0.22	0.00	0.91	0.94	0.00	0.87
Avail Cap(c_a), veh/h	248	0	649	164	0	502	183	0	466	276	0	601
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)	0.59	0.00	0.59	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	27.8	28.7	0.0	32.2	28.1	0.0	35.7	27.1	0.0	30.7
Incr Delay (d2), s/veh	106.1	0.0	14.2	5.0	0.0	36.7	0.6	0.0	25.0	37.5	0.0	15.5
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(95%),veh/ln	15.7	0.0	19.8	2.9	0.0	22.6	1.2	0.0	18.6	11.2	0.0	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	132.8	0.0	42.0	33.8	0.0	68.9	28.7	0.0	60.7	64.5	0.0	46.2
LnGrp LOS	F		D	C		E	C		E	E		D
Approach Vol, veh/h		895			590			463			779	
Approach Delay, s/veh		72.0			63.3			58.2			52.3	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	32.4	6.6	47.4	5.8	40.2	13.0	41.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	10.1	26.4	3.1	41.4	3.0	33.5	9.5	35.0
Max Q Clear Time (g_c+I1), s	12.1	25.4	5.1	38.4	3.5	29.7	11.5	36.2
Green Ext Time (p_c), s	0.0	0.5	0.0	2.0	0.0	2.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	62.1
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	525	45	90	380	90	35	270	135	245	315	180
Future Volume (veh/h)	280	525	45	90	380	90	35	270	135	245	315	180
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1589	1870	1781	1485	1470	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	295	553	47	95	400	95	37	284	142	258	332	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	21	2	8	28	29	2	2	2	5	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	248	598	51	164	406	96	169	311	155	276	383	218
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
Prop Arrive On Green	0.09	0.41	0.41	0.03	0.35	0.35	0.02	0.26	0.26	0.10	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	132.8	0.0	42.0	33.8	0.0	68.9	28.7	0.0	60.7	64.5	0.0	46.2
Ln Grp LOS	F		D	C		E	C		E	E		D
Approach Vol, veh/h		895			590			463			779	
Approach Delay, s/veh		72.0			63.3			58.2			52.3	
Approach LOS		E			E			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	13.6	32.4	6.6	47.4	5.8	40.2	13.0	41.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	10.1	26.4	3.1	41.4	3.0	33.5	9.5	35.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.1
Max Q Clear (g_c+I1), s	12.1	25.4	5.1	38.4	3.5	29.7	11.5	36.2
Green Ext Time (g_e), s	0.0	0.5	0.0	2.0	0.0	2.2	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.93	1.00	0.64	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		1697		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1176		1444		1119		1160

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		588		123		637		275

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	258	0	95	0	37	0	295	0
Grp Sat Flow (s), veh/h/ln	1739	0	1697	0	1781	0	1781	0
Q Serve Time (g_s), s	10.1	0.0	3.1	0.0	1.5	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	10.1	0.0	3.1	0.0	1.5	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	939	0	780	0	881	0	902	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	28.4	0.0	35.0	0.0	26.4	0.0	37.0	0.0
Perm LT Serve Time (g_u), s	3.0	0.0	5.0	0.0	6.5	0.0	0.8	0.0
Perm LT Q Serve Time (g_ps), s	3.0	0.0	5.0	0.0	0.9	0.0	0.8	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	276	0	164	0	169	0	248	0
V/C Ratio (X)	0.94	0.00	0.58	0.00	0.22	0.00	1.19	0.00
Avail Cap (c_a), veh/h	276	0	164	0	183	0	248	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.59	0.00
Uniform Delay (d1), s/veh	27.1	0.0	28.7	0.0	28.1	0.0	26.7	0.0
Incr Delay (d2), s/veh	37.5	0.0	5.0	0.0	0.6	0.0	106.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	64.5	0.0	33.8	0.0	28.7	0.0	132.8	0.0
1st-Term Q (Q1), veh/ln	4.0	0.0	1.4	0.0	0.6	0.0	3.2	0.0
2nd-Term Q (Q2), veh/ln	2.9	0.0	0.2	0.0	0.0	0.0	7.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.62	0.00	1.80	0.00	1.80	0.00	1.48	0.00
%ile Back of Q (95%), veh/ln	11.2	0.0	2.9	0.0	1.2	0.0	15.7	0.0
%ile Storage Ratio (RQ%)	0.95	0.00	0.44	0.00	0.21	0.00	2.66	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	11.7	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	426	0	600	0	521	0	495
Grp Sat Flow (s), veh/h/ln	0	1764	0	1567	0	1756	0	1435
Q Serve Time (g_s), s	0.0	23.4	0.0	36.4	0.0	27.7	0.0	34.2
Cycle Q Clear Time (g_c), s	0.0	23.4	0.0	36.4	0.0	27.7	0.0	34.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.08	0.00	0.36	0.00	0.19
Lane Grp Cap (c), veh/h	0	466	0	649	0	601	0	502
V/C Ratio (X)	0.00	0.91	0.00	0.93	0.00	0.87	0.00	0.99
Avail Cap (c_a), veh/h	0	466	0	649	0	601	0	502
Upstream Filter (I)	0.00	1.00	0.00	0.59	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.7	0.0	27.8	0.0	30.7	0.0	32.2
Incr Delay (d2), s/veh	0.0	25.0	0.0	14.2	0.0	15.5	0.0	36.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	60.7	0.0	42.0	0.0	46.2	0.0	68.9
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	12.3	0.0	10.7	0.0	10.9
2nd-Term Q (Q2), veh/ln	0.0	3.2	0.0	2.6	0.0	2.6	0.0	5.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.46	0.00	1.33	0.00	1.45	0.00	1.41
%ile Back of Q (95%), veh/ln	0.0	18.6	0.0	19.8	0.0	19.3	0.0	22.6
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.11	0.00	0.42	0.00	0.30
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	62.1
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	460	95	30	15	450	600	35	5	410	120
Future Volume (veh/h)	100	10	460	95	30	15	450	600	35	5	410	120
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	11	484	100	32	16	474	632	37	5	432	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	547	11	493	144	355	177	487	849	50	205	462	372
Arrive On Green	0.06	0.32	0.32	0.04	0.30	0.30	0.23	0.46	0.46	0.00	0.23	0.23
Sat Flow, veh/h	1781	35	1555	1781	1176	588	1781	1842	108	1781	1969	1585
Grp Volume(v), veh/h	105	0	495	100	0	48	474	0	669	5	432	126
Grp Sat Flow(s),veh/h/ln	1781	0	1590	1781	0	1764	1781	0	1949	1781	1969	1585
Q Serve(g_s), s	4.8	0.0	37.0	4.7	0.0	2.3	26.4	0.0	33.7	0.3	25.8	7.9
Cycle Q Clear(g_c), s	4.8	0.0	37.0	4.7	0.0	2.3	26.4	0.0	33.7	0.3	25.8	7.9
Prop In Lane	1.00		0.98	1.00		0.33	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	547	0	504	144	0	532	487	0	899	205	462	372
V/C Ratio(X)	0.19	0.00	0.98	0.70	0.00	0.09	0.97	0.00	0.74	0.02	0.94	0.34
Avail Cap(c_a), veh/h	689	0	504	144	0	532	487	0	899	272	465	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	40.5	32.7	0.0	30.0	33.4	0.0	26.5	35.0	45.0	38.1
Incr Delay (d2), s/veh	0.2	0.0	35.3	13.6	0.0	0.2	33.8	0.0	5.6	0.0	28.5	2.5
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(95%),veh/ln	3.6	0.0	25.8	4.6	0.0	1.8	21.4	0.0	22.1	0.2	22.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.3	0.0	75.8	46.3	0.0	30.2	67.3	0.0	32.0	35.1	73.5	40.6
LnGrp LOS	C		E	D		C	E		C	D	E	D
Approach Vol, veh/h		600			148			1143			563	
Approach Delay, s/veh		67.2			41.1			46.7			65.8	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	61.2	9.6	44.0	32.1	34.1	11.4	42.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	5.6	50.9	5.1	38.0	27.6	28.3	16.5	26.6
Max Q Clear Time (g_c+I1), s	2.3	35.7	6.7	39.0	28.4	27.8	6.8	4.3
Green Ext Time (p_c), s	0.0	8.8	0.0	0.0	0.0	0.3	0.1	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	55.7
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	460	95	30	15	450	600	35	5	410	120
Future Volume (veh/h)	100	10	460	95	30	15	450	600	35	5	410	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	11	484	100	32	16	474	632	37	5	432	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	547	11	493	144	355	177	487	849	50	205	462	372
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
Prop Arrive On Green	0.06	0.32	0.32	0.04	0.30	0.30	0.23	0.46	0.46	0.00	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	26.3	0.0	75.8	46.3	0.0	30.2	67.3	0.0	32.0	35.1	73.5	40.6
Ln Grp LOS	C		E	D		C	E		C	D	E	D
Approach Vol, veh/h		600			148			1143			563	
Approach Delay, s/veh		67.2			41.1			46.7			65.8	
Approach LOS		E			D			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.0	61.2	9.6	44.0	32.1	34.1	11.4	42.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	5.0	50.9	5.1	38.0	27.6	28.3	16.5	26.6
Max Allow Headway (MAH), s	3.6	8.7	3.8	7.2	3.6	8.5	3.7	7.4
Max Q Clear (g_c+I1), s	2.3	35.7	6.7	39.0	28.4	27.8	6.8	4.3
Green Ext Time (g_e), s	0.0	8.8	0.0	0.0	0.0	0.3	0.1	0.3
Prob of Phs Call (p_c)	0.15	1.00	0.96	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.72	1.00	1.00	1.00	1.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1842		35		1969		1176

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		108		1555		1585		588

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	5	0	100	0	474	0	105	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.3	0.0	4.7	0.0	26.4	0.0	4.8	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	4.7	0.0	26.4	0.0	4.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	768	0	902	0	851	0	1357	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	28.1	0.0	36.2	0.0	30.1	0.0	36.2	0.0
Perm LT Serve Time (g_u), s	21.5	0.0	1.0	0.0	2.3	0.0	33.8	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	1.0	0.0	2.3	0.0	0.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	205	0	144	0	487	0	547	0
V/C Ratio (X)	0.02	0.00	0.70	0.00	0.97	0.00	0.19	0.00
Avail Cap (c_a), veh/h	272	0	144	0	487	0	689	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	35.0	0.0	32.7	0.0	33.4	0.0	26.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	13.6	0.0	33.8	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.1	0.0	46.3	0.0	67.3	0.0	26.3	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	2.0	0.0	10.5	0.0	2.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.0	4.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.42	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.2	0.0	4.6	0.0	21.4	0.0	3.6	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.53	0.00	1.81	0.00	0.42	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	432	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1969	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	25.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	25.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	462	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	465	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	45.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	28.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	73.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.42	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	669	0	495	0	126	0	48
Grp Sat Flow (s), veh/h/ln	0	1949	0	1590	0	1585	0	1764
Q Serve Time (g_s), s	0.0	33.7	0.0	37.0	0.0	7.9	0.0	2.3
Cycle Q Clear Time (g_c), s	0.0	33.7	0.0	37.0	0.0	7.9	0.0	2.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.98	0.00	1.00	0.00	0.33
Lane Grp Cap (c), veh/h	0	899	0	504	0	372	0	532
V/C Ratio (X)	0.00	0.74	0.00	0.98	0.00	0.34	0.00	0.09
Avail Cap (c_a), veh/h	0	899	0	504	0	374	0	532
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.5	0.0	40.5	0.0	38.1	0.0	30.0
Incr Delay (d2), s/veh	0.0	5.6	0.0	35.3	0.0	2.5	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
Control Delay (d), s/veh	0.0	32.0	0.0	75.8	0.0	40.6	0.0	30.2
1st-Term Q (Q1), veh/ln	0.0	14.2	0.0	13.8	0.0	3.1	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	4.9	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.42	0.00	1.38	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	22.1	0.0	25.8	0.0	6.0	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.51	0.00	0.70	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	55.7
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	20	15	160	20	55	25	500	190	40	360	15
Future Volume (veh/h)	15	20	15	160	20	55	25	500	190	40	360	15
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	21	16	168	21	58	26	526	200	42	379	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	86	66	361	80	220	538	706	269	292	985	42
Arrive On Green	0.01	0.09	0.09	0.11	0.18	0.18	0.02	0.55	0.55	0.02	0.55	0.55
Sat Flow, veh/h	1781	985	750	1781	439	1213	1781	1291	491	1781	1782	75
Grp Volume(v), veh/h	16	0	37	168	0	79	26	0	726	42	0	395
Grp Sat Flow(s),veh/h/ln	1781	0	1735	1781	0	1652	1781	0	1782	1781	0	1857
Q Serve(g_s), s	0.7	0.0	1.7	7.2	0.0	3.6	0.6	0.0	27.4	0.9	0.0	10.6
Cycle Q Clear(g_c), s	0.7	0.0	1.7	7.2	0.0	3.6	0.6	0.0	27.4	0.9	0.0	10.6
Prop In Lane	1.00		0.43	1.00		0.73	1.00		0.28	1.00		0.04
Lane Grp Cap(c), veh/h	217	0	152	361	0	300	538	0	975	292	0	1027
V/C Ratio(X)	0.07	0.00	0.24	0.46	0.00	0.26	0.05	0.00	0.74	0.14	0.00	0.38
Avail Cap(c_a), veh/h	268	0	158	488	0	376	580	0	1458	324	0	1519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	37.4	30.0	0.0	31.0	9.1	0.0	15.2	12.9	0.0	11.2
Incr Delay (d2), s/veh	0.1	0.0	1.8	0.9	0.0	1.0	0.0	0.0	5.2	0.2	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	1.4	5.4	0.0	2.6	0.3	0.0	15.3	0.5	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	0.0	39.2	30.9	0.0	32.0	9.2	0.0	20.4	13.1	0.0	12.3
LnGrp LOS	D		D	C		C	A		C	B		B
Approach Vol, veh/h		53			247			752			437	
Approach Delay, s/veh		38.3			31.3			20.0			12.3	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	54.1	13.7	13.7	5.9	54.7	5.5	22.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	72.0	15.5	8.0	3.5	72.0	3.5	20.0
Max Q Clear Time (g_c+I1), s	2.9	29.4	9.2	3.7	2.6	12.6	2.7	5.6
Green Ext Time (p_c), s	0.0	18.7	0.2	0.1	0.0	8.7	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	20	15	160	20	55	25	500	190	40	360	15
Future Volume (veh/h)	15	20	15	160	20	55	25	500	190	40	360	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	21	16	168	21	58	26	526	200	42	379	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	217	86	66	361	80	220	538	706	269	292	985	42
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
Prop Arrive On Green	0.01	0.09	0.09	0.11	0.18	0.18	0.02	0.55	0.55	0.02	0.55	0.55
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.2	0.0	39.2	30.9	0.0	32.0	9.2	0.0	20.4	13.1	0.0	12.3
Ln Grp LOS	D		D	C		C	A		C	B		B
Approach Vol, veh/h		53			247			752			437	
Approach Delay, s/veh		38.3			31.3			20.0			12.3	
Approach LOS		D			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	6.4	54.1	13.7	13.7	5.9	54.7	5.5	22.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.5	72.0	15.5	8.0	3.5	72.0	3.5	20.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	7.3	3.6	8.7	3.8	7.2
Max Q Clear (g_c+I1), s	2.9	29.4	9.2	3.7	2.6	12.6	2.7	5.6
Green Ext Time (g_e), s	0.0	18.7	0.2	0.1	0.0	8.7	0.0	0.5
Prob of Phs Call (p_c)	0.64	1.00	0.98	0.96	0.47	1.00	0.32	1.00
Prob of Max Out (p_x)	1.00	0.24	0.10	1.00	1.00	0.00	1.00	0.02

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1291		985		1782		439

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		491		750		75		1213

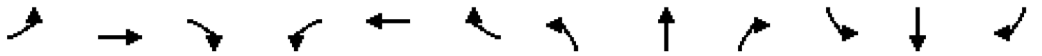
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	42	0	168	0	26	0	16	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.9	0.0	7.2	0.0	0.6	0.0	0.7	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	7.2	0.0	0.6	0.0	0.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	728	0	1371	0	989	0	1320	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	48.1	0.0	9.7	0.0	48.1	0.0	7.7	0.0
Perm LT Serve Time (g_u), s	20.7	0.0	5.9	0.0	38.0	0.0	7.7	0.0
Perm LT Q Serve Time (g_ps), s	1.7	0.0	0.5	0.0	0.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	292	0	361	0	538	0	217	0
V/C Ratio (X)	0.14	0.00	0.46	0.00	0.05	0.00	0.07	0.00
Avail Cap (c_a), veh/h	324	0	488	0	580	0	268	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	12.9	0.0	30.0	0.0	9.1	0.0	36.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.0	0.0	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.1	0.0	30.9	0.0	9.2	0.0	36.2	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	2.9	0.0	0.2	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.5	0.0	5.4	0.0	0.3	0.0	0.6	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.64	0.00	0.04	0.00	0.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	726	0	37	0	395	0	79
Grp Sat Flow (s), veh/h/ln	0	1782	0	1735	0	1857	0	1652
Q Serve Time (g_s), s	0.0	27.4	0.0	1.7	0.0	10.6	0.0	3.6
Cycle Q Clear Time (g_c), s	0.0	27.4	0.0	1.7	0.0	10.6	0.0	3.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.28	0.00	0.43	0.00	0.04	0.00	0.73
Lane Grp Cap (c), veh/h	0	975	0	152	0	1027	0	300
V/C Ratio (X)	0.00	0.74	0.00	0.24	0.00	0.38	0.00	0.26
Avail Cap (c_a), veh/h	0	1458	0	158	0	1519	0	376
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.2	0.0	37.4	0.0	11.2	0.0	31.0
Incr Delay (d2), s/veh	0.0	5.2	0.0	1.8	0.0	1.1	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.4	0.0	39.2	0.0	12.3	0.0	32.0
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	0.7	0.0	3.5	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	0.1	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.52	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	15.3	0.0	1.4	0.0	6.8	0.0	2.6
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.11	0.00	0.29	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	1	130	15	315	5	880	55	245	940	5
Future Volume (veh/h)	5	5	1	130	15	315	5	880	55	245	940	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1870	1870	1870	1969	1707	1841	1870	1870
Adj Flow Rate, veh/h	5	5	1	137	16	332	5	926	58	258	989	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	2	13	4	2	2
Cap, veh/h	73	217	43	389	16	337	141	947	696	274	1101	6
Arrive On Green	0.00	0.14	0.14	0.08	0.22	0.22	0.00	0.48	0.48	0.11	0.59	0.59
Sat Flow, veh/h	1781	1513	303	1697	73	1523	1781	1969	1447	1753	1859	9
Grp Volume(v), veh/h	5	0	6	137	0	348	5	926	58	258	0	994
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1697	0	1596	1781	1969	1447	1753	0	1869
Q Serve(g_s), s	0.3	0.0	0.3	7.8	0.0	25.5	0.2	54.1	2.5	12.2	0.0	54.4
Cycle Q Clear(g_c), s	0.3	0.0	0.3	7.8	0.0	25.5	0.2	54.1	2.5	12.2	0.0	54.4
Prop In Lane	1.00		0.17	1.00		0.95	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	73	0	261	389	0	353	141	947	696	274	0	1106
V/C Ratio(X)	0.07	0.00	0.02	0.35	0.00	0.98	0.04	0.98	0.08	0.94	0.00	0.90
Avail Cap(c_a), veh/h	111	0	300	389	0	353	180	947	696	274	0	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	43.2	36.7	0.0	45.5	23.0	29.9	16.5	36.8	0.0	20.9
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.5	0.0	43.7	0.1	24.4	0.2	38.8	0.0	11.5
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(95%),veh/ln	0.2	0.0	0.3	5.8	0.0	20.1	0.1	37.8	1.5	15.3	0.0	31.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	0.0	43.3	37.2	0.0	89.3	23.1	54.3	16.7	75.6	0.0	32.4
LnGrp LOS	D		D	D		F	C	D	B	E		C
Approach Vol, veh/h		11			485			989			1252	
Approach Delay, s/veh		43.8			74.6			51.9			41.3	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	62.5	14.1	22.9	5.0	75.5	5.0	32.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	13.5	56.5	9.6	19.4	3.0	67.0	3.0	26.0
Max Q Clear Time (g_c+I1), s	14.2	56.1	9.8	2.3	2.2	56.4	2.3	27.5
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	9.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	51.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	1	130	15	315	5	880	55	245	940	5
Future Volume (veh/h)	5	5	1	130	15	315	5	880	55	245	940	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1870	1870	1870	1969	1707	1841	1870	1870
Adj Flow Rate, veh/h	5	5	1	137	16	332	5	926	58	258	989	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	2	13	4	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	73	217	43	389	16	337	141	947	696	274	1101	6
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
Prop Arrive On Green	0.00	0.14	0.14	0.08	0.22	0.22	0.00	0.48	0.48	0.11	0.59	0.59
Unsig. Movement Delay												
Ln Grp Delay, s/veh	44.3	0.0	43.3	37.2	0.0	89.3	23.1	54.3	16.7	75.6	0.0	32.4
Ln Grp LOS	D		D	D		F	C	D	B	E		C
Approach Vol, veh/h		11			485			989			1252	
Approach Delay, s/veh		43.8			74.6			51.9			41.3	
Approach LOS		D			E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	18.0	62.5	14.1	22.9	5.0	75.5	5.0	32.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	13.5	56.5	9.6	19.4	3.0	67.0	3.0	26.0
Max Allow Headway (MAH), s	3.7	8.7	3.7	7.0	3.6	8.7	3.7	7.2
Max Q Clear (g_c+I1), s	14.2	56.1	9.8	2.3	2.2	56.4	2.3	27.5
Green Ext Time (g_e), s	0.0	0.3	0.0	0.0	0.0	9.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.15	1.00	0.15	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	0.00	1.00	0.97	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1753		1697		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1513		1859		73

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1447		303		9		1523

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	258	0	137	0	5	0	5	0
Grp Sat Flow (s), veh/h/ln	1753	0	1697	0	1781	0	1781	0
Q Serve Time (g_s), s	12.2	0.0	7.8	0.0	0.2	0.0	0.3	0.0
Cycle Q Clear Time (g_c), s	12.2	0.0	7.8	0.0	0.2	0.0	0.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	563	0	1343	0	567	0	1033	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	58.5	0.0	18.9	0.0	56.5	0.0	16.9	0.0
Perm LT Serve Time (g_u), s	2.3	0.0	16.5	0.0	15.1	0.0	0.5	0.0
Perm LT Q Serve Time (g_ps), s	2.3	0.0	0.3	0.0	0.4	0.0	0.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	274	0	389	0	141	0	73	0
V/C Ratio (X)	0.94	0.00	0.35	0.00	0.04	0.00	0.07	0.00
Avail Cap (c_a), veh/h	274	0	389	0	180	0	111	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	36.8	0.0	36.7	0.0	23.0	0.0	43.9	0.0
Incr Delay (d2), s/veh	38.8	0.0	0.5	0.0	0.1	0.0	0.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	75.6	0.0	37.2	0.0	23.1	0.0	44.3	0.0
1st-Term Q (Q1), veh/ln	7.1	0.0	3.1	0.0	0.1	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	3.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.52	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	15.3	0.0	5.8	0.0	0.1	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	1.49	0.00	0.70	0.00	0.01	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	926	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	54.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	54.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	947	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	947	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	54.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.30	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	37.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	58	0	6	0	994	0	348
Grp Sat Flow (s), veh/h/ln	0	1447	0	1816	0	1869	0	1596
Q Serve Time (g_s), s	0.0	2.5	0.0	0.3	0.0	54.4	0.0	25.5
Cycle Q Clear Time (g_c), s	0.0	2.5	0.0	0.3	0.0	54.4	0.0	25.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.17	0.00	0.01	0.00	0.95
Lane Grp Cap (c), veh/h	0	696	0	261	0	1106	0	353
V/C Ratio (X)	0.00	0.08	0.00	0.02	0.00	0.90	0.00	0.98
Avail Cap (c_a), veh/h	0	696	0	300	0	1106	0	353
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.5	0.0	43.2	0.0	20.9	0.0	45.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.0	11.5	0.0	43.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.7	0.0	43.3	0.0	32.4	0.0	89.3
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	0.1	0.0	19.8	0.0	9.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	3.5	0.0	4.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.34	0.00	1.44
%ile Back of Q (95%), veh/ln	0.0	1.5	0.0	0.3	0.0	31.2	0.0	20.1
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.24	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	51.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	350	15	130	280	450	25	405	160	435	545	105
Future Volume (veh/h)	85	350	15	130	280	450	25	405	160	435	545	105
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	1870	1969	1870	1781	1969	1870	1870	1953	1781	1870	1953	1870
Adj Flow Rate, veh/h	89	368	16	137	295	474	26	426	168	458	574	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	3	8	2	3	2
Cap, veh/h	261	459	395	268	516	740	287	531	530	502	900	810
Arrive On Green	0.05	0.23	0.23	0.08	0.26	0.26	0.02	0.27	0.27	0.20	0.46	0.46
Sat Flow, veh/h	1781	1969	1585	1697	1969	1585	1781	1953	1510	1781	1953	1585
Grp Volume(v), veh/h	89	368	16	137	295	474	26	426	168	458	574	111
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1697	1969	1585	1781	1953	1510	1781	1953	1585
Q Serve(g_s), s	3.4	15.9	0.7	5.3	11.7	20.5	0.9	18.3	7.3	15.6	20.2	3.3
Cycle Q Clear(g_c), s	3.4	15.9	0.7	5.3	11.7	20.5	0.9	18.3	7.3	15.6	20.2	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	459	395	268	516	740	287	531	530	502	900	810
V/C Ratio(X)	0.34	0.80	0.04	0.51	0.57	0.64	0.09	0.80	0.32	0.91	0.64	0.14
Avail Cap(c_a), veh/h	261	459	395	275	525	747	320	608	589	622	1072	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	32.6	25.6	24.2	28.8	18.2	23.2	30.5	21.3	18.7	18.5	11.6
Incr Delay (d2), s/veh	0.8	13.8	0.2	1.5	4.6	4.2	0.1	12.1	1.6	15.7	3.4	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(95%),veh/ln	2.4	13.4	0.5	3.6	9.6	11.6	0.7	14.6	4.6	11.9	13.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	46.3	25.8	25.7	33.4	22.5	23.4	42.6	22.9	34.4	22.0	11.9
LnGrp LOS	C	D	C	C	C	C	C	D	C	C	C	B
Approach Vol, veh/h		473			906			620			1143	
Approach Delay, s/veh		41.7			26.5			36.4			26.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	30.5	10.6	27.0	4.9	47.5	8.0	29.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	24.5	28.0	7.5	21.0	3.1	49.4	4.5	24.0
Max Q Clear Time (g_c+I1), s	7.4	20.3	7.3	17.9	2.9	22.2	5.4	22.5
Green Ext Time (p_c), s	0.8	4.2	0.0	1.3	0.0	12.3	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	350	15	130	280	450	25	405	160	435	545	105
Future Volume (veh/h)	85	350	15	130	280	450	25	405	160	435	545	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1781	1969	1870	1870	1953	1781	1870	1953	1870
Adj Flow Rate, veh/h	89	368	16	137	295	474	26	426	168	458	574	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	3	8	2	3	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	261	459	395	268	516	740	287	531	530	502	900	810
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
Prop Arrive On Green	0.05	0.23	0.23	0.08	0.26	0.26	0.02	0.27	0.27	0.20	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh	25.6	46.3	25.8	25.7	33.4	22.5	23.4	42.6	22.9	34.4	22.0	11.9
Ln Grp LOS	C	D	C	C	C	C	C	D	C	C	C	B
Approach Vol, veh/h		473			906			620			1143	
Approach Delay, s/veh		41.7			26.5			36.4			26.0	
Approach LOS		D			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	21.9	30.5	10.6	27.0	4.9	47.5	8.0	29.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	24.5	28.0	7.5	21.0	3.1	49.4	4.5	24.0
Max Allow Headway (MAH), s	3.6	8.5	3.7	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	17.6	20.3	7.3	17.9	2.9	22.2	5.4	22.5
Green Ext Time (g_e), s	0.8	4.2	0.0	1.3	0.0	12.3	0.0	1.1
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	0.48	1.00	0.89	1.00
Prob of Max Out (p_x)	0.20	1.00	1.00	1.00	1.00	0.35	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1697		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1953		1969		1953		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1510		1585		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	458	0	137	0	26	0	89	0
Grp Sat Flow (s), veh/h/ln	1781	0	1697	0	1781	0	1781	0
Q Serve Time (g_s), s	15.6	0.0	5.3	0.0	0.9	0.0	3.4	0.0
Cycle Q Clear Time (g_c), s	15.6	0.0	5.3	0.0	0.9	0.0	3.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	823	0	952	0	757	0	700	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	26.5	0.0	22.1	0.0	24.5	0.0	21.0	0.0
Perm LT Serve Time (g_u), s	6.2	0.0	5.1	0.0	21.3	0.0	11.9	0.0
Perm LT Q Serve Time (g_ps), s	6.2	0.0	2.9	0.0	0.1	0.0	1.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	502	0	268	0	287	0	261	0
V/C Ratio (X)	0.91	0.00	0.51	0.00	0.09	0.00	0.34	0.00
Avail Cap (c_a), veh/h	622	0	275	0	320	0	261	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	18.7	0.0	24.2	0.0	23.2	0.0	24.9	0.0
Incr Delay (d2), s/veh	15.7	0.0	1.5	0.0	0.1	0.0	0.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	34.4	0.0	25.7	0.0	23.4	0.0	25.6	0.0
1st-Term Q (Q1), veh/ln	5.2	0.0	1.9	0.0	0.4	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	2.2	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.60	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	11.9	0.0	3.6	0.0	0.7	0.0	2.4	0.0
%ile Storage Ratio (RQ%)	1.01	0.00	0.40	0.00	0.06	0.00	0.54	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	426	0	368	0	574	0	295
Grp Sat Flow (s), veh/h/ln	0	1953	0	1969	0	1953	0	1969
Q Serve Time (g_s), s	0.0	18.3	0.0	15.9	0.0	20.2	0.0	11.7
Cycle Q Clear Time (g_c), s	0.0	18.3	0.0	15.9	0.0	20.2	0.0	11.7
Lane Grp Cap (c), veh/h	0	531	0	459	0	900	0	516
V/C Ratio (X)	0.00	0.80	0.00	0.80	0.00	0.64	0.00	0.57
Avail Cap (c_a), veh/h	0	608	0	459	0	1072	0	525
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	30.5	0.0	32.6	0.0	18.5	0.0	28.8
Incr Delay (d2), s/veh	0.0	12.1	0.0	13.8	0.0	3.4	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	42.6	0.0	46.3	0.0	22.0	0.0	33.4
1st-Term Q (Q1), veh/ln	0.0	7.7	0.0	6.9	0.0	7.7	0.0	5.0

2nd-Term Q (Q2), veh/ln	0.0	1.8	0.0	1.8	0.0	0.9	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.53	0.00	1.56	0.00	1.56	0.00	1.69
%ile Back of Q (95%), veh/ln	0.0	14.6	0.0	13.4	0.0	13.4	0.0	9.6
%ile Storage Ratio (RQ%)	0.00	0.38	0.00	0.34	0.00	0.07	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	168	0	16	0	111	0	474
Grp Sat Flow (s), veh/h/ln	0	1510	0	1585	0	1585	0	1585
Q Serve Time (g_s), s	0.0	7.3	0.0	0.7	0.0	3.3	0.0	20.5
Cycle Q Clear Time (g_c), s	0.0	7.3	0.0	0.7	0.0	3.3	0.0	20.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1509.7	0.0	1585.1	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	7.1	0.0	1.4	0.0	4.5	0.0	18.4
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	530	0	395	0	810	0	740
V/C Ratio (X)	0.00	0.32	0.00	0.04	0.00	0.14	0.00	0.64
Avail Cap (c_a), veh/h	0	589	0	395	0	949	0	747
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.3	0.0	25.6	0.0	11.6	0.0	18.2
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.2	0.0	0.4	0.0	4.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.9	0.0	25.8	0.0	11.9	0.0	22.5
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.2	0.0	1.0	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.61
%ile Back of Q (95%), veh/ln	0.0	4.6	0.0	0.5	0.0	1.9	0.0	11.6
%ile Storage Ratio (RQ%)	0.00	0.41	0.00	0.10	0.00	0.16	0.00	1.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	665	115	235	350	60	230	195	280	135	240	135
Future Volume (veh/h)	95	665	115	235	350	60	230	195	280	135	240	135
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	100	700	121	247	368	63	242	205	295	142	253	142
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	676	117	268	780	134	290	409	329	303	407	327
Arrive On Green	0.05	0.44	0.44	0.12	0.50	0.50	0.08	0.21	0.21	0.08	0.21	0.21
Sat Flow, veh/h	1781	1553	269	1781	1556	266	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	100	0	821	247	0	431	242	205	295	142	253	142
Grp Sat Flow(s),veh/h/ln	1781	0	1822	1781	0	1822	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	3.7	0.0	52.2	12.4	0.0	18.5	9.5	11.1	21.7	7.4	14.0	9.4
Cycle Q Clear(g_c), s	3.7	0.0	52.2	12.4	0.0	18.5	9.5	11.1	21.7	7.4	14.0	9.4
Prop In Lane	1.00		0.15	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	475	0	793	268	0	914	290	409	329	303	407	327
V/C Ratio(X)	0.21	0.00	1.04	0.92	0.00	0.47	0.84	0.50	0.90	0.47	0.62	0.43
Avail Cap(c_a), veh/h	533	0	793	268	0	914	290	427	343	305	427	343
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)	0.56	0.00	0.56	1.00	0.00	1.00	1.00	1.00	1.00	0.47	0.47	0.47
Uniform Delay (d), s/veh	17.6	0.0	33.9	38.2	0.0	19.5	40.8	42.0	46.3	34.0	43.4	41.5
Incr Delay (d2), s/veh	0.1	0.0	33.6	35.0	0.0	1.7	18.8	4.3	29.1	0.5	3.4	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	35.7	14.6	0.0	12.1	7.1	9.7	16.4	5.2	10.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	67.5	73.2	0.0	21.3	59.6	46.4	75.4	34.5	46.7	43.5
LnGrp LOS	B		F	E		C	E	D	E	C	D	D
Approach Vol, veh/h		921			678			742			537	
Approach Delay, s/veh		62.1			40.2			62.2			42.6	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	59.2	12.9	30.9	9.1	67.2	13.0	30.8
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	14.0	51.0	9.5	26.0	9.5	55.0	9.5	26.0
Max Q Clear Time (g_c+I1), s	14.4	54.2	9.4	23.7	5.7	20.5	11.5	16.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.1	8.5	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	53.3
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	665	115	235	350	60	230	195	280	135	240	135
Future Volume (veh/h)	95	665	115	235	350	60	230	195	280	135	240	135
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	100	700	121	247	368	63	242	205	295	142	253	142
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	475	676	117	268	780	134	290	409	329	303	407	327
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
Prop Arrive On Green	0.05	0.44	0.44	0.12	0.50	0.50	0.08	0.21	0.21	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	17.7	0.0	67.5	73.2	0.0	21.3	59.6	46.4	75.4	34.5	46.7	43.5
Ln Grp LOS	B		F	E		C	E	D	E	C	D	D
Approach Vol, veh/h		921			678			742			537	
Approach Delay, s/veh		62.1			40.2			62.2			42.6	
Approach LOS		E			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	17.0	59.2	12.9	30.9	9.1	67.2	13.0	30.8
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	14.0	51.0	9.5	26.0	9.5	55.0	9.5	26.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.4	3.6	8.8	3.7	8.6
Max Q Clear (g_c+I1), s	14.4	54.2	9.4	23.7	5.7	20.5	11.5	16.0
Green Ext Time (g_e), s	0.0	0.0	0.0	1.2	0.1	8.5	0.0	3.5
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.96	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	0.84	0.07	1.00	0.84

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1553		1969		1556		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		269		1585		266		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	247	0	142	0	100	0	242	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	12.4	0.0	7.4	0.0	3.7	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	12.4	0.0	7.4	0.0	3.7	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	666	0	898	0	957	0	989	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	54.2	0.0	24.8	0.0	52.2	0.0	24.8	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	13.9	0.0	41.6	0.0	10.7	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	2.0	0.0	1.2	0.0	10.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	268	0	303	0	475	0	290	0
V/C Ratio (X)	0.92	0.00	0.47	0.00	0.21	0.00	0.84	0.00
Avail Cap (c_a), veh/h	268	0	305	0	533	0	290	0
Upstream Filter (I)	1.00	0.00	0.47	0.00	0.56	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.2	0.0	34.0	0.0	17.6	0.0	40.8	0.0
Incr Delay (d2), s/veh	35.0	0.0	0.5	0.0	0.1	0.0	18.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	73.2	0.0	34.5	0.0	17.7	0.0	59.6	0.0
1st-Term Q (Q1), veh/ln	7.0	0.0	3.1	0.0	1.4	0.0	2.4	0.0
2nd-Term Q (Q2), veh/ln	2.6	0.0	0.0	0.0	0.0	0.0	1.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.53	0.00	1.63	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	14.6	0.0	5.2	0.0	2.6	0.0	7.1	0.0
%ile Storage Ratio (RQ%)	1.58	0.00	0.51	0.00	0.31	0.00	0.40	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	205	0	0	0	253
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	11.1	0.0	0.0	0.0	14.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.1	0.0	0.0	0.0	14.0
Lane Grp Cap (c), veh/h	0	0	0	409	0	0	0	407
V/C Ratio (X)	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.62
Avail Cap (c_a), veh/h	0	0	0	427	0	0	0	427
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.47
Uniform Delay (d1), s/veh	0.0	0.0	0.0	42.0	0.0	0.0	0.0	43.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.3	0.0	0.0	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.4	0.0	0.0	0.0	46.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.3	0.0	0.0	0.0	6.6

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.68	0.00	1.00	0.00	1.42
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	9.7	0.0	0.0	0.0	10.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	821	0	295	0	431	0	142
Grp Sat Flow (s), veh/h/ln	0	1822	0	1585	0	1822	0	1585
Q Serve Time (g_s), s	0.0	52.2	0.0	21.7	0.0	18.5	0.0	9.4
Cycle Q Clear Time (g_c), s	0.0	52.2	0.0	21.7	0.0	18.5	0.0	9.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	1.00	0.00	0.15	0.00	1.00
Lane Grp Cap (c), veh/h	0	793	0	329	0	914	0	327
V/C Ratio (X)	0.00	1.04	0.00	0.90	0.00	0.47	0.00	0.43
Avail Cap (c_a), veh/h	0	793	0	343	0	914	0	343
Upstream Filter (I)	0.00	0.56	0.00	1.00	0.00	1.00	0.00	0.47
Uniform Delay (d1), s/veh	0.0	33.9	0.0	46.3	0.0	19.5	0.0	41.5
Incr Delay (d2), s/veh	0.0	33.6	0.0	29.1	0.0	1.7	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	67.5	0.0	75.4	0.0	21.3	0.0	43.5
1st-Term Q (Q1), veh/ln	0.0	20.8	0.0	8.3	0.0	7.1	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	7.4	0.0	2.7	0.0	0.4	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.27	0.00	1.50	0.00	1.60	0.00	1.58
%ile Back of Q (95%), veh/ln	0.0	35.7	0.0	16.4	0.0	12.1	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	1.07	0.00	0.23	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

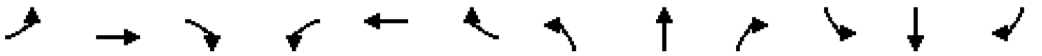
Intersection Summary	
HCM 7th Control Delay, s/veh	53.3
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	395	175	420	280	15	85	1	360	30	1	45
Future Volume (veh/h)	20	395	175	420	280	15	85	1	360	30	1	45
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	1870	1678	1870	1870	1633	1411	1870	1870	1870	1648	1870	1737
Adj Flow Rate, veh/h	21	416	184	442	295	16	89	1	379	32	1	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	15	2	2	18	33	2	2	2	17	2	11
Cap, veh/h	528	457	202	442	902	49	369	4	407	136	21	162
Arrive On Green	0.01	0.41	0.41	0.19	0.59	0.59	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1102	488	1781	1535	83	1196	15	1585	360	82	629
Grp Volume(v), veh/h	21	0	600	442	0	311	90	0	379	80	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1590	1781	0	1618	1210	0	1585	1071	0	0
Q Serve(g_s), s	0.8	0.0	41.0	21.5	0.0	11.3	0.0	0.0	27.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	41.0	21.5	0.0	11.3	8.9	0.0	27.0	11.0	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.05	0.99		1.00	0.40		0.59
Lane Grp Cap(c), veh/h	528	0	659	442	0	951	373	0	407	319	0	0
V/C Ratio(X)	0.04	0.00	0.91	1.00	0.00	0.33	0.24	0.00	0.93	0.25	0.00	0.00
Avail Cap(c_a), veh/h	553	0	701	442	0	971	388	0	425	333	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	31.8	32.9	0.0	12.2	35.2	0.0	42.0	35.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	18.9	42.7	0.0	0.9	0.7	0.0	27.7	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	25.2	24.2	0.0	7.1	3.8	0.0	19.8	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.2	0.0	50.8	75.5	0.0	13.1	35.9	0.0	69.7	36.0	0.0	0.0
LnGrp LOS	B		D	E		B	D		E	D		
Approach Vol, veh/h		621			753			469			80	
Approach Delay, s/veh		49.7			49.7			63.2			36.0	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	53.9		35.7	6.0	73.9		35.7				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	21.5	51.0		31.0	3.1	69.4		31.0				
Max Q Clear Time (g_c+I1), s	23.5	43.0		29.0	2.8	13.3		13.0				
Green Ext Time (p_c), s	0.0	4.9		0.7	0.0	6.7		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	52.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	395	175	420	280	15	85	1	360	30	1	45
Future Volume (veh/h)	20	395	175	420	280	15	85	1	360	30	1	45
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1678	1870	1870	1633	1411	1870	1870	1870	1648	1870	1737
Adj Flow Rate, veh/h	21	416	184	442	295	16	89	1	379	32	1	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	15	2	2	18	33	2	2	2	17	2	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	528	457	202	442	902	49	369	4	407	136	21	162
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
Prop Arrive On Green	0.01	0.41	0.41	0.19	0.59	0.59	0.26	0.26	0.26	0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.2	0.0	50.8	75.5	0.0	13.1	35.9	0.0	69.7	36.0	0.0	0.0
Ln Grp LOS	B		D	E		B	D		E	D		
Approach Vol, veh/h		621			753			469			80	
Approach Delay, s/veh		49.7			49.7			63.2			36.0	
Approach LOS		D			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	26.0	53.9		35.7	6.0	73.9		35.7
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green (Gmax), s	21.5	51.0		31.0	3.1	69.4		31.0
Max Allow Headway (MAH), s	3.7	9.0		6.1	3.7	9.0		8.0
Max Q Clear (g_c+I1), s	23.5	43.0		29.0	2.8	13.3		13.0
Green Ext Time (g_e), s	0.0	4.9		0.7	0.0	6.7		0.7
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.49	1.00		1.00
Prob of Max Out (p_x)	1.00	1.00		1.00	1.00	0.00		0.01

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1196	1781			360

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1102		15		1535		82

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		488		1585		83		629

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				L+T+R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	442	0	0	90	21	0	0	80
Grp Sat Flow (s), veh/h/ln	1781	0	0	1210	1781	0	0	1071
Q Serve Time (g_s), s	21.5	0.0	0.0	0.0	0.8	0.0	0.0	2.1
Cycle Q Clear Time (g_c), s	21.5	0.0	0.0	8.9	0.8	0.0	0.0	11.0
Perm LT Sat Flow (s_l), veh/h/ln	819	0	0	1379	1068	0	0	1019
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	952	0	0	0	0
Perm LT Eff Green (g_p), s	49.9	0.0	0.0	29.7	47.9	0.0	0.0	29.7
Perm LT Serve Time (g_u), s	6.9	0.0	0.0	18.7	47.9	0.0	0.0	20.8
Perm LT Q Serve Time (g_ps), s	6.9	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	1.00	0.00	0.00	0.40
Lane Grp Cap (c), veh/h	442	0	0	373	528	0	0	319
V/C Ratio (X)	1.00	0.00	0.00	0.24	0.04	0.00	0.00	0.25
Avail Cap (c_a), veh/h	442	0	0	388	553	0	0	333
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	32.9	0.0	0.0	35.2	19.2	0.0	0.0	35.1
Incr Delay (d2), s/veh	42.7	0.0	0.0	0.7	0.0	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	75.5	0.0	0.0	35.9	19.2	0.0	0.0	36.0
1st-Term Q (Q1), veh/ln	12.1	0.0	0.0	2.0	0.3	0.0	0.0	1.9
2nd-Term Q (Q2), veh/ln	5.2	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.39	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	24.2	0.0	0.0	3.8	0.6	0.0	0.0	3.6
%ile Storage Ratio (RQ%)	2.85	0.00	0.00	0.02	0.07	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	600	0	379	0	311	0	0
Grp Sat Flow (s), veh/h/ln	0	1590	0	1585	0	1618	0	0
Q Serve Time (g_s), s	0.0	41.0	0.0	27.0	0.0	11.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	41.0	0.0	27.0	0.0	11.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	1.00	0.00	0.05	0.00	0.59
Lane Grp Cap (c), veh/h	0	659	0	407	0	951	0	0
V/C Ratio (X)	0.00	0.91	0.00	0.93	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	701	0	425	0	971	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	31.8	0.0	42.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	18.9	0.0	27.7	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.8	0.0	69.7	0.0	13.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.7	0.0	10.6	0.0	3.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	3.5	0.0	3.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.38	0.00	1.44	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	25.2	0.0	19.8	0.0	7.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.10	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	515	45	175	535	175	55	310	100	185	505	330
Future Volume (veh/h)	310	515	45	175	535	175	55	310	100	185	505	330
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	1870	1707	1870	1870	1752	1841	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	326	542	47	184	563	184	58	326	105	195	532	347
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	2	2	10	4	2	2	2	5	2	2
Cap, veh/h	206	506	44	175	392	128	125	474	153	337	417	272
Arrive On Green	0.08	0.33	0.33	0.06	0.31	0.31	0.03	0.35	0.35	0.08	0.40	0.40
Sat Flow, veh/h	1781	1549	134	1781	1264	413	1781	1355	437	1739	1057	689
Grp Volume(v), veh/h	326	0	589	184	0	747	58	0	431	195	0	879
Grp Sat Flow(s),veh/h/ln	1781	0	1683	1781	0	1677	1781	0	1792	1739	0	1746
Q Serve(g_s), s	7.5	0.0	32.7	5.8	0.0	31.0	2.1	0.0	20.6	7.0	0.0	39.5
Cycle Q Clear(g_c), s	7.5	0.0	32.7	5.8	0.0	31.0	2.1	0.0	20.6	7.0	0.0	39.5
Prop In Lane	1.00		0.08	1.00		0.25	1.00		0.24	1.00		0.39
Lane Grp Cap(c), veh/h	206	0	550	175	0	520	125	0	627	337	0	690
V/C Ratio(X)	1.59	0.00	1.07	1.05	0.00	1.44	0.46	0.00	0.69	0.58	0.00	1.27
Avail Cap(c_a), veh/h	206	0	550	175	0	520	125	0	627	337	0	690
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)	0.31	0.00	0.31	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	33.7	30.0	0.0	34.5	26.0	0.0	27.8	20.6	0.0	30.3
Incr Delay (d2), s/veh	270.7	0.0	42.9	81.7	0.0	207.2	2.6	0.0	6.0	2.5	0.0	134.6
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(95%),veh/ln	26.2	0.0	24.0	11.1	0.0	63.4	1.6	0.0	14.3	5.0	0.0	59.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	298.0	0.0	76.6	111.7	0.0	241.7	28.6	0.0	33.9	23.0	0.0	164.8
LnGrp LOS	F		F	F		F	C		C	C		F
Approach Vol, veh/h		915			931			489			1074	
Approach Delay, s/veh		155.5			216.0			33.2			139.1	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	41.0	9.3	38.7	6.5	45.5	11.0	37.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	7.5	35.0	5.8	32.7	3.0	39.5	7.5	31.0
Max Q Clear Time (g_c+I1), s	9.5	22.6	7.8	34.7	4.1	41.5	9.5	33.0
Green Ext Time (p_c), s	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	149.3
HCM 7th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	515	45	175	535	175	55	310	100	185	505	330
Future Volume (veh/h)	310	515	45	175	535	175	55	310	100	185	505	330
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1707	1870	1870	1752	1841	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	326	542	47	184	563	184	58	326	105	195	532	347
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	2	2	10	4	2	2	2	5	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	206	506	44	175	392	128	125	474	153	337	417	272
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
Prop Arrive On Green	0.08	0.33	0.33	0.06	0.31	0.31	0.03	0.35	0.35	0.08	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	298.0	0.0	76.6	111.7	0.0	241.7	28.6	0.0	33.9	23.0	0.0	164.8
Ln Grp LOS	F		F	F		F	C		C	C		F
Approach Vol, veh/h		915			931			489			1074	
Approach Delay, s/veh		155.5			216.0			33.2			139.1	
Approach LOS		F			F			C			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	11.0	41.0	9.3	38.7	6.5	45.5	11.0	37.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	7.5	35.0	5.8	32.7	3.0	39.5	7.5	31.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.0
Max Q Clear (g_c+I1), s	9.0	22.6	7.8	34.7	4.1	41.5	9.5	33.0
Green Ext Time (g_e), s	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.80	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.71	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1355		1549		1057		1264

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		437		134		689		413

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	195	0	184	0	58	0	326	0
Grp Sat Flow (s), veh/h/ln	1739	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	7.0	0.0	5.8	0.0	2.1	0.0	7.5	0.0
Cycle Q Clear Time (g_c), s	7.0	0.0	5.8	0.0	2.1	0.0	7.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	934	0	827	0	631	0	714	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	37.0	0.0	31.0	0.0	35.0	0.0	31.2	0.0
Perm LT Serve Time (g_u), s	14.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	337	0	175	0	125	0	206	0
V/C Ratio (X)	0.58	0.00	1.05	0.00	0.46	0.00	1.59	0.00
Avail Cap (c_a), veh/h	337	0	175	0	125	0	206	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.31	0.00
Uniform Delay (d1), s/veh	20.6	0.0	30.0	0.0	26.0	0.0	27.3	0.0
Incr Delay (d2), s/veh	2.5	0.0	81.7	0.0	2.6	0.0	270.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	23.0	0.0	111.7	0.0	28.6	0.0	298.0	0.0
1st-Term Q (Q1), veh/ln	2.5	0.0	2.7	0.0	0.8	0.0	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	4.0	0.0	0.1	0.0	15.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.66	0.00	1.80	0.00	1.41	0.00
%ile Back of Q (95%), veh/ln	5.0	0.0	11.1	0.0	1.6	0.0	26.2	0.0
%ile Storage Ratio (RQ%)	0.43	0.00	1.61	0.00	0.30	0.00	4.44	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	2.2	0.0	0.0	0.0	30.1	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	431	0	589	0	879	0	747
Grp Sat Flow (s), veh/h/ln	0	1792	0	1683	0	1746	0	1677
Q Serve Time (g_s), s	0.0	20.6	0.0	32.7	0.0	39.5	0.0	31.0
Cycle Q Clear Time (g_c), s	0.0	20.6	0.0	32.7	0.0	39.5	0.0	31.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.24	0.00	0.08	0.00	0.39	0.00	0.25
Lane Grp Cap (c), veh/h	0	627	0	550	0	690	0	520
V/C Ratio (X)	0.00	0.69	0.00	1.07	0.00	1.27	0.00	1.44
Avail Cap (c_a), veh/h	0	627	0	550	0	690	0	520
Upstream Filter (I)	0.00	1.00	0.00	0.31	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.8	0.0	33.7	0.0	30.3	0.0	34.5
Incr Delay (d2), s/veh	0.0	6.0	0.0	42.9	0.0	134.6	0.0	207.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.9	0.0	76.6	0.0	164.8	0.0	241.7
1st-Term Q (Q1), veh/ln	0.0	8.2	0.0	12.4	0.0	14.8	0.0	11.7
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	6.6	0.0	25.8	0.0	29.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.27	0.00	1.47	0.00	1.52
%ile Back of Q (95%), veh/ln	0.0	14.3	0.0	24.0	0.0	59.6	0.0	63.4
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.13	0.00	1.30	0.00	0.74
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	9.7	0.0	47.3	0.0	56.7
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	149.3
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	30	490	60	20	10	495	540	100	15	685	100
Future Volume (veh/h)	165	30	490	60	20	10	495	540	100	15	685	100
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	174	32	516	63	21	11	521	568	105	16	721	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	478	26	427	105	255	134	409	818	151	261	632	509
Arrive On Green	0.08	0.28	0.28	0.03	0.22	0.22	0.20	0.51	0.51	0.01	0.32	0.32
Sat Flow, veh/h	1781	93	1506	1781	1156	605	1781	1616	299	1781	1969	1585
Grp Volume(v), veh/h	174	0	548	63	0	32	521	0	673	16	721	105
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	0	1761	1781	0	1915	1781	1969	1585
Q Serve(g_s), s	8.9	0.0	34.0	3.0	0.0	1.7	23.5	0.0	32.1	0.7	38.5	5.8
Cycle Q Clear(g_c), s	8.9	0.0	34.0	3.0	0.0	1.7	23.5	0.0	32.1	0.7	38.5	5.8
Prop In Lane	1.00		0.94	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	478	0	453	105	0	389	409	0	970	261	632	509
V/C Ratio(X)	0.36	0.00	1.21	0.60	0.00	0.08	1.27	0.00	0.69	0.06	1.14	0.21
Avail Cap(c_a), veh/h	478	0	453	105	0	411	409	0	970	287	632	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	0.0	43.0	40.2	0.0	37.1	38.3	0.0	22.5	27.5	40.8	29.6
Incr Delay (d2), s/veh	0.5	0.0	113.3	9.4	0.0	0.2	141.3	0.0	4.1	0.1	81.6	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.0	39.8	3.1	0.0	1.4	34.6	0.0	20.2	0.5	44.5	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.0	0.0	156.3	49.6	0.0	37.3	179.6	0.0	26.6	27.6	122.3	30.6
LnGrp LOS	C		F	D		D	F		C	C	F	C
Approach Vol, veh/h		722			95			1194			842	
Approach Delay, s/veh		126.3			45.4			93.4			109.1	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	66.8	7.5	40.0	28.0	44.5	15.0	32.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	6.0	* 6
Max Green Setting (Gmax), s	3.6	59.0	3.0	34.0	23.5	38.5	9.0	* 28
Max Q Clear Time (g_c+I1), s	2.7	34.1	5.0	36.0	25.5	40.5	10.9	3.7
Green Ext Time (p_c), s	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	104.8
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	30	490	60	20	10	495	540	100	15	685	100
Future Volume (veh/h)	165	30	490	60	20	10	495	540	100	15	685	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	174	32	516	63	21	11	521	568	105	16	721	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	478	26	427	105	255	134	409	818	151	261	632	509
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
Prop Arrive On Green	0.08	0.28	0.28	0.03	0.22	0.22	0.20	0.51	0.51	0.01	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	32.0	0.0	156.3	49.6	0.0	37.3	179.6	0.0	26.6	27.6	122.3	30.6
Ln Grp LOS	C		F	D		D	F		C	C	F	C
Approach Vol, veh/h		722			95			1194			842	
Approach Delay, s/veh		126.3			45.4			93.4			109.1	
Approach LOS		F			D			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.7	66.8	7.5	40.0	28.0	44.5	15.0	32.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	6.0	* 6
Max Green (Gmax), s	3.0	59.0	3.0	34.0	23.5	38.5	9.0	* 28
Max Allow Headway (MAH), s	3.6	8.8	3.8	7.2	3.6	8.6	3.7	7.4
Max Q Clear (g_c+I1), s	2.7	34.1	5.0	36.0	25.5	40.5	10.9	3.7
Green Ext Time (g_e), s	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.2
Prob of Phs Call (p_c)	0.41	1.00	0.88	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.44	1.00	1.00	1.00	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1616		93		1969		1156

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		299		1506		1585		605

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	16	0	63	0	521	0	174	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.7	0.0	3.0	0.0	23.5	0.0	8.9	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	3.0	0.0	23.5	0.0	8.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	765	0	859	0	663	0	1377	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	38.5	0.0	26.5	0.0	40.5	0.0	28.5	0.0
Perm LT Serve Time (g_u), s	28.7	0.0	0.0	0.0	0.0	0.0	24.8	0.0
Perm LT Q Serve Time (g_ps), s	0.2	0.0	0.0	0.0	0.0	0.0	0.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	261	0	105	0	409	0	478	0
V/C Ratio (X)	0.06	0.00	0.60	0.00	1.27	0.00	0.36	0.00
Avail Cap (c_a), veh/h	287	0	105	0	409	0	478	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	27.5	0.0	40.2	0.0	38.3	0.0	31.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	9.4	0.0	141.3	0.0	0.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.6	0.0	49.6	0.0	179.6	0.0	32.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	1.5	0.0	6.9	0.0	3.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	16.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.51	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.5	0.0	3.1	0.0	34.6	0.0	6.8	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.36	0.00	2.93	0.00	0.79	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	721	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1969	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	632	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.14	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	632	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	40.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	81.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	122.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	17.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.41	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	44.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	22.3	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	673	0	548	0	105	0	32
Grp Sat Flow (s), veh/h/ln	0	1915	0	1599	0	1585	0	1761
Q Serve Time (g_s), s	0.0	32.1	0.0	34.0	0.0	5.8	0.0	1.7
Cycle Q Clear Time (g_c), s	0.0	32.1	0.0	34.0	0.0	5.8	0.0	1.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.16	0.00	0.94	0.00	1.00	0.00	0.34
Lane Grp Cap (c), veh/h	0	970	0	453	0	509	0	389
V/C Ratio (X)	0.00	0.69	0.00	1.21	0.00	0.21	0.00	0.08
Avail Cap (c_a), veh/h	0	970	0	453	0	509	0	411
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.5	0.0	43.0	0.0	29.6	0.0	37.1
Incr Delay (d2), s/veh	0.0	4.1	0.0	113.3	0.0	0.9	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
Control Delay (d), s/veh	0.0	26.6	0.0	156.3	0.0	30.6	0.0	37.3
1st-Term Q (Q1), veh/ln	0.0	12.9	0.0	12.8	0.0	2.2	0.0	0.8
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	14.3	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.44	0.00	1.47	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	20.2	0.0	39.8	0.0	4.2	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.78	0.00	0.49	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	23.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	104.8
HCM 7th LOS	F

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	175	35	70	5	490	220	50	615	20
Future Volume (veh/h)	5	15	10	175	35	70	5	490	220	50	615	20
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	16	11	184	37	74	5	516	232	53	647	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	87	60	375	107	215	341	674	303	283	1033	34
Arrive On Green	0.00	0.08	0.08	0.11	0.19	0.19	0.00	0.55	0.55	0.03	0.57	0.57
Sat Flow, veh/h	1781	1033	710	1781	557	1113	1781	1222	549	1781	1801	58
Grp Volume(v), veh/h	5	0	27	184	0	111	5	0	748	53	0	668
Grp Sat Flow(s),veh/h/ln	1781	0	1743	1781	0	1670	1781	0	1771	1781	0	1860
Q Serve(g_s), s	0.2	0.0	1.3	8.4	0.0	5.3	0.1	0.0	30.5	1.2	0.0	22.2
Cycle Q Clear(g_c), s	0.2	0.0	1.3	8.4	0.0	5.3	0.1	0.0	30.5	1.2	0.0	22.2
Prop In Lane	1.00		0.41	1.00		0.67	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	192	0	146	375	0	322	341	0	977	283	0	1066
V/C Ratio(X)	0.03	0.00	0.18	0.49	0.00	0.34	0.01	0.00	0.77	0.19	0.00	0.63
Avail Cap(c_a), veh/h	243	0	150	479	0	376	392	0	1365	304	0	1443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	39.6	31.7	0.0	32.4	11.4	0.0	16.2	14.0	0.0	13.2
Incr Delay (d2), s/veh	0.1	0.0	1.3	1.0	0.0	1.4	0.0	0.0	5.7	0.3	0.0	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	1.1	6.3	0.0	3.9	0.1	0.0	16.9	0.7	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	0.0	40.9	32.7	0.0	33.8	11.4	0.0	21.9	14.3	0.0	16.0
LnGrp LOS	D		D	C		C	B		C	B		B
Approach Vol, veh/h		32			295			753			721	
Approach Delay, s/veh		40.6			33.1			21.8			15.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	57.2	15.0	13.8	4.9	59.2	4.9	23.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	71.6	15.9	8.0	3.0	72.1	3.0	20.9
Max Q Clear Time (g_c+I1), s	3.2	32.5	10.4	3.3	2.1	24.2	2.2	7.3
Green Ext Time (p_c), s	0.0	18.8	0.2	0.0	0.0	17.2	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	175	35	70	5	490	220	50	615	20
Future Volume (veh/h)	5	15	10	175	35	70	5	490	220	50	615	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	16	11	184	37	74	5	516	232	53	647	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	192	87	60	375	107	215	341	674	303	283	1033	34
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
Prop Arrive On Green	0.00	0.08	0.08	0.11	0.19	0.19	0.00	0.55	0.55	0.03	0.57	0.57
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.8	0.0	40.9	32.7	0.0	33.8	11.4	0.0	21.9	14.3	0.0	16.0
Ln Grp LOS	D		D	C		C	B		C	B		B
Approach Vol, veh/h		32			295			753			721	
Approach Delay, s/veh		40.6			33.1			21.8			15.9	
Approach LOS		D			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	6.9	57.2	15.0	13.8	4.9	59.2	4.9	23.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.5	71.6	15.9	8.0	3.0	72.1	3.0	20.9
Max Allow Headway (MAH), s	3.6	8.8	3.7	7.3	3.6	8.7	3.8	7.1
Max Q Clear (g_c+I1), s	3.2	32.5	10.4	3.3	2.1	24.2	2.2	7.3
Green Ext Time (g_e), s	0.0	18.8	0.2	0.0	0.0	17.2	0.0	0.7
Prob of Phs Call (p_c)	0.75	1.00	0.99	0.98	0.12	1.00	0.12	1.00
Prob of Max Out (p_x)	1.00	0.30	0.21	1.00	1.00	0.13	1.00	0.06

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1222		1033		1801		557

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		549		710		58		1113

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	53	0	184	0	5	0	5	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.2	0.0	8.4	0.0	0.1	0.0	0.2	0.0
Cycle Q Clear Time (g_c), s	1.2	0.0	8.4	0.0	0.1	0.0	0.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	713	0	1383	0	769	0	1282	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	51.2	0.0	9.8	0.0	51.2	0.0	7.8	0.0
Perm LT Serve Time (g_u), s	20.8	0.0	6.5	0.0	31.0	0.0	7.8	0.0
Perm LT Q Serve Time (g_ps), s	2.4	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	283	0	375	0	341	0	192	0
V/C Ratio (X)	0.19	0.00	0.49	0.00	0.01	0.00	0.03	0.00
Avail Cap (c_a), veh/h	304	0	479	0	392	0	243	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	14.0	0.0	31.7	0.0	11.4	0.0	38.8	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.3	0.0	32.7	0.0	11.4	0.0	38.8	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	3.4	0.0	0.0	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.7	0.0	6.3	0.0	0.1	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.74	0.00	0.01	0.00	0.07	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

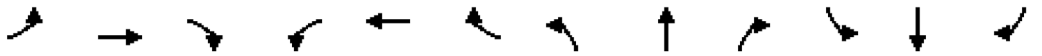
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	748	0	27	0	668	0	111
Grp Sat Flow (s), veh/h/ln	0	1771	0	1743	0	1860	0	1670
Q Serve Time (g_s), s	0.0	30.5	0.0	1.3	0.0	22.2	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	30.5	0.0	1.3	0.0	22.2	0.0	5.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	0.41	0.00	0.03	0.00	0.67
Lane Grp Cap (c), veh/h	0	977	0	146	0	1066	0	322
V/C Ratio (X)	0.00	0.77	0.00	0.18	0.00	0.63	0.00	0.34
Avail Cap (c_a), veh/h	0	1365	0	150	0	1443	0	376
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.2	0.0	39.6	0.0	13.2	0.0	32.4
Incr Delay (d2), s/veh	0.0	5.7	0.0	1.3	0.0	2.8	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.9	0.0	40.9	0.0	16.0	0.0	33.8
1st-Term Q (Q1), veh/ln	0.0	9.8	0.0	0.6	0.0	7.3	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	0.1	0.0	0.8	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.49	0.00	1.80	0.00	1.57	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	16.9	0.0	1.1	0.0	12.8	0.0	3.9
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.09	0.00	0.55	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

FUTURE (2032) BUILD CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	25	15	50	30	175	25	900	95	270	695	20
Future Volume (veh/h)	5	25	15	50	30	175	25	900	95	270	695	20
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	1870	1307	1411	1455	1648	1693	1604	1969	1589	1841	1870	1870
Adj Flow Rate, veh/h	5	26	16	53	32	184	26	947	100	284	732	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	40	33	30	17	14	20	2	21	4	2	2
Cap, veh/h	92	98	61	225	35	203	315	1040	711	314	1137	33
Arrive On Green	0.00	0.13	0.13	0.04	0.17	0.17	0.01	0.53	0.53	0.11	0.63	0.63
Sat Flow, veh/h	1781	757	466	1386	212	1217	1527	1969	1346	1753	1809	52
Grp Volume(v), veh/h	5	0	42	53	0	216	26	947	100	284	0	753
Grp Sat Flow(s),veh/h/ln	1781	0	1223	1386	0	1429	1527	1969	1346	1753	0	1861
Q Serve(g_s), s	0.3	0.0	3.5	3.6	0.0	16.7	0.9	49.3	4.3	10.7	0.0	28.5
Cycle Q Clear(g_c), s	0.3	0.0	3.5	3.6	0.0	16.7	0.9	49.3	4.3	10.7	0.0	28.5
Prop In Lane	1.00		0.38	1.00		0.85	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	92	0	159	225	0	238	315	1040	711	314	0	1169
V/C Ratio(X)	0.05	0.00	0.26	0.24	0.00	0.91	0.08	0.91	0.14	0.91	0.00	0.64
Avail Cap(c_a), veh/h	133	0	166	251	0	241	337	1065	728	363	0	1218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	44.2	39.0	0.0	46.1	13.3	24.2	13.5	30.8	0.0	13.1
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.5	0.0	35.5	0.1	13.3	0.4	23.4	0.0	2.7
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(95%),veh/ln	0.2	0.0	2.0	2.2	0.0	12.7	0.5	31.4	2.3	14.4	0.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.3	0.0	46.0	39.5	0.0	81.6	13.4	37.4	14.0	54.2	0.0	15.8
LnGrp LOS	D		D	D		F	B	D	B	D		B
Approach Vol, veh/h		47			269			1073			1037	
Approach Delay, s/veh		45.7			73.3			34.7			26.3	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	65.5	9.1	20.6	6.2	76.8	4.9	24.8
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.1	60.9	6.7	15.3	3.3	73.7	3.0	19.0
Max Q Clear Time (g_c+I1), s	12.7	51.3	5.6	5.5	2.9	30.5	2.3	18.7
Green Ext Time (p_c), s	0.3	8.2	0.0	0.1	0.0	19.6	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	35.6
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	25	15	50	30	175	25	900	95	270	695	20
Future Volume (veh/h)	5	25	15	50	30	175	25	900	95	270	695	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1307	1411	1455	1648	1693	1604	1969	1589	1841	1870	1870
Adj Flow Rate, veh/h	5	26	16	53	32	184	26	947	100	284	732	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	40	33	30	17	14	20	2	21	4	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	92	98	61	225	35	203	315	1040	711	314	1137	33
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
Prop Arrive On Green	0.00	0.13	0.13	0.04	0.17	0.17	0.01	0.53	0.53	0.11	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.3	0.0	46.0	39.5	0.0	81.6	13.4	37.4	14.0	54.2	0.0	15.8
Ln Grp LOS	D		D	D		F	B	D	B	D		B
Approach Vol, veh/h		47			269			1073			1037	
Approach Delay, s/veh		45.7			73.3			34.7			26.3	
Approach LOS		D			E			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	17.4	65.5	9.1	20.6	6.2	76.8	4.9	24.8
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	16.1	60.9	6.7	15.3	3.3	73.7	3.0	19.0
Max Allow Headway (MAH), s	3.7	8.7	3.8	7.2	3.7	8.7	3.7	7.2
Max Q Clear (g_c+I1), s	12.7	51.3	5.6	5.5	2.9	30.5	2.3	18.7
Green Ext Time (g_e), s	0.3	8.2	0.0	0.1	0.0	19.6	0.0	0.1
Prob of Phs Call (p_c)	1.00	1.00	0.81	1.00	0.56	1.00	0.14	1.00
Prob of Max Out (p_x)	1.00	0.98	1.00	0.17	1.00	0.25	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1753		1386		1527		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		757		1809		212

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1346		466		52		1217

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	284	0	53	0	26	0	5	0
Grp Sat Flow (s), veh/h/ln	1753	0	1386	0	1527	0	1781	0
Q Serve Time (g_s), s	10.7	0.0	3.6	0.0	0.9	0.0	0.3	0.0
Cycle Q Clear Time (g_c), s	10.7	0.0	3.6	0.0	0.9	0.0	0.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	530	0	1062	0	609	0	1165	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	61.5	0.0	16.3	0.0	59.5	0.0	14.6	0.0
Perm LT Serve Time (g_u), s	10.2	0.0	11.1	0.0	42.3	0.0	2.1	0.0
Perm LT Q Serve Time (g_ps), s	10.2	0.0	0.3	0.0	0.8	0.0	0.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	314	0	225	0	315	0	92	0
V/C Ratio (X)	0.91	0.00	0.24	0.00	0.08	0.00	0.05	0.00
Avail Cap (c_a), veh/h	363	0	251	0	337	0	133	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	30.8	0.0	39.0	0.0	13.3	0.0	43.1	0.0
Incr Delay (d2), s/veh	23.4	0.0	0.5	0.0	0.1	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.2	0.0	39.5	0.0	13.4	0.0	43.3	0.0
1st-Term Q (Q1), veh/ln	7.3	0.0	1.2	0.0	0.3	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.54	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	14.4	0.0	2.2	0.0	0.5	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	1.40	0.00	0.31	0.00	0.06	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	947	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	49.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	49.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1040	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1065	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.34	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	100	0	42	0	753	0	216
Grp Sat Flow (s), veh/h/ln	0	1346	0	1223	0	1861	0	1429
Q Serve Time (g_s), s	0.0	4.3	0.0	3.5	0.0	28.5	0.0	16.7
Cycle Q Clear Time (g_c), s	0.0	4.3	0.0	3.5	0.0	28.5	0.0	16.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.38	0.00	0.03	0.00	0.85
Lane Grp Cap (c), veh/h	0	711	0	159	0	1169	0	238
V/C Ratio (X)	0.00	0.14	0.00	0.26	0.00	0.64	0.00	0.91
Avail Cap (c_a), veh/h	0	728	0	166	0	1218	0	241
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.5	0.0	44.2	0.0	13.1	0.0	46.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.9	0.0	2.7	0.0	35.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.0	0.0	46.0	0.0	15.8	0.0	81.6
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	1.0	0.0	9.6	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.9	0.0	2.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.51	0.00	1.58
%ile Back of Q (95%), veh/ln	0.0	2.3	0.0	2.0	0.0	15.8	0.0	12.7
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.09	0.00	0.23	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	35.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	335	15	80	235	475	10	475	175	355	360	55
Future Volume (veh/h)	85	335	15	80	235	475	10	475	175	355	360	55
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	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	89	353	16	84	247	500	11	500	184	374	379	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	483	402	253	482	641	409	648	601	443	947	843
Arrive On Green	0.05	0.25	0.25	0.05	0.24	0.24	0.01	0.33	0.33	0.16	0.48	0.48
Sat Flow, veh/h	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	89	353	16	84	247	500	11	500	184	374	379	58
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	3.3	14.5	0.7	3.1	9.6	21.6	0.4	20.2	7.2	11.5	10.9	1.6
Cycle Q Clear(g_c), s	3.3	14.5	0.7	3.1	9.6	21.6	0.4	20.2	7.2	11.5	10.9	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	483	402	253	482	641	409	648	601	443	947	843
V/C Ratio(X)	0.33	0.73	0.04	0.33	0.51	0.78	0.03	0.77	0.31	0.84	0.40	0.07
Avail Cap(c_a), veh/h	270	483	402	266	482	641	457	767	697	572	1155	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	30.6	24.8	24.3	28.8	22.9	19.5	26.6	19.2	17.9	14.7	10.0
Incr Delay (d2), s/veh	0.7	9.4	0.2	0.8	3.9	9.1	0.0	8.6	1.3	9.0	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	12.0	0.5	2.2	8.1	14.4	0.2	15.0	4.6	8.5	7.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	40.0	25.0	25.1	32.6	32.0	19.5	35.3	20.5	26.9	16.0	10.2
LnGrp LOS	C	D	C	C	C	C	B	D	C	C	B	B
Approach Vol, veh/h		458			831			695			811	
Approach Delay, s/veh		36.4			31.5			31.1			20.6	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	35.1	7.9	27.7	4.2	48.5	8.0	27.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	20.5	34.4	5.1	21.0	3.1	51.8	4.5	21.6
Max Q Clear Time (g_c+I1), s	3.5	22.2	5.1	16.5	2.4	12.9	5.3	23.6
Green Ext Time (p_c), s	0.7	6.9	0.0	1.8	0.0	8.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	335	15	80	235	475	10	475	175	355	360	55
Future Volume (veh/h)	85	335	15	80	235	475	10	475	175	355	360	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	89	353	16	84	247	500	11	500	184	374	379	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	270	483	402	253	482	641	409	648	601	443	947	843
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
Prop Arrive On Green	0.05	0.25	0.25	0.05	0.24	0.24	0.01	0.33	0.33	0.16	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	24.3	40.0	25.0	25.1	32.6	32.0	19.5	35.3	20.5	26.9	16.0	10.2
Ln Grp LOS	C	D	C	C	C	C	B	D	C	C	B	B
Approach Vol, veh/h		458			831			695			811	
Approach Delay, s/veh		36.4			31.5			31.1			20.6	
Approach LOS		D			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	17.6	35.1	7.9	27.7	4.2	48.5	8.0	27.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	20.5	34.4	5.1	21.0	3.1	51.8	4.5	21.6
Max Allow Headway (MAH), s	3.6	8.5	3.6	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	13.5	22.2	5.1	16.5	2.4	12.9	5.3	23.6
Green Ext Time (g_e), s	0.7	6.9	0.0	1.8	0.0	8.4	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.87	1.00	0.24	1.00	0.89	1.00
Prob of Max Out (p_x)	0.14	0.80	1.00	1.00	1.00	0.04	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1969		1969		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	374	0	84	0	11	0	89	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	11.5	0.0	3.1	0.0	0.4	0.0	3.3	0.0
Cycle Q Clear Time (g_c), s	11.5	0.0	3.1	0.0	0.4	0.0	3.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	757	0	1013	0	952	0	714	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	31.1	0.0	21.6	0.0	29.1	0.0	21.6	0.0
Perm LT Serve Time (g_u), s	8.9	0.0	7.1	0.0	29.1	0.0	12.0	0.0
Perm LT Q Serve Time (g_ps), s	8.9	0.0	1.3	0.0	0.0	0.0	1.4	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	443	0	253	0	409	0	270	0
V/C Ratio (X)	0.84	0.00	0.33	0.00	0.03	0.00	0.33	0.00
Avail Cap (c_a), veh/h	572	0	266	0	457	0	270	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	17.9	0.0	24.3	0.0	19.5	0.0	23.6	0.0
Incr Delay (d2), s/veh	9.0	0.0	0.8	0.0	0.0	0.0	0.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.9	0.0	25.1	0.0	19.5	0.0	24.3	0.0
1st-Term Q (Q1), veh/ln	3.8	0.0	1.2	0.0	0.1	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.74	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	8.5	0.0	2.2	0.0	0.2	0.0	2.3	0.0
%ile Storage Ratio (RQ%)	0.72	0.00	0.23	0.00	0.02	0.00	0.51	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	500	0	353	0	379	0	247
Grp Sat Flow (s), veh/h/ln	0	1969	0	1969	0	1969	0	1969
Q Serve Time (g_s), s	0.0	20.2	0.0	14.5	0.0	10.9	0.0	9.6
Cycle Q Clear Time (g_c), s	0.0	20.2	0.0	14.5	0.0	10.9	0.0	9.6
Lane Grp Cap (c), veh/h	0	648	0	483	0	947	0	482
V/C Ratio (X)	0.00	0.77	0.00	0.73	0.00	0.40	0.00	0.51
Avail Cap (c_a), veh/h	0	767	0	483	0	1155	0	482
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.6	0.0	30.6	0.0	14.7	0.0	28.8
Incr Delay (d2), s/veh	0.0	8.6	0.0	9.4	0.0	1.3	0.0	3.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.3	0.0	40.0	0.0	16.0	0.0	32.6
1st-Term Q (Q1), veh/ln	0.0	8.3	0.0	6.2	0.0	4.1	0.0	4.1

2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	1.3	0.0	0.3	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.52	0.00	1.60	0.00	1.78	0.00	1.76
%ile Back of Q (95%), veh/ln	0.0	15.0	0.0	12.0	0.0	7.9	0.0	8.1
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.30	0.00	0.04	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	184	0	16	0	58	0	500
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	1585
Q Serve Time (g_s), s	0.0	7.2	0.0	0.7	0.0	1.6	0.0	21.6
Cycle Q Clear Time (g_c), s	0.0	7.2	0.0	0.7	0.0	1.6	0.0	21.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1585.1	0.0	1585.1	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	4.4	0.0	0.7	0.0	4.5	0.0	14.1
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	601	0	402	0	843	0	641
V/C Ratio (X)	0.00	0.31	0.00	0.04	0.00	0.07	0.00	0.78
Avail Cap (c_a), veh/h	0	697	0	402	0	1011	0	641
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.2	0.0	24.8	0.0	10.0	0.0	22.9
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.2	0.0	0.2	0.0	9.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.5	0.0	25.0	0.0	10.2	0.0	32.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.2	0.0	0.4	0.0	7.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.54
%ile Back of Q (95%), veh/ln	0.0	4.6	0.0	0.5	0.0	0.9	0.0	14.4
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.10	0.00	0.07	0.00	1.52
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	700	115	115	225	85	205	215	360	55	100	50
Future Volume (veh/h)	155	700	115	115	225	85	205	215	360	55	100	50
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	163	737	121	121	237	89	216	226	379	58	105	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	839	138	232	673	253	347	394	317	212	298	240
Arrive On Green	0.06	0.54	0.54	0.05	0.52	0.52	0.09	0.20	0.20	0.04	0.15	0.15
Sat Flow, veh/h	1781	1567	257	1781	1296	487	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	163	0	858	121	0	326	216	226	379	58	105	53
Grp Sat Flow(s),veh/h/ln	1781	0	1824	1781	0	1783	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	4.6	0.0	45.4	3.5	0.0	11.8	9.5	11.4	22.0	3.0	5.3	3.2
Cycle Q Clear(g_c), s	4.6	0.0	45.4	3.5	0.0	11.8	9.5	11.4	22.0	3.0	5.3	3.2
Prop In Lane	1.00		0.14	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	608	0	977	232	0	926	347	394	317	212	298	240
V/C Ratio(X)	0.27	0.00	0.88	0.52	0.00	0.35	0.62	0.57	1.20	0.27	0.35	0.22
Avail Cap(c_a), veh/h	653	0	977	307	0	926	347	394	317	298	394	317
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)	0.65	0.00	0.65	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	11.3	0.0	22.4	21.6	0.0	15.5	36.0	39.8	44.0	37.5	41.8	41.0
Incr Delay (d2), s/veh	0.2	0.0	7.6	1.8	0.0	1.1	3.4	6.0	114.6	0.7	3.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	24.2	2.4	0.0	8.0	1.7	10.1	27.8	2.4	4.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	30.0	23.4	0.0	16.6	39.5	45.7	158.6	38.2	44.9	42.9
LnGrp LOS	B		C	C		B	D	D	F	D	D	D
Approach Vol, veh/h		1021			447			821			216	
Approach Delay, s/veh		27.0			18.4			96.2			42.6	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	65.9	7.7	28.0	10.2	64.1	13.0	22.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Q Clear Time (g_c+I1), s	5.5	47.4	5.0	24.0	6.6	13.8	11.5	7.3
Green Ext Time (p_c), s	0.1	1.4	0.0	0.0	0.1	6.2	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	49.5
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	700	115	115	225	85	205	215	360	55	100	50
Future Volume (veh/h)	155	700	115	115	225	85	205	215	360	55	100	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	163	737	121	121	237	89	216	226	379	58	105	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	608	839	138	232	673	253	347	394	317	212	298	240
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
Prop Arrive On Green	0.06	0.54	0.54	0.05	0.52	0.52	0.09	0.20	0.20	0.04	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.5	0.0	30.0	23.4	0.0	16.6	39.5	45.7	158.6	38.2	44.9	42.9
Ln Grp LOS	B		C	C		B	D	D	F	D	D	D
Approach Vol, veh/h		1021			447			821			216	
Approach Delay, s/veh		27.0			18.4			96.2			42.6	
Approach LOS		C			B			F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	8.4	65.9	7.7	28.0	10.2	64.1	13.0	22.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.4	3.6	8.8	3.7	8.6
Max Q Clear (g_c+I1), s	5.5	47.4	5.0	24.0	6.6	13.8	11.5	7.3
Green Ext Time (g_e), s	0.1	1.4	0.0	0.0	0.1	6.2	0.0	1.6
Prob of Phs Call (p_c)	0.98	1.00	0.83	1.00	0.99	1.00	1.00	1.00
Prob of Max Out (p_x)	0.40	1.00	0.35	1.00	1.00	0.02	1.00	0.19

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1567		1969		1296		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		257		1585		487		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	121	0	58	0	163	0	216	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	3.5	0.0	3.0	0.0	4.6	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	3.5	0.0	3.0	0.0	4.6	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	644	0	815	0	1054	0	1228	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	57.1	0.0	16.7	0.0	57.4	0.0	18.7	0.0
Perm LT Serve Time (g_u), s	13.5	0.0	10.6	0.0	45.3	0.0	11.4	0.0
Perm LT Q Serve Time (g_ps), s	10.1	0.0	0.5	0.0	2.2	0.0	4.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	232	0	212	0	608	0	347	0
V/C Ratio (X)	0.52	0.00	0.27	0.00	0.27	0.00	0.62	0.00
Avail Cap (c_a), veh/h	307	0	298	0	653	0	347	0
Upstream Filter (I)	1.00	0.00	0.94	0.00	0.65	0.00	1.00	0.00
Uniform Delay (d1), s/veh	21.6	0.0	37.5	0.0	11.3	0.0	36.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.7	0.0	0.2	0.0	3.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	23.4	0.0	38.2	0.0	11.5	0.0	39.5	0.0
1st-Term Q (Q1), veh/ln	1.2	0.0	1.3	0.0	1.6	0.0	0.6	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	2.4	0.0	2.4	0.0	2.9	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.26	0.00	0.23	0.00	0.35	0.00	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	226	0	0	0	105
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	11.4	0.0	0.0	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.4	0.0	0.0	0.0	5.3
Lane Grp Cap (c), veh/h	0	0	0	394	0	0	0	298
V/C Ratio (X)	0.00	0.00	0.00	0.57	0.00	0.00	0.00	0.35
Avail Cap (c_a), veh/h	0	0	0	394	0	0	0	394
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.8	0.0	0.0	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.7	0.0	0.0	0.0	44.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.4	0.0	0.0	0.0	2.5

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.67	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	10.1	0.0	0.0	0.0	4.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	858	0	379	0	326	0	53
Grp Sat Flow (s), veh/h/ln	0	1824	0	1585	0	1783	0	1585
Q Serve Time (g_s), s	0.0	45.4	0.0	22.0	0.0	11.8	0.0	3.2
Cycle Q Clear Time (g_c), s	0.0	45.4	0.0	22.0	0.0	11.8	0.0	3.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	0.27	0.00	1.00
Lane Grp Cap (c), veh/h	0	977	0	317	0	926	0	240
V/C Ratio (X)	0.00	0.88	0.00	1.20	0.00	0.35	0.00	0.22
Avail Cap (c_a), veh/h	0	977	0	317	0	926	0	317
Upstream Filter (I)	0.00	0.65	0.00	1.00	0.00	1.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	22.4	0.0	44.0	0.0	15.5	0.0	41.0
Incr Delay (d2), s/veh	0.0	7.6	0.0	114.6	0.0	1.1	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.0	0.0	158.6	0.0	16.6	0.0	42.9
1st-Term Q (Q1), veh/ln	0.0	16.5	0.0	8.3	0.0	4.3	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	2.1	0.0	10.1	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.31	0.00	1.51	0.00	1.77	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	24.2	0.0	27.8	0.0	8.0	0.0	2.4
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	1.81	0.00	0.15	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

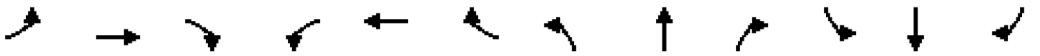
Intersection Summary	
HCM 7th Control Delay, s/veh	49.5
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	295	65	180	395	20	130	1	395	10	1	15
Future Volume (veh/h)	35	295	65	180	395	20	130	1	395	10	1	15
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	1693	1292	1870	1870	1500	1530	1870	1870	1870	1159	1870	1411
Adj Flow Rate, veh/h	37	311	68	189	416	21	137	1	416	11	1	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	41	2	2	27	25	2	2	2	50	2	33
Cap, veh/h	309	391	85	355	629	32	527	4	518	184	39	213
Arrive On Green	0.02	0.38	0.38	0.09	0.44	0.44	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1612	1027	225	1781	1416	71	1338	11	1585	369	120	652
Grp Volume(v), veh/h	37	0	379	189	0	437	138	0	416	28	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	1252	1781	0	1487	1349	0	1585	1142	0	0
Q Serve(g_s), s	1.1	0.0	21.4	4.8	0.0	18.4	0.1	0.0	19.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	21.4	4.8	0.0	18.4	6.9	0.0	19.1	6.9	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.05	0.99		1.00	0.39		0.57
Lane Grp Cap(c), veh/h	309	0	476	355	0	660	531	0	518	436	0	0
V/C Ratio(X)	0.12	0.00	0.80	0.53	0.00	0.66	0.26	0.00	0.80	0.06	0.00	0.00
Avail Cap(c_a), veh/h	343	0	771	415	0	1030	865	0	896	740	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	0.0	21.9	15.8	0.0	17.4	20.4	0.0	24.5	18.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	12.9	1.2	0.0	5.2	0.6	0.0	6.2	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	11.6	3.1	0.0	10.5	3.3	0.0	12.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	0.0	34.8	17.0	0.0	22.6	20.9	0.0	30.6	18.6	0.0	0.0
LnGrp LOS	B		C	B		C	C		C	B		
Approach Vol, veh/h		416			626			554			28	
Approach Delay, s/veh		33.2			20.9			28.2			18.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.3	36.3		32.0	6.2	41.3		32.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	9.5	49.0		45.0	3.4	55.1		45.0
Max Q Clear Time (g_c+I1), s	6.8	23.4		21.1	3.1	20.4		8.9
Green Ext Time (p_c), s	0.1	6.9		4.9	0.0	9.1		0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	295	65	180	395	20	130	1	395	10	1	15
Future Volume (veh/h)	35	295	65	180	395	20	130	1	395	10	1	15
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1693	1292	1870	1870	1500	1530	1870	1870	1870	1159	1870	1411
Adj Flow Rate, veh/h	37	311	68	189	416	21	137	1	416	11	1	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	41	2	2	27	25	2	2	2	50	2	33
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	309	391	85	355	629	32	527	4	518	184	39	213
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
Prop Arrive On Green	0.02	0.38	0.38	0.09	0.44	0.44	0.33	0.33	0.33	0.33	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.9	0.0	34.8	17.0	0.0	22.6	20.9	0.0	30.6	18.6	0.0	0.0
Ln Grp LOS	B		C	B		C	C		C	B		
Approach Vol, veh/h		416			626			554			28	
Approach Delay, s/veh		33.2			20.9			28.2			18.6	
Approach LOS		C			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.3	36.3		32.0	6.2	41.3		32.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green (Gmax), s	9.5	49.0		45.0	3.4	55.1		45.0
Max Allow Headway (MAH), s	3.7	9.1		6.2	3.7	9.0		8.0
Max Q Clear (g_c+I1), s	6.8	23.4		21.1	3.1	20.4		8.9
Green Ext Time (g_e), s	0.1	6.9		4.9	0.0	9.1		0.2
Prob of Phs Call (p_c)	0.98	1.00		1.00	0.56	1.00		1.00
Prob of Max Out (p_x)	1.00	0.15		0.05	1.00	0.08		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1338	1612			369

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1027		11		1416		120

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		225		1585		71		652

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				L+T+R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	189	0	0	138	37	0	0	28
Grp Sat Flow (s), veh/h/ln	1781	0	0	1349	1612	0	0	1142
Q Serve Time (g_s), s	4.8	0.0	0.0	0.1	1.1	0.0	0.0	0.1
Cycle Q Clear Time (g_c), s	4.8	0.0	0.0	6.9	1.1	0.0	0.0	6.9
Perm LT Sat Flow (s_l), veh/h/ln	1004	0	0	1418	861	0	0	985
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1209	0	0	0	0
Perm LT Eff Green (g_p), s	32.3	0.0	0.0	26.0	30.3	0.0	0.0	26.0
Perm LT Serve Time (g_u), s	8.9	0.0	0.0	19.2	16.9	0.0	0.0	19.2
Perm LT Q Serve Time (g_ps), s	5.4	0.0	0.0	0.1	0.6	0.0	0.0	0.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	1.00	0.00	0.00	0.39
Lane Grp Cap (c), veh/h	355	0	0	531	309	0	0	436
V/C Ratio (X)	0.53	0.00	0.00	0.26	0.12	0.00	0.00	0.06
Avail Cap (c_a), veh/h	415	0	0	865	343	0	0	740
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	15.8	0.0	0.0	20.4	15.7	0.0	0.0	18.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.6	0.2	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.0	0.0	0.0	20.9	15.9	0.0	0.0	18.6
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	1.8	0.4	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	3.1	0.0	0.0	3.3	0.7	0.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.37	0.00	0.00	0.02	0.09	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	379	0	416	0	437	0	0
Grp Sat Flow (s), veh/h/ln	0	1252	0	1585	0	1487	0	0
Q Serve Time (g_s), s	0.0	21.4	0.0	19.1	0.0	18.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.4	0.0	19.1	0.0	18.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	0.05	0.00	0.57
Lane Grp Cap (c), veh/h	0	476	0	518	0	660	0	0
V/C Ratio (X)	0.00	0.80	0.00	0.80	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	771	0	896	0	1030	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.9	0.0	24.5	0.0	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.9	0.0	6.2	0.0	5.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.8	0.0	30.6	0.0	22.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	6.9	0.0	5.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	0.9	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.61	0.00	1.59	0.00	1.65	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	11.6	0.0	12.3	0.0	10.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.06	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

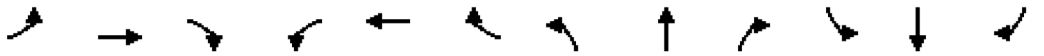
Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	535	45	90	395	90	35	270	135	245	315	190
Future Volume (veh/h)	285	535	45	90	395	90	35	270	135	245	315	190
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	1870	1559	1870	1781	1485	1470	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	300	563	47	95	416	95	37	284	142	258	332	200
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	23	2	8	28	29	2	2	2	5	2	2
Cap, veh/h	259	588	49	147	398	91	161	306	153	278	374	225
Arrive On Green	0.10	0.41	0.41	0.03	0.34	0.34	0.02	0.26	0.26	0.10	0.34	0.34
Sat Flow, veh/h	1781	1419	118	1697	1170	267	1781	1176	588	1739	1093	659
Grp Volume(v), veh/h	300	0	610	95	0	511	37	0	426	258	0	532
Grp Sat Flow(s),veh/h/ln	1781	0	1538	1697	0	1437	1781	0	1764	1739	0	1752
Q Serve(g_s), s	10.5	0.0	38.5	3.1	0.0	34.0	1.5	0.0	23.6	10.5	0.0	28.7
Cycle Q Clear(g_c), s	10.5	0.0	38.5	3.1	0.0	34.0	1.5	0.0	23.6	10.5	0.0	28.7
Prop In Lane	1.00		0.08	1.00		0.19	1.00		0.33	1.00		0.38
Lane Grp Cap(c), veh/h	259	0	637	147	0	489	161	0	459	278	0	600
V/C Ratio(X)	1.16	0.00	0.96	0.65	0.00	1.05	0.23	0.00	0.93	0.93	0.00	0.89
Avail Cap(c_a), veh/h	259	0	637	147	0	489	174	0	459	278	0	600
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)	0.57	0.00	0.57	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	28.5	30.0	0.0	33.0	28.5	0.0	36.1	26.4	0.0	31.1
Incr Delay (d2), s/veh	93.3	0.0	18.6	9.5	0.0	53.2	0.7	0.0	27.5	35.8	0.0	17.5
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(95%),veh/ln	14.9	0.0	21.1	3.2	0.0	25.9	1.2	0.0	18.9	11.0	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	121.7	0.0	47.0	39.5	0.0	86.2	29.2	0.0	63.6	62.1	0.0	48.6
LnGrp LOS	F		D	D		F	C		E	E		D
Approach Vol, veh/h		910			606			463			790	
Approach Delay, s/veh		71.7			78.9			60.8			53.0	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	32.0	6.6	47.4	5.8	40.2	14.0	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	10.5	26.0	3.1	41.4	3.0	33.5	10.5	34.0
Max Q Clear Time (g_c+I1), s	12.5	25.6	5.1	40.5	3.5	30.7	12.5	36.0
Green Ext Time (p_c), s	0.0	0.2	0.0	0.6	0.0	1.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	66.1
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	535	45	90	395	90	35	270	135	245	315	190
Future Volume (veh/h)	285	535	45	90	395	90	35	270	135	245	315	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1559	1870	1781	1485	1470	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	300	563	47	95	416	95	37	284	142	258	332	200
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	23	2	8	28	29	2	2	2	5	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	259	588	49	147	398	91	161	306	153	278	374	225
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
Prop Arrive On Green	0.10	0.41	0.41	0.03	0.34	0.34	0.02	0.26	0.26	0.10	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	121.7	0.0	47.0	39.5	0.0	86.2	29.2	0.0	63.6	62.1	0.0	48.6
Ln Grp LOS	F		D	D		F	C		E	E		D
Approach Vol, veh/h		910			606			463			790	
Approach Delay, s/veh		71.7			78.9			60.8			53.0	
Approach LOS		E			E			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	14.0	32.0	6.6	47.4	5.8	40.2	14.0	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	10.5	26.0	3.1	41.4	3.0	33.5	10.5	34.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.1
Max Q Clear (g_c+I1), s	12.5	25.6	5.1	40.5	3.5	30.7	12.5	36.0
Green Ext Time (g_e), s	0.0	0.2	0.0	0.6	0.0	1.7	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.93	1.00	0.64	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		1697		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1176		1419		1093		1170

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		588		118		659		267

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	258	0	95	0	37	0	300	0
Grp Sat Flow (s), veh/h/ln	1739	0	1697	0	1781	0	1781	0
Q Serve Time (g_s), s	10.5	0.0	3.1	0.0	1.5	0.0	10.5	0.0
Cycle Q Clear Time (g_c), s	10.5	0.0	3.1	0.0	1.5	0.0	10.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	939	0	773	0	872	0	889	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	28.0	0.0	34.0	0.0	26.0	0.0	36.0	0.0
Perm LT Serve Time (g_u), s	2.4	0.0	2.9	0.0	5.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.4	0.0	2.9	0.0	0.9	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	278	0	147	0	161	0	259	0
V/C Ratio (X)	0.93	0.00	0.65	0.00	0.23	0.00	1.16	0.00
Avail Cap (c_a), veh/h	278	0	147	0	174	0	259	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.57	0.00
Uniform Delay (d1), s/veh	26.4	0.0	30.0	0.0	28.5	0.0	28.4	0.0
Incr Delay (d2), s/veh	35.8	0.0	9.5	0.0	0.7	0.0	93.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	62.1	0.0	39.5	0.0	29.2	0.0	121.7	0.0
1st-Term Q (Q1), veh/ln	4.0	0.0	1.4	0.0	0.6	0.0	3.4	0.0
2nd-Term Q (Q2), veh/ln	2.8	0.0	0.4	0.0	0.0	0.0	6.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.63	0.00	1.80	0.00	1.80	0.00	1.48	0.00
%ile Back of Q (95%), veh/ln	11.0	0.0	3.2	0.0	1.2	0.0	14.9	0.0
%ile Storage Ratio (RQ%)	0.94	0.00	0.49	0.00	0.21	0.00	2.53	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	10.2	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	426	0	610	0	532	0	511
Grp Sat Flow (s), veh/h/ln	0	1764	0	1538	0	1752	0	1437
Q Serve Time (g_s), s	0.0	23.6	0.0	38.5	0.0	28.7	0.0	34.0
Cycle Q Clear Time (g_c), s	0.0	23.6	0.0	38.5	0.0	28.7	0.0	34.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.08	0.00	0.38	0.00	0.19
Lane Grp Cap (c), veh/h	0	459	0	637	0	600	0	489
V/C Ratio (X)	0.00	0.93	0.00	0.96	0.00	0.89	0.00	1.05
Avail Cap (c_a), veh/h	0	459	0	637	0	600	0	489
Upstream Filter (I)	0.00	1.00	0.00	0.57	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	36.1	0.0	28.5	0.0	31.1	0.0	33.0
Incr Delay (d2), s/veh	0.0	27.5	0.0	18.6	0.0	17.5	0.0	53.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	63.6	0.0	47.0	0.0	48.6	0.0	86.2
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	12.9	0.0	11.1	0.0	10.9
2nd-Term Q (Q2), veh/ln	0.0	3.5	0.0	3.3	0.0	2.9	0.0	7.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.45	0.00	1.31	0.00	1.44	0.00	1.43
%ile Back of Q (95%), veh/ln	0.0	18.9	0.0	21.1	0.0	20.1	0.0	25.9
%ile Storage Ratio (RQ%)	0.00	0.33	0.00	0.12	0.00	0.44	0.00	0.34
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	66.1
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	470	95	30	15	455	600	35	5	420	120
Future Volume (veh/h)	100	10	470	95	30	15	455	600	35	5	420	120
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	11	495	100	32	16	479	632	37	5	442	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	542	11	506	121	338	169	490	817	48	194	468	376
Arrive On Green	0.07	0.33	0.33	0.03	0.29	0.29	0.23	0.47	0.47	0.00	0.24	0.24
Sat Flow, veh/h	1781	35	1556	1781	1176	588	1781	1750	102	1781	1969	1585
Grp Volume(v), veh/h	105	0	506	100	0	48	479	0	669	5	442	126
Grp Sat Flow(s),veh/h/ln	1781	0	1590	1781	0	1764	1781	0	1852	1781	1969	1585
Q Serve(g_s), s	4.7	0.0	37.8	3.5	0.0	2.4	27.0	0.0	36.2	0.3	26.5	7.9
Cycle Q Clear(g_c), s	4.7	0.0	37.8	3.5	0.0	2.4	27.0	0.0	36.2	0.3	26.5	7.9
Prop In Lane	1.00		0.98	1.00		0.33	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	542	0	517	121	0	507	490	0	865	194	468	376
V/C Ratio(X)	0.19	0.00	0.98	0.83	0.00	0.09	0.98	0.00	0.77	0.03	0.95	0.33
Avail Cap(c_a), veh/h	543	0	517	121	0	507	490	0	865	232	468	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	40.1	41.1	0.0	31.3	34.0	0.0	26.7	34.9	45.0	37.9
Incr Delay (d2), s/veh	0.2	0.0	34.3	35.6	0.0	0.2	34.9	0.0	6.7	0.1	30.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	26.1	4.5	0.0	1.9	21.9	0.0	22.6	0.2	22.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.5	0.0	74.4	76.7	0.0	31.5	68.9	0.0	33.4	35.0	75.0	40.3
LnGrp LOS	C		E	E		C	E		C	C	E	D
Approach Vol, veh/h		611			148			1148			573	
Approach Delay, s/veh		66.0			62.0			48.2			67.0	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	62.0	8.0	45.0	32.5	34.5	12.5	40.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.6	53.5	3.5	39.0	28.0	28.5	8.1	34.4
Max Q Clear Time (g_c+I1), s	2.3	38.2	5.5	39.8	29.0	28.5	6.7	4.4
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	57.7
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	470	95	30	15	455	600	35	5	420	120
Future Volume (veh/h)	100	10	470	95	30	15	455	600	35	5	420	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	11	495	100	32	16	479	632	37	5	442	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	542	11	506	121	338	169	490	817	48	194	468	376
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
Prop Arrive On Green	0.07	0.33	0.33	0.03	0.29	0.29	0.23	0.47	0.47	0.00	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh	25.5	0.0	74.4	76.7	0.0	31.5	68.9	0.0	33.4	35.0	75.0	40.3
Ln Grp LOS	C		E	E		C	E		C	C	E	D
Approach Vol, veh/h		611			148			1148			573	
Approach Delay, s/veh		66.0			62.0			48.2			67.0	
Approach LOS		E			E			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.0	62.0	8.0	45.0	32.5	34.5	12.5	40.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.0	53.5	3.5	39.0	28.0	28.5	8.1	34.4
Max Allow Headway (MAH), s	3.6	8.7	3.8	7.2	3.6	8.6	3.7	7.4
Max Q Clear (g_c+I1), s	2.3	38.2	5.5	39.8	29.0	28.5	6.7	4.4
Green Ext Time (g_e), s	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.4
Prob of Phs Call (p_c)	0.15	1.00	0.96	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.71	1.00	1.00	1.00	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1750		35		1969		1176

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		102		1556		1585		588

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	5	0	100	0	479	0	105	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.3	0.0	3.5	0.0	27.0	0.0	4.7	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	3.5	0.0	27.0	0.0	4.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	768	0	893	0	843	0	1357	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	28.5	0.0	34.5	0.0	30.5	0.0	36.5	0.0
Perm LT Serve Time (g_u), s	19.9	0.0	1.2	0.0	2.0	0.0	32.1	0.0
Perm LT Q Serve Time (g_ps), s	0.1	0.0	1.2	0.0	2.0	0.0	0.4	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	194	0	121	0	490	0	542	0
V/C Ratio (X)	0.03	0.00	0.83	0.00	0.98	0.00	0.19	0.00
Avail Cap (c_a), veh/h	232	0	121	0	490	0	543	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	34.9	0.0	41.1	0.0	34.0	0.0	25.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	35.6	0.0	34.9	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.0	0.0	76.7	0.0	68.9	0.0	25.5	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	1.3	0.0	10.7	0.0	1.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.2	0.0	4.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.42	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.2	0.0	4.5	0.0	21.9	0.0	3.5	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.52	0.00	1.86	0.00	0.41	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	442	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1969	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	26.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	26.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	468	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	468	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	45.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.41	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	22.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	669	0	506	0	126	0	48
Grp Sat Flow (s), veh/h/ln	0	1852	0	1590	0	1585	0	1764
Q Serve Time (g_s), s	0.0	36.2	0.0	37.8	0.0	7.9	0.0	2.4
Cycle Q Clear Time (g_c), s	0.0	36.2	0.0	37.8	0.0	7.9	0.0	2.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.98	0.00	1.00	0.00	0.33
Lane Grp Cap (c), veh/h	0	865	0	517	0	376	0	507
V/C Ratio (X)	0.00	0.77	0.00	0.98	0.00	0.33	0.00	0.09
Avail Cap (c_a), veh/h	0	865	0	517	0	376	0	507
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.7	0.0	40.1	0.0	37.9	0.0	31.3
Incr Delay (d2), s/veh	0.0	6.7	0.0	34.3	0.0	2.4	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
Control Delay (d), s/veh	0.0	33.4	0.0	74.4	0.0	40.3	0.0	31.5
1st-Term Q (Q1), veh/ln	0.0	14.4	0.0	14.1	0.0	3.1	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	4.9	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.41	0.00	1.38	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	22.6	0.0	26.1	0.0	6.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.51	0.00	0.69	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	57.7
HCM 7th LOS	E

Notes
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	20	15	160	20	55	25	500	190	40	370	15
Future Volume (veh/h)	15	20	15	160	20	55	25	500	190	40	370	15
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	21	16	168	21	58	26	526	200	42	389	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	86	66	361	80	220	530	706	269	292	986	41
Arrive On Green	0.01	0.09	0.09	0.11	0.18	0.18	0.02	0.55	0.55	0.02	0.55	0.55
Sat Flow, veh/h	1781	985	750	1781	439	1213	1781	1291	491	1781	1784	73
Grp Volume(v), veh/h	16	0	37	168	0	79	26	0	726	42	0	405
Grp Sat Flow(s),veh/h/ln	1781	0	1735	1781	0	1652	1781	0	1782	1781	0	1857
Q Serve(g_s), s	0.7	0.0	1.7	7.2	0.0	3.6	0.6	0.0	27.4	0.9	0.0	11.0
Cycle Q Clear(g_c), s	0.7	0.0	1.7	7.2	0.0	3.6	0.6	0.0	27.4	0.9	0.0	11.0
Prop In Lane	1.00		0.43	1.00		0.73	1.00		0.28	1.00		0.04
Lane Grp Cap(c), veh/h	217	0	152	361	0	300	530	0	975	292	0	1027
V/C Ratio(X)	0.07	0.00	0.24	0.46	0.00	0.26	0.05	0.00	0.74	0.14	0.00	0.39
Avail Cap(c_a), veh/h	268	0	158	488	0	376	572	0	1458	324	0	1520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	37.4	30.0	0.0	31.0	9.2	0.0	15.2	12.9	0.0	11.2
Incr Delay (d2), s/veh	0.1	0.0	1.8	0.9	0.0	1.0	0.0	0.0	5.2	0.2	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	1.4	5.4	0.0	2.6	0.3	0.0	15.3	0.5	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	0.0	39.2	30.9	0.0	32.0	9.2	0.0	20.4	13.1	0.0	12.4
LnGrp LOS	D		D	C		C	A		C	B		B
Approach Vol, veh/h		53			247			752			447	
Approach Delay, s/veh		38.3			31.3			20.0			12.5	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	54.1	13.7	13.7	5.9	54.7	5.5	22.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	72.0	15.5	8.0	3.5	72.0	3.5	20.0
Max Q Clear Time (g_c+I1), s	2.9	29.4	9.2	3.7	2.6	13.0	2.7	5.6
Green Ext Time (p_c), s	0.0	18.7	0.2	0.1	0.0	9.0	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	20	15	160	20	55	25	500	190	40	370	15
Future Volume (veh/h)	15	20	15	160	20	55	25	500	190	40	370	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	21	16	168	21	58	26	526	200	42	389	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	217	86	66	361	80	220	530	706	269	292	986	41
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
Prop Arrive On Green	0.01	0.09	0.09	0.11	0.18	0.18	0.02	0.55	0.55	0.02	0.55	0.55
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.2	0.0	39.2	30.9	0.0	32.0	9.2	0.0	20.4	13.1	0.0	12.4
Ln Grp LOS	D		D	C		C	A		C	B		B
Approach Vol, veh/h		53			247			752			447	
Approach Delay, s/veh		38.3			31.3			20.0			12.5	
Approach LOS		D			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	6.4	54.1	13.7	13.7	5.9	54.7	5.5	22.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.5	72.0	15.5	8.0	3.5	72.0	3.5	20.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	7.3	3.6	8.7	3.8	7.2
Max Q Clear (g_c+I1), s	2.9	29.4	9.2	3.7	2.6	13.0	2.7	5.6
Green Ext Time (g_e), s	0.0	18.7	0.2	0.1	0.0	9.0	0.0	0.5
Prob of Phs Call (p_c)	0.64	1.00	0.98	0.96	0.47	1.00	0.32	1.00
Prob of Max Out (p_x)	1.00	0.24	0.10	1.00	1.00	0.00	1.00	0.02

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1291		985		1784		439

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		491		750		73		1213

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	42	0	168	0	26	0	16	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.9	0.0	7.2	0.0	0.6	0.0	0.7	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	7.2	0.0	0.6	0.0	0.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	728	0	1371	0	980	0	1320	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	48.1	0.0	9.7	0.0	48.1	0.0	7.7	0.0
Perm LT Serve Time (g_u), s	20.7	0.0	5.9	0.0	37.7	0.0	7.7	0.0
Perm LT Q Serve Time (g_ps), s	1.7	0.0	0.5	0.0	0.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	292	0	361	0	530	0	217	0
V/C Ratio (X)	0.14	0.00	0.46	0.00	0.05	0.00	0.07	0.00
Avail Cap (c_a), veh/h	324	0	488	0	572	0	268	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	12.9	0.0	30.0	0.0	9.2	0.0	36.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.0	0.0	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.1	0.0	30.9	0.0	9.2	0.0	36.2	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	2.9	0.0	0.2	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.5	0.0	5.4	0.0	0.3	0.0	0.6	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.64	0.00	0.04	0.00	0.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	726	0	37	0	405	0	79
Grp Sat Flow (s), veh/h/ln	0	1782	0	1735	0	1857	0	1652
Q Serve Time (g_s), s	0.0	27.4	0.0	1.7	0.0	11.0	0.0	3.6
Cycle Q Clear Time (g_c), s	0.0	27.4	0.0	1.7	0.0	11.0	0.0	3.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.28	0.00	0.43	0.00	0.04	0.00	0.73
Lane Grp Cap (c), veh/h	0	975	0	152	0	1027	0	300
V/C Ratio (X)	0.00	0.74	0.00	0.24	0.00	0.39	0.00	0.26
Avail Cap (c_a), veh/h	0	1458	0	158	0	1520	0	376
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.2	0.0	37.4	0.0	11.2	0.0	31.0
Incr Delay (d2), s/veh	0.0	5.2	0.0	1.8	0.0	1.1	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.4	0.0	39.2	0.0	12.4	0.0	32.0
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	0.7	0.0	3.6	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	0.1	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.52	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	15.3	0.0	1.4	0.0	7.0	0.0	2.6
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.11	0.00	0.30	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	40	75	5	5	1
Future Vol, veh/h	1	40	75	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	42	79	5	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	123	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1513	-	-	-	872	982
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	871	982
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	9.08
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	44	-	-	-	888
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	25	15	60	15	1
Future Vol, veh/h	1	25	15	60	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	26	16	63	16	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	44	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	966	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	966	1063
Mov Cap-2 Maneuver	-	-	-	-	966	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.28	0	8.77
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	69	-	-	-	971
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

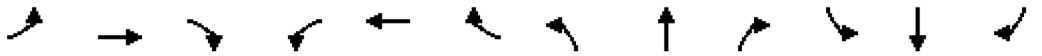
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	10	5	10	1
Future Vol, veh/h	1	15	10	5	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	16	11	5	11	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	28	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	986	1071
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	986	1071
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	993
HCM Lane V/C Ratio	0.001	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	40	35	130	30	315	20	880	55	245	940	15
Future Volume (veh/h)	25	40	35	130	30	315	20	880	55	245	940	15
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	1870	1707	1693	1781	1648	1870	1870	1969	1707	1841	1870	1870
Adj Flow Rate, veh/h	26	42	37	137	32	332	21	926	58	258	989	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	14	8	17	2	2	2	13	4	2	2
Cap, veh/h	90	136	120	347	28	293	118	918	675	259	1041	17
Arrive On Green	0.02	0.16	0.16	0.08	0.23	0.23	0.01	0.47	0.47	0.11	0.57	0.57
Sat Flow, veh/h	1781	837	737	1697	124	1291	1781	1969	1447	1753	1835	30
Grp Volume(v), veh/h	26	0	79	137	0	364	21	926	58	258	0	1005
Grp Sat Flow(s),veh/h/ln	1781	0	1575	1697	0	1416	1781	1969	1447	1753	0	1865
Q Serve(g_s), s	1.4	0.0	5.3	7.7	0.0	27.0	0.7	55.5	2.7	13.4	0.0	60.2
Cycle Q Clear(g_c), s	1.4	0.0	5.3	7.7	0.0	27.0	0.7	55.5	2.7	13.4	0.0	60.2
Prop In Lane	1.00		0.47	1.00		0.91	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	90	0	257	347	0	321	118	918	675	259	0	1058
V/C Ratio(X)	0.29	0.00	0.31	0.40	0.00	1.13	0.18	1.01	0.09	0.99	0.00	0.95
Avail Cap(c_a), veh/h	105	0	270	347	0	321	140	918	675	259	0	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	0.0	43.9	35.6	0.0	46.0	26.5	31.7	17.6	39.9	0.0	24.2
Incr Delay (d2), s/veh	1.7	0.0	1.4	0.7	0.0	91.2	0.7	31.8	0.3	54.3	0.0	18.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	3.8	5.7	0.0	25.8	0.5	41.0	1.6	11.3	0.0	36.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.9	0.0	45.3	36.4	0.0	137.2	27.2	63.5	17.9	94.1	0.0	42.1
LnGrp LOS	D		D	D		F	C	F	B	F		D
Approach Vol, veh/h		105			501			1005			1263	
Approach Delay, s/veh		45.0			109.6			60.1			52.7	
Approach LOS		D			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	61.5	14.1	25.4	6.0	73.5	6.5	33.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	13.5	55.5	9.6	20.4	3.0	66.0	3.0	27.0
Max Q Clear Time (g_c+I1), s	15.4	57.5	9.7	7.3	2.7	62.2	3.4	29.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	3.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	65.0
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	40	35	130	30	315	20	880	55	245	940	15
Future Volume (veh/h)	25	40	35	130	30	315	20	880	55	245	940	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1707	1693	1781	1648	1870	1870	1969	1707	1841	1870	1870
Adj Flow Rate, veh/h	26	42	37	137	32	332	21	926	58	258	989	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	14	8	17	2	2	2	13	4	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	90	136	120	347	28	293	118	918	675	259	1041	17
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
Prop Arrive On Green	0.02	0.16	0.16	0.08	0.23	0.23	0.01	0.47	0.47	0.11	0.57	0.57
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.9	0.0	45.3	36.4	0.0	137.2	27.2	63.5	17.9	94.1	0.0	42.1
Ln Grp LOS	D		D	D		F	C	F	B	F		D
Approach Vol, veh/h		105			501			1005			1263	
Approach Delay, s/veh		45.0			109.6			60.1			52.7	
Approach LOS		D			F			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	18.0	61.5	14.1	25.4	6.0	73.5	6.5	33.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	13.5	55.5	9.6	20.4	3.0	66.0	3.0	27.0
Max Allow Headway (MAH), s	3.7	8.7	3.7	7.1	3.6	8.7	3.7	7.3
Max Q Clear (g_c+I1), s	15.4	57.5	9.7	7.3	2.7	62.2	3.4	29.0
Green Ext Time (g_e), s	0.0	0.0	0.0	0.4	0.0	3.4	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.50	1.00	0.58	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	0.04	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1753		1697		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		837		1835		124

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1447		737		30		1291

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	258	0	137	0	21	0	26	0
Grp Sat Flow (s), veh/h/ln	1753	0	1697	0	1781	0	1781	0
Q Serve Time (g_s), s	13.4	0.0	7.7	0.0	0.7	0.0	1.4	0.0
Cycle Q Clear Time (g_c), s	13.4	0.0	7.7	0.0	0.7	0.0	1.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	563	0	1257	0	561	0	1018	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	57.5	0.0	21.4	0.0	55.5	0.0	19.4	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	14.1	0.0	7.3	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.9	0.0	1.9	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	259	0	347	0	118	0	90	0
V/C Ratio (X)	0.99	0.00	0.40	0.00	0.18	0.00	0.29	0.00
Avail Cap (c_a), veh/h	259	0	347	0	140	0	105	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	39.9	0.0	35.6	0.0	26.5	0.0	42.2	0.0
Incr Delay (d2), s/veh	54.3	0.0	0.7	0.0	0.7	0.0	1.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	94.1	0.0	36.4	0.0	27.2	0.0	43.9	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	3.1	0.0	0.3	0.0	0.6	0.0
2nd-Term Q (Q2), veh/ln	3.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.62	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	11.3	0.0	5.7	0.0	0.5	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	1.10	0.00	0.69	0.00	0.05	0.00	0.14	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	926	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	55.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	55.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	918	0	0	0	0	0	0
V/C Ratio (X)	0.00	1.01	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	918	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	31.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	31.8	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	63.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.30	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	41.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	58	0	79	0	1005	0	364
Grp Sat Flow (s), veh/h/ln	0	1447	0	1575	0	1865	0	1416
Q Serve Time (g_s), s	0.0	2.7	0.0	5.3	0.0	60.2	0.0	27.0
Cycle Q Clear Time (g_c), s	0.0	2.7	0.0	5.3	0.0	60.2	0.0	27.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.02	0.00	0.91
Lane Grp Cap (c), veh/h	0	675	0	257	0	1058	0	321
V/C Ratio (X)	0.00	0.09	0.00	0.31	0.00	0.95	0.00	1.13
Avail Cap (c_a), veh/h	0	675	0	270	0	1058	0	321
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.6	0.0	43.9	0.0	24.2	0.0	46.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.4	0.0	18.0	0.0	91.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.9	0.0	45.3	0.0	42.1	0.0	137.2
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	2.0	0.0	22.4	0.0	9.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	5.3	0.0	8.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.31	0.00	1.49
%ile Back of Q (95%), veh/ln	0.0	1.6	0.0	3.8	0.0	36.3	0.0	25.8
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.15	0.00	0.53	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	65.0
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	350	15	130	280	455	25	410	160	445	560	115
Future Volume (veh/h)	90	350	15	130	280	455	25	410	160	445	560	115
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	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	95	368	16	137	295	479	26	432	168	468	589	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	463	398	273	523	759	282	527	544	509	915	808
Arrive On Green	0.05	0.23	0.23	0.08	0.27	0.27	0.02	0.27	0.27	0.21	0.46	0.46
Sat Flow, veh/h	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	95	368	16	137	295	479	26	432	168	468	589	121
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	3.7	16.0	0.7	5.1	11.8	20.5	1.0	18.7	7.1	16.5	20.8	3.7
Cycle Q Clear(g_c), s	3.7	16.0	0.7	5.1	11.8	20.5	1.0	18.7	7.1	16.5	20.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	463	398	273	523	759	282	527	544	509	915	808
V/C Ratio(X)	0.37	0.80	0.04	0.50	0.56	0.63	0.09	0.82	0.31	0.92	0.64	0.15
Avail Cap(c_a), veh/h	254	476	408	273	537	770	314	586	592	619	1060	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	32.7	25.8	24.4	28.9	17.7	23.8	31.3	21.9	19.6	18.6	11.8
Incr Delay (d2), s/veh	0.9	13.2	0.2	1.4	4.4	4.0	0.1	13.4	1.5	17.0	3.5	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(95%),veh/ln	2.7	13.5	0.5	3.7	9.6	11.5	0.7	15.2	4.6	12.7	13.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.3	46.0	26.0	25.8	33.2	21.7	23.9	44.7	23.4	36.6	22.1	12.2
LnGrp LOS	C	D	C	C	C	C	C	D	C	D	C	B
Approach Vol, veh/h		479			911			626			1178	
Approach Delay, s/veh		41.4			26.0			38.1			26.8	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.9	30.3	10.4	27.4	4.9	48.3	7.6	30.2
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	25.6	27.1	6.9	22.0	3.1	49.0	4.1	24.8
Max Q Clear Time (g_c+I1), s	18.5	20.7	7.1	18.0	3.0	22.8	5.7	22.5
Green Ext Time (p_c), s	0.8	3.6	0.0	1.7	0.0	12.5	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	31.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	350	15	130	280	455	25	410	160	445	560	115
Future Volume (veh/h)	90	350	15	130	280	455	25	410	160	445	560	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	95	368	16	137	295	479	26	432	168	468	589	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	254	463	398	273	523	759	282	527	544	509	915	808
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
Prop Arrive On Green	0.05	0.23	0.23	0.08	0.27	0.27	0.02	0.27	0.27	0.21	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh	26.3	46.0	26.0	25.8	33.2	21.7	23.9	44.7	23.4	36.6	22.1	12.2
Ln Grp LOS	C	D	C	C	C	C	C	D	C	D	C	B
Approach Vol, veh/h		479			911			626			1178	
Approach Delay, s/veh		41.4			26.0			38.1			26.8	
Approach LOS		D			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	22.9	30.3	10.4	27.4	4.9	48.3	7.6	30.2
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	25.0	27.1	6.9	22.0	3.1	49.0	4.1	24.8
Max Allow Headway (MAH), s	3.6	8.5	3.6	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	18.5	20.7	7.1	18.0	3.0	22.8	5.7	22.5
Green Ext Time (g_e), s	0.8	3.6	0.0	1.7	0.0	12.5	0.0	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	0.48	1.00	0.91	1.00
Prob of Max Out (p_x)	0.26	1.00	1.00	1.00	1.00	0.40	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1969		1969		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	468	0	137	0	26	0	95	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	16.5	0.0	5.1	0.0	1.0	0.0	3.7	0.0
Cycle Q Clear Time (g_c), s	16.5	0.0	5.1	0.0	1.0	0.0	3.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	819	0	999	0	739	0	696	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	26.3	0.0	22.7	0.0	24.3	0.0	21.4	0.0
Perm LT Serve Time (g_u), s	5.6	0.0	5.4	0.0	21.5	0.0	12.4	0.0
Perm LT Q Serve Time (g_ps), s	5.6	0.0	2.7	0.0	0.1	0.0	1.4	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	509	0	273	0	282	0	254	0
V/C Ratio (X)	0.92	0.00	0.50	0.00	0.09	0.00	0.37	0.00
Avail Cap (c_a), veh/h	619	0	273	0	314	0	254	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	19.6	0.0	24.4	0.0	23.8	0.0	25.4	0.0
Incr Delay (d2), s/veh	17.0	0.0	1.4	0.0	0.1	0.0	0.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.6	0.0	25.8	0.0	23.9	0.0	26.3	0.0
1st-Term Q (Q1), veh/ln	5.7	0.0	1.9	0.0	0.4	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	2.4	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.58	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	12.7	0.0	3.7	0.0	0.7	0.0	2.7	0.0
%ile Storage Ratio (RQ%)	1.08	0.00	0.39	0.00	0.06	0.00	0.59	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	432	0	368	0	589	0	295
Grp Sat Flow (s), veh/h/ln	0	1969	0	1969	0	1969	0	1969
Q Serve Time (g_s), s	0.0	18.7	0.0	16.0	0.0	20.8	0.0	11.8
Cycle Q Clear Time (g_c), s	0.0	18.7	0.0	16.0	0.0	20.8	0.0	11.8
Lane Grp Cap (c), veh/h	0	527	0	463	0	915	0	523
V/C Ratio (X)	0.00	0.82	0.00	0.80	0.00	0.64	0.00	0.56
Avail Cap (c_a), veh/h	0	586	0	476	0	1060	0	537
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.3	0.0	32.7	0.0	18.6	0.0	28.9
Incr Delay (d2), s/veh	0.0	13.4	0.0	13.2	0.0	3.5	0.0	4.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	44.7	0.0	46.0	0.0	22.1	0.0	33.2
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	6.9	0.0	8.0	0.0	5.0

2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	1.7	0.0	0.9	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.52	0.00	1.56	0.00	1.55	0.00	1.69
%ile Back of Q (95%), veh/ln	0.0	15.2	0.0	13.5	0.0	13.8	0.0	9.6
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.34	0.00	0.07	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	168	0	16	0	121	0	479
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	1585
Q Serve Time (g_s), s	0.0	7.1	0.0	0.7	0.0	3.7	0.0	20.5
Cycle Q Clear Time (g_c), s	0.0	7.1	0.0	0.7	0.0	3.7	0.0	20.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1585.1	0.0	1585.1	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	6.9	0.0	1.4	0.0	4.1	0.0	19.4
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	544	0	398	0	808	0	759
V/C Ratio (X)	0.00	0.31	0.00	0.04	0.00	0.15	0.00	0.63
Avail Cap (c_a), veh/h	0	592	0	408	0	925	0	770
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.9	0.0	25.8	0.0	11.8	0.0	17.7
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.2	0.0	0.4	0.0	4.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.4	0.0	26.0	0.0	12.2	0.0	21.7
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.2	0.0	1.1	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.61
%ile Back of Q (95%), veh/ln	0.0	4.6	0.0	0.5	0.0	2.1	0.0	11.5
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.10	0.00	0.18	0.00	1.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	675	115	235	355	60	230	195	280	135	240	135
Future Volume (veh/h)	95	675	115	235	355	60	230	195	280	135	240	135
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	100	711	121	247	374	63	242	205	295	142	253	142
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	470	678	115	268	782	132	290	409	329	303	407	327
Arrive On Green	0.05	0.44	0.44	0.12	0.50	0.50	0.08	0.21	0.21	0.08	0.21	0.21
Sat Flow, veh/h	1781	1558	265	1781	1560	263	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	100	0	832	247	0	437	242	205	295	142	253	142
Grp Sat Flow(s),veh/h/ln	1781	0	1823	1781	0	1823	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	3.7	0.0	52.2	12.4	0.0	18.9	9.5	11.1	21.7	7.4	14.0	9.4
Cycle Q Clear(g_c), s	3.7	0.0	52.2	12.4	0.0	18.9	9.5	11.1	21.7	7.4	14.0	9.4
Prop In Lane	1.00		0.15	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	0	793	268	0	914	290	409	329	303	407	327
V/C Ratio(X)	0.21	0.00	1.05	0.92	0.00	0.48	0.84	0.50	0.90	0.47	0.62	0.43
Avail Cap(c_a), veh/h	529	0	793	268	0	914	290	427	343	305	427	343
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)	0.56	0.00	0.56	1.00	0.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	17.6	0.0	33.9	38.2	0.0	19.6	40.8	42.0	46.3	34.0	43.4	41.5
Incr Delay (d2), s/veh	0.1	0.0	37.9	35.0	0.0	1.8	18.8	4.3	29.1	0.5	3.2	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	37.2	14.6	0.0	12.3	7.1	9.7	16.4	5.1	9.9	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.8	0.0	71.7	73.2	0.0	21.4	59.6	46.4	75.4	34.5	46.5	43.3
LnGrp LOS	B		F	E		C	E	D	E	C	D	D
Approach Vol, veh/h		932			684			742			537	
Approach Delay, s/veh		66.0			40.1			62.2			42.5	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	59.2	12.9	30.9	9.1	67.2	13.0	30.8
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	14.0	51.0	9.5	26.0	9.5	55.0	9.5	26.0
Max Q Clear Time (g_c+I1), s	11.4	54.2	9.4	23.7	5.7	20.9	11.5	16.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.1	8.7	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	54.5
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	675	115	235	355	60	230	195	280	135	240	135
Future Volume (veh/h)	95	675	115	235	355	60	230	195	280	135	240	135
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	100	711	121	247	374	63	242	205	295	142	253	142
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	470	678	115	268	782	132	290	409	329	303	407	327
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
Prop Arrive On Green	0.05	0.44	0.44	0.12	0.50	0.50	0.08	0.21	0.21	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	17.8	0.0	71.7	73.2	0.0	21.4	59.6	46.4	75.4	34.5	46.5	43.3
Ln Grp LOS	B		F	E		C	E	D	E	C	D	D
Approach Vol, veh/h		932			684			742			537	
Approach Delay, s/veh		66.0			40.1			62.2			42.5	
Approach LOS		E			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	17.0	59.2	12.9	30.9	9.1	67.2	13.0	30.8
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	14.0	51.0	9.5	26.0	9.5	55.0	9.5	26.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.4	3.6	8.8	3.7	8.6
Max Q Clear (g_c+I1), s	14.4	54.2	9.4	23.7	5.7	20.9	11.5	16.0
Green Ext Time (g_e), s	0.0	0.0	0.0	1.2	0.1	8.7	0.0	3.5
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.96	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	0.84	0.08	1.00	0.84

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1558		1969		1560		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		265		1585		263		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	247	0	142	0	100	0	242	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	12.4	0.0	7.4	0.0	3.7	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	12.4	0.0	7.4	0.0	3.7	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	660	0	898	0	952	0	989	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	54.2	0.0	24.8	0.0	52.2	0.0	24.8	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	13.9	0.0	41.3	0.0	10.7	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	2.0	0.0	1.3	0.0	10.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	268	0	303	0	470	0	290	0
V/C Ratio (X)	0.92	0.00	0.47	0.00	0.21	0.00	0.84	0.00
Avail Cap (c_a), veh/h	268	0	305	0	529	0	290	0
Upstream Filter (I)	1.00	0.00	0.44	0.00	0.56	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.2	0.0	34.0	0.0	17.6	0.0	40.8	0.0
Incr Delay (d2), s/veh	35.0	0.0	0.5	0.0	0.1	0.0	18.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	73.2	0.0	34.5	0.0	17.8	0.0	59.6	0.0
1st-Term Q (Q1), veh/ln	7.0	0.0	3.1	0.0	1.4	0.0	2.4	0.0
2nd-Term Q (Q2), veh/ln	2.6	0.0	0.0	0.0	0.0	0.0	1.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.53	0.00	1.61	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	14.6	0.0	5.1	0.0	2.6	0.0	7.1	0.0
%ile Storage Ratio (RQ%)	1.58	0.00	0.50	0.00	0.31	0.00	0.40	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	205	0	0	0	253
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	11.1	0.0	0.0	0.0	14.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.1	0.0	0.0	0.0	14.0
Lane Grp Cap (c), veh/h	0	0	0	409	0	0	0	407
V/C Ratio (X)	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.62
Avail Cap (c_a), veh/h	0	0	0	427	0	0	0	427
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.44
Uniform Delay (d1), s/veh	0.0	0.0	0.0	42.0	0.0	0.0	0.0	43.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.3	0.0	0.0	0.0	3.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.4	0.0	0.0	0.0	46.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.3	0.0	0.0	0.0	6.6

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.68	0.00	1.00	0.00	1.41
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	9.7	0.0	0.0	0.0	9.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	832	0	295	0	437	0	142
Grp Sat Flow (s), veh/h/ln	0	1823	0	1585	0	1823	0	1585
Q Serve Time (g_s), s	0.0	52.2	0.0	21.7	0.0	18.9	0.0	9.4
Cycle Q Clear Time (g_c), s	0.0	52.2	0.0	21.7	0.0	18.9	0.0	9.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	1.00	0.00	0.14	0.00	1.00
Lane Grp Cap (c), veh/h	0	793	0	329	0	914	0	327
V/C Ratio (X)	0.00	1.05	0.00	0.90	0.00	0.48	0.00	0.43
Avail Cap (c_a), veh/h	0	793	0	343	0	914	0	343
Upstream Filter (I)	0.00	0.56	0.00	1.00	0.00	1.00	0.00	0.44
Uniform Delay (d1), s/veh	0.0	33.9	0.0	46.3	0.0	19.6	0.0	41.5
Incr Delay (d2), s/veh	0.0	37.9	0.0	29.1	0.0	1.8	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	71.7	0.0	75.4	0.0	21.4	0.0	43.3
1st-Term Q (Q1), veh/ln	0.0	20.8	0.0	8.3	0.0	7.3	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	8.3	0.0	2.7	0.0	0.5	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.28	0.00	1.50	0.00	1.59	0.00	1.56
%ile Back of Q (95%), veh/ln	0.0	37.2	0.0	16.4	0.0	12.3	0.0	5.8
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	1.07	0.00	0.23	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

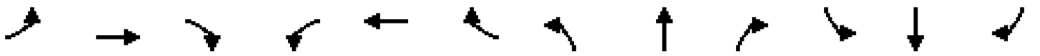
Intersection Summary	
HCM 7th Control Delay, s/veh	54.5
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	430	175	420	295	15	85	1	360	30	1	45
Future Volume (veh/h)	20	430	175	420	295	15	85	1	360	30	1	45
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	1870	1678	1870	1870	1648	1411	1870	1870	1870	1648	1870	1737
Adj Flow Rate, veh/h	21	453	184	442	311	16	89	1	379	32	1	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	15	2	2	17	33	2	2	2	17	2	11
Cap, veh/h	532	483	196	434	937	48	345	4	388	127	20	149
Arrive On Green	0.01	0.43	0.43	0.19	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	1134	461	1781	1554	80	1164	15	1585	343	83	607
Grp Volume(v), veh/h	21	0	637	442	0	327	90	0	379	80	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1595	1781	0	1634	1178	0	1585	1033	0	0
Q Serve(g_s), s	0.8	0.0	45.2	22.5	0.0	11.8	0.0	0.0	28.1	2.4	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	45.2	22.5	0.0	11.8	9.7	0.0	28.1	12.1	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.05	0.99		1.00	0.40		0.59
Lane Grp Cap(c), veh/h	532	0	679	434	0	986	349	0	388	295	0	0
V/C Ratio(X)	0.04	0.00	0.94	1.02	0.00	0.33	0.26	0.00	0.98	0.27	0.00	0.00
Avail Cap(c_a), veh/h	556	0	700	434	0	986	349	0	388	295	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	32.5	35.7	0.0	11.7	37.4	0.0	44.4	37.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	22.2	47.9	0.0	0.9	0.8	0.0	39.7	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	27.9	25.2	0.0	7.4	4.0	0.0	21.7	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	0.0	54.7	83.5	0.0	12.6	38.3	0.0	84.1	38.5	0.0	0.0
LnGrp LOS	B		D	F		B	D		F	D		
Approach Vol, veh/h		658			769			469			80	
Approach Delay, s/veh		53.6			53.4			75.3			38.5	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.0	56.5		35.0	6.0	77.5		35.0				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	22.5	52.0		29.0	3.1	71.4		29.0				
Max Q Clear Time (g_c+I1), s	24.5	47.2		30.1	2.8	13.8		14.1				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	7.2		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	58.0
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	430	175	420	295	15	85	1	360	30	1	45
Future Volume (veh/h)	20	430	175	420	295	15	85	1	360	30	1	45
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1678	1870	1870	1648	1411	1870	1870	1870	1648	1870	1737
Adj Flow Rate, veh/h	21	453	184	442	311	16	89	1	379	32	1	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	15	2	2	17	33	2	2	2	17	2	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	532	483	196	434	937	48	345	4	388	127	20	149
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
Prop Arrive On Green	0.01	0.43	0.43	0.19	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh	18.9	0.0	54.7	83.5	0.0	12.6	38.3	0.0	84.1	38.5	0.0	0.0
Ln Grp LOS	B		D	F		B	D		F	D		
Approach Vol, veh/h		658			769			469			80	
Approach Delay, s/veh		53.6			53.4			75.3			38.5	
Approach LOS		D			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	27.0	56.5		35.0	6.0	77.5		35.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green (Gmax), s	22.5	52.0		29.0	3.1	71.4		29.0
Max Allow Headway (MAH), s	3.7	9.0		6.1	3.7	9.0		8.0
Max Q Clear (g_c+I1), s	24.5	47.2		30.1	2.8	13.8		14.1
Green Ext Time (g_e), s	0.0	3.3		0.0	0.0	7.2		0.6
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.50	1.00		1.00
Prob of Max Out (p_x)	1.00	1.00		1.00	1.00	0.00		0.05

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1164	1781			343

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1134		15		1554		83

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		461		1585		80		607

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				L+T+R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	442	0	0	90	21	0	0	80
Grp Sat Flow (s), veh/h/ln	1781	0	0	1178	1781	0	0	1033
Q Serve Time (g_s), s	22.5	0.0	0.0	0.0	0.8	0.0	0.0	2.4
Cycle Q Clear Time (g_c), s	22.5	0.0	0.0	9.7	0.8	0.0	0.0	12.1
Perm LT Sat Flow (s_l), veh/h/ln	791	0	0	1379	1053	0	0	1019
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	919	0	0	0	0
Perm LT Eff Green (g_p), s	52.5	0.0	0.0	29.0	50.5	0.0	0.0	29.0
Perm LT Serve Time (g_u), s	5.3	0.0	0.0	17.0	50.5	0.0	0.0	19.3
Perm LT Q Serve Time (g_ps), s	5.3	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	1.00	0.00	0.00	0.40
Lane Grp Cap (c), veh/h	434	0	0	349	532	0	0	295
V/C Ratio (X)	1.02	0.00	0.00	0.26	0.04	0.00	0.00	0.27
Avail Cap (c_a), veh/h	434	0	0	349	556	0	0	295
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	35.7	0.0	0.0	37.4	18.9	0.0	0.0	37.5
Incr Delay (d2), s/veh	47.9	0.0	0.0	0.8	0.0	0.0	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	83.5	0.0	0.0	38.3	18.9	0.0	0.0	38.5
1st-Term Q (Q1), veh/ln	12.2	0.0	0.0	2.1	0.3	0.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	5.8	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.40	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	25.2	0.0	0.0	4.0	0.6	0.0	0.0	3.8
%ile Storage Ratio (RQ%)	2.98	0.00	0.00	0.02	0.07	0.00	0.00	0.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	637	0	379	0	327	0	0
Grp Sat Flow (s), veh/h/ln	0	1595	0	1585	0	1634	0	0
Q Serve Time (g_s), s	0.0	45.2	0.0	28.1	0.0	11.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	45.2	0.0	28.1	0.0	11.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.29	0.00	1.00	0.00	0.05	0.00	0.59
Lane Grp Cap (c), veh/h	0	679	0	388	0	986	0	0
V/C Ratio (X)	0.00	0.94	0.00	0.98	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	700	0	388	0	986	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.5	0.0	44.4	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	22.2	0.0	39.7	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	54.7	0.0	84.1	0.0	12.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.3	0.0	11.1	0.0	3.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.2	0.0	4.3	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.36	0.00	1.42	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	27.9	0.0	21.7	0.0	7.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.11	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

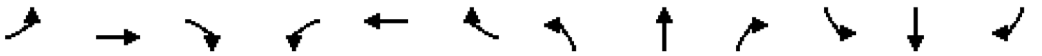
Intersection Summary	
HCM 7th Control Delay, s/veh	58.0
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	530	45	175	545	175	55	310	100	185	505	335
Future Volume (veh/h)	330	530	45	175	545	175	55	310	100	185	505	335
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	1870	1707	1870	1870	1752	1841	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	347	558	47	184	574	184	58	326	105	195	532	353
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	2	2	10	4	2	2	2	5	2	2
Cap, veh/h	200	516	43	161	394	126	125	474	153	342	418	277
Arrive On Green	0.07	0.33	0.33	0.05	0.31	0.31	0.03	0.35	0.35	0.08	0.40	0.40
Sat Flow, veh/h	1781	1553	131	1781	1271	407	1781	1355	437	1739	1049	696
Grp Volume(v), veh/h	347	0	605	184	0	758	58	0	431	195	0	885
Grp Sat Flow(s),veh/h/ln	1781	0	1684	1781	0	1678	1781	0	1792	1739	0	1745
Q Serve(g_s), s	7.2	0.0	33.2	5.0	0.0	31.0	2.1	0.0	20.6	7.0	0.0	39.8
Cycle Q Clear(g_c), s	7.2	0.0	33.2	5.0	0.0	31.0	2.1	0.0	20.6	7.0	0.0	39.8
Prop In Lane	1.00		0.08	1.00		0.24	1.00		0.24	1.00		0.40
Lane Grp Cap(c), veh/h	200	0	559	161	0	520	125	0	627	342	0	695
V/C Ratio(X)	1.73	0.00	1.08	1.14	0.00	1.46	0.46	0.00	0.69	0.57	0.00	1.27
Avail Cap(c_a), veh/h	200	0	559	161	0	520	125	0	627	342	0	695
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)	0.24	0.00	0.24	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	33.4	31.5	0.0	34.5	26.0	0.0	27.8	20.4	0.0	30.1
Incr Delay (d2), s/veh	334.8	0.0	45.3	114.3	0.0	216.1	2.6	0.0	6.0	2.2	0.0	134.5
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(95%),veh/ln	30.1	0.0	24.5	11.1	0.0	65.5	1.6	0.0	14.3	4.9	0.0	60.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	362.2	0.0	78.7	145.8	0.0	250.6	28.6	0.0	33.9	22.6	0.0	164.6
LnGrp LOS	F		F	F		F	C		C	C		F
Approach Vol, veh/h		952			942			489			1080	
Approach Delay, s/veh		182.0			230.1			33.2			138.9	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	41.0	8.5	39.2	6.5	45.8	10.7	37.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	7.8	35.0	5.0	33.2	3.0	39.8	7.2	31.0
Max Q Clear Time (g_c+I1), s	9.0	22.6	7.0	35.2	4.1	41.8	9.2	33.0
Green Ext Time (p_c), s	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	160.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	530	45	175	545	175	55	310	100	185	505	335
Future Volume (veh/h)	330	530	45	175	545	175	55	310	100	185	505	335
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1707	1870	1870	1752	1841	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	347	558	47	184	574	184	58	326	105	195	532	353
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	2	2	10	4	2	2	2	5	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	200	516	43	161	394	126	125	474	153	342	418	277
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
Prop Arrive On Green	0.07	0.33	0.33	0.05	0.31	0.31	0.03	0.35	0.35	0.08	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	362.2	0.0	78.7	145.8	0.0	250.6	28.6	0.0	33.9	22.6	0.0	164.6
Ln Grp LOS	F		F	F		F	C		C	C		F
Approach Vol, veh/h		952			942			489			1080	
Approach Delay, s/veh		182.0			230.1			33.2			138.9	
Approach LOS		F			F			C			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	11.3	41.0	8.5	39.2	6.5	45.8	10.7	37.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	7.8	35.0	5.0	33.2	3.0	39.8	7.2	31.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.0
Max Q Clear (g_c+I1), s	9.0	22.6	7.0	35.2	4.1	41.8	9.2	33.0
Green Ext Time (g_e), s	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.80	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.71	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1355		1553		1049		1271

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		437		131		696		407

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	195	0	184	0	58	0	347	0
Grp Sat Flow (s), veh/h/ln	1739	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	7.0	0.0	5.0	0.0	2.1	0.0	7.2	0.0
Cycle Q Clear Time (g_c), s	7.0	0.0	5.0	0.0	2.1	0.0	7.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	934	0	815	0	628	0	707	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	37.0	0.0	31.0	0.0	35.0	0.0	31.7	0.0
Perm LT Serve Time (g_u), s	14.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	342	0	161	0	125	0	200	0
V/C Ratio (X)	0.57	0.00	1.14	0.00	0.46	0.00	1.73	0.00
Avail Cap (c_a), veh/h	342	0	161	0	125	0	200	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.24	0.00
Uniform Delay (d1), s/veh	20.4	0.0	31.5	0.0	26.0	0.0	27.4	0.0
Incr Delay (d2), s/veh	2.2	0.0	114.3	0.0	2.6	0.0	334.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	22.6	0.0	145.8	0.0	28.6	0.0	362.2	0.0
1st-Term Q (Q1), veh/ln	2.5	0.0	1.4	0.0	0.8	0.0	3.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	5.1	0.0	0.1	0.0	18.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.70	0.00	1.80	0.00	1.39	0.00
%ile Back of Q (95%), veh/ln	4.9	0.0	11.1	0.0	1.6	0.0	30.1	0.0
%ile Storage Ratio (RQ%)	0.42	0.00	1.62	0.00	0.30	0.00	5.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	5.7	0.0	0.0	0.0	36.7	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	431	0	605	0	885	0	758
Grp Sat Flow (s), veh/h/ln	0	1792	0	1684	0	1745	0	1678
Q Serve Time (g_s), s	0.0	20.6	0.0	33.2	0.0	39.8	0.0	31.0
Cycle Q Clear Time (g_c), s	0.0	20.6	0.0	33.2	0.0	39.8	0.0	31.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.24	0.00	0.08	0.00	0.40	0.00	0.24
Lane Grp Cap (c), veh/h	0	627	0	559	0	695	0	520
V/C Ratio (X)	0.00	0.69	0.00	1.08	0.00	1.27	0.00	1.46
Avail Cap (c_a), veh/h	0	627	0	559	0	695	0	520
Upstream Filter (I)	0.00	1.00	0.00	0.24	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.8	0.0	33.4	0.0	30.1	0.0	34.5
Incr Delay (d2), s/veh	0.0	6.0	0.0	45.3	0.0	134.5	0.0	216.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.9	0.0	78.7	0.0	164.6	0.0	250.6
1st-Term Q (Q1), veh/ln	0.0	8.2	0.0	12.5	0.0	14.9	0.0	11.8
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	7.0	0.0	25.9	0.0	31.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.25	0.00	1.47	0.00	1.53
%ile Back of Q (95%), veh/ln	0.0	14.3	0.0	24.5	0.0	60.0	0.0	65.5
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.13	0.00	1.31	0.00	0.76
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	11.5	0.0	47.6	0.0	59.4
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	160.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	30	495	60	20	10	505	550	100	15	690	100
Future Volume (veh/h)	165	30	495	60	20	10	505	550	100	15	690	100
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1969	1870
Adj Flow Rate, veh/h	174	32	521	63	21	11	532	579	105	16	726	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	497	26	427	105	266	139	409	780	141	237	648	522
Arrive On Green	0.08	0.28	0.28	0.03	0.23	0.23	0.20	0.51	0.51	0.01	0.33	0.33
Sat Flow, veh/h	1781	93	1507	1781	1156	605	1781	1541	279	1781	1969	1585
Grp Volume(v), veh/h	174	0	553	63	0	32	532	0	684	16	726	105
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	0	1761	1781	0	1820	1781	1969	1585
Q Serve(g_s), s	8.8	0.0	34.0	3.0	0.0	1.7	23.5	0.0	35.7	0.7	39.5	5.7
Cycle Q Clear(g_c), s	8.8	0.0	34.0	3.0	0.0	1.7	23.5	0.0	35.7	0.7	39.5	5.7
Prop In Lane	1.00		0.94	1.00		0.34	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	497	0	453	105	0	405	409	0	922	237	648	522
V/C Ratio(X)	0.35	0.00	1.22	0.60	0.00	0.08	1.30	0.00	0.74	0.07	1.12	0.20
Avail Cap(c_a), veh/h	497	0	453	105	0	405	409	0	922	263	648	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	43.0	39.4	0.0	36.2	38.5	0.0	23.4	27.3	40.3	28.9
Incr Delay (d2), s/veh	0.4	0.0	117.7	9.4	0.0	0.2	152.5	0.0	5.4	0.1	73.2	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	40.7	3.1	0.0	1.4	36.6	0.0	21.4	0.5	43.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	0.0	160.7	48.8	0.0	36.4	190.9	0.0	28.8	27.4	113.5	29.8
LnGrp LOS	C		F	D		D	F		C	C	F	C
Approach Vol, veh/h		727			95			1216			847	
Approach Delay, s/veh		129.6			44.6			99.7			101.5	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	66.8	7.5	40.0	27.0	45.5	13.9	33.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	3.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.6	59.0	3.0	34.0	23.5	39.5	9.4	27.6
Max Q Clear Time (g_c+I1), s	2.7	37.7	5.0	36.0	25.5	41.5	10.8	3.7
Green Ext Time (p_c), s	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	106.0
HCM 7th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	30	495	60	20	10	505	550	100	15	690	100
Future Volume (veh/h)	165	30	495	60	20	10	505	550	100	15	690	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1969	1870
Adj Flow Rate, veh/h	174	32	521	63	21	11	532	579	105	16	726	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	497	26	427	105	266	139	409	780	141	237	648	522
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
Prop Arrive On Green	0.08	0.28	0.28	0.03	0.23	0.23	0.20	0.51	0.51	0.01	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.8	0.0	160.7	48.8	0.0	36.4	190.9	0.0	28.8	27.4	113.5	29.8
Ln Grp LOS	C		F	D		D	F		C	C	F	C
Approach Vol, veh/h		727			95			1216			847	
Approach Delay, s/veh		129.6			44.6			99.7			101.5	
Approach LOS		F			D			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.7	66.8	7.5	40.0	27.0	45.5	13.9	33.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	3.5	6.0	4.5	6.0
Max Green (Gmax), s	3.0	59.0	3.0	34.0	23.5	39.5	9.4	27.6
Max Allow Headway (MAH), s	3.6	8.8	3.8	7.2	3.6	8.6	3.7	7.4
Max Q Clear (g_c+I1), s	2.7	37.7	5.0	36.0	25.5	41.5	10.8	3.7
Green Ext Time (g_e), s	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.2
Prob of Phs Call (p_c)	0.41	1.00	0.88	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.54	1.00	1.00	1.00	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1541		93		1969		1156

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		279		1507		1585		605

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	16	0	63	0	532	0	174	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.7	0.0	3.0	0.0	23.5	0.0	8.8	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	3.0	0.0	23.5	0.0	8.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	757	0	855	0	660	0	1377	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	39.5	0.0	27.6	0.0	41.5	0.0	29.6	0.0
Perm LT Serve Time (g_u), s	25.1	0.0	0.0	0.0	0.0	0.0	25.9	0.0
Perm LT Q Serve Time (g_ps), s	0.3	0.0	0.0	0.0	0.0	0.0	0.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	237	0	105	0	409	0	497	0
V/C Ratio (X)	0.07	0.00	0.60	0.00	1.30	0.00	0.35	0.00
Avail Cap (c_a), veh/h	263	0	105	0	409	0	497	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	27.3	0.0	39.4	0.0	38.5	0.0	30.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	9.4	0.0	152.5	0.0	0.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.4	0.0	48.8	0.0	190.9	0.0	30.8	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	1.4	0.0	6.9	0.0	3.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	17.3	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.51	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.5	0.0	3.1	0.0	36.6	0.0	6.7	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.35	0.00	3.10	0.00	0.77	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	30.8	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	726	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1969	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	39.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	39.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	648	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.12	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	648	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	40.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	73.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	113.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.40	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	43.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	19.5	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	684	0	553	0	105	0	32
Grp Sat Flow (s), veh/h/ln	0	1820	0	1599	0	1585	0	1761
Q Serve Time (g_s), s	0.0	35.7	0.0	34.0	0.0	5.7	0.0	1.7
Cycle Q Clear Time (g_c), s	0.0	35.7	0.0	34.0	0.0	5.7	0.0	1.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.94	0.00	1.00	0.00	0.34
Lane Grp Cap (c), veh/h	0	922	0	453	0	522	0	405
V/C Ratio (X)	0.00	0.74	0.00	1.22	0.00	0.20	0.00	0.08
Avail Cap (c_a), veh/h	0	922	0	453	0	522	0	405
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.4	0.0	43.0	0.0	28.9	0.0	36.2
Incr Delay (d2), s/veh	0.0	5.4	0.0	117.7	0.0	0.9	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
Control Delay (d), s/veh	0.0	28.8	0.0	160.7	0.0	29.8	0.0	36.4
1st-Term Q (Q1), veh/ln	0.0	13.6	0.0	12.8	0.0	2.2	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	14.8	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.42	0.00	1.47	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	21.4	0.0	40.7	0.0	4.2	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.80	0.00	0.48	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

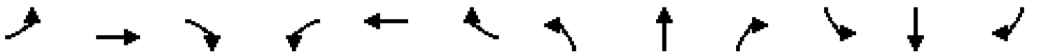
Intersection Summary	
HCM 7th Control Delay, s/veh	106.0
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	175	35	70	5	500	220	50	620	20
Future Volume (veh/h)	5	15	10	175	35	70	5	500	220	50	620	20
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	16	11	184	37	74	5	526	232	53	653	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	86	59	373	107	214	340	683	301	279	1039	33
Arrive On Green	0.00	0.08	0.08	0.11	0.19	0.19	0.00	0.55	0.55	0.03	0.58	0.58
Sat Flow, veh/h	1781	1033	710	1781	557	1113	1781	1230	543	1781	1802	58
Grp Volume(v), veh/h	5	0	27	184	0	111	5	0	758	53	0	674
Grp Sat Flow(s),veh/h/ln	1781	0	1743	1781	0	1670	1781	0	1773	1781	0	1860
Q Serve(g_s), s	0.2	0.0	1.4	8.5	0.0	5.4	0.1	0.0	31.2	1.2	0.0	22.6
Cycle Q Clear(g_c), s	0.2	0.0	1.4	8.5	0.0	5.4	0.1	0.0	31.2	1.2	0.0	22.6
Prop In Lane	1.00		0.41	1.00		0.67	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	190	0	145	373	0	321	340	0	984	279	0	1072
V/C Ratio(X)	0.03	0.00	0.19	0.49	0.00	0.35	0.01	0.00	0.77	0.19	0.00	0.63
Avail Cap(c_a), veh/h	240	0	148	473	0	372	390	0	1351	300	0	1428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	40.1	32.2	0.0	32.8	11.4	0.0	16.3	14.1	0.0	13.2
Incr Delay (d2), s/veh	0.1	0.0	1.3	1.0	0.0	1.4	0.0	0.0	5.8	0.3	0.0	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	1.1	6.4	0.0	4.0	0.1	0.0	17.3	0.7	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	0.0	41.4	33.2	0.0	34.2	11.4	0.0	22.1	14.5	0.0	16.0
LnGrp LOS	D		D	C		C	B		C	B		B
Approach Vol, veh/h		32			295			763			727	
Approach Delay, s/veh		41.1			33.6			22.0			15.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	58.1	15.1	13.8	4.9	60.2	4.9	24.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	71.6	15.9	8.0	3.0	72.1	3.0	20.9
Max Q Clear Time (g_c+I1), s	3.2	33.2	10.5	3.4	2.1	24.6	2.2	7.4
Green Ext Time (p_c), s	0.0	18.9	0.2	0.0	0.0	17.3	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	175	35	70	5	500	220	50	620	20
Future Volume (veh/h)	5	15	10	175	35	70	5	500	220	50	620	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	16	11	184	37	74	5	526	232	53	653	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	190	86	59	373	107	214	340	683	301	279	1039	33
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
Prop Arrive On Green	0.00	0.08	0.08	0.11	0.19	0.19	0.00	0.55	0.55	0.03	0.58	0.58
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.3	0.0	41.4	33.2	0.0	34.2	11.4	0.0	22.1	14.5	0.0	16.0
Ln Grp LOS	D		D	C		C	B		C	B		B
Approach Vol, veh/h		32			295			763			727	
Approach Delay, s/veh		41.1			33.6			22.0			15.9	
Approach LOS		D			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	6.9	58.1	15.1	13.8	4.9	60.2	4.9	24.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.5	71.6	15.9	8.0	3.0	72.1	3.0	20.9
Max Allow Headway (MAH), s	3.6	8.8	3.7	7.3	3.6	8.7	3.8	7.1
Max Q Clear (g_c+I1), s	3.2	33.2	10.5	3.4	2.1	24.6	2.2	7.4
Green Ext Time (g_e), s	0.0	18.9	0.2	0.0	0.0	17.3	0.0	0.7
Prob of Phs Call (p_c)	0.75	1.00	0.99	0.98	0.12	1.00	0.12	1.00
Prob of Max Out (p_x)	1.00	0.32	0.23	1.00	1.00	0.14	1.00	0.06

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1230		1033		1802		557

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		543		710		58		1113

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	53	0	184	0	5	0	5	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.2	0.0	8.5	0.0	0.1	0.0	0.2	0.0
Cycle Q Clear Time (g_c), s	1.2	0.0	8.5	0.0	0.1	0.0	0.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	707	0	1383	0	764	0	1282	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	52.1	0.0	9.8	0.0	52.1	0.0	7.8	0.0
Perm LT Serve Time (g_u), s	20.9	0.0	6.5	0.0	31.6	0.0	7.8	0.0
Perm LT Q Serve Time (g_ps), s	2.5	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	279	0	373	0	340	0	190	0
V/C Ratio (X)	0.19	0.00	0.49	0.00	0.01	0.00	0.03	0.00
Avail Cap (c_a), veh/h	300	0	473	0	390	0	240	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	14.1	0.0	32.2	0.0	11.4	0.0	39.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.5	0.0	33.2	0.0	11.4	0.0	39.3	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	3.5	0.0	0.0	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.7	0.0	6.4	0.0	0.1	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.76	0.00	0.01	0.00	0.07	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	758	0	27	0	674	0	111
Grp Sat Flow (s), veh/h/ln	0	1773	0	1743	0	1860	0	1670
Q Serve Time (g_s), s	0.0	31.2	0.0	1.4	0.0	22.6	0.0	5.4
Cycle Q Clear Time (g_c), s	0.0	31.2	0.0	1.4	0.0	22.6	0.0	5.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	0.41	0.00	0.03	0.00	0.67
Lane Grp Cap (c), veh/h	0	984	0	145	0	1072	0	321
V/C Ratio (X)	0.00	0.77	0.00	0.19	0.00	0.63	0.00	0.35
Avail Cap (c_a), veh/h	0	1351	0	148	0	1428	0	372
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.3	0.0	40.1	0.0	13.2	0.0	32.8
Incr Delay (d2), s/veh	0.0	5.8	0.0	1.3	0.0	2.8	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.1	0.0	41.4	0.0	16.0	0.0	34.2
1st-Term Q (Q1), veh/ln	0.0	10.1	0.0	0.6	0.0	7.4	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	0.1	0.0	0.8	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.48	0.00	1.80	0.00	1.57	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	17.3	0.0	1.1	0.0	13.0	0.0	4.0
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.09	0.00	0.55	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	95	65	1	5	1
Future Vol, veh/h	1	95	65	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	100	68	1	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	171	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	820	995
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	819	995
Mov Cap-2 Maneuver	-	-	-	-	819	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	19	-	-	-	844
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	30	35	80	1
Future Vol, veh/h	1	15	30	35	80	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	16	32	37	84	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	49	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1533	-	-	-	960	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	959	1042
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	9.12
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	960
HCM Lane V/C Ratio	0.001	-	-	-	0.089
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.3

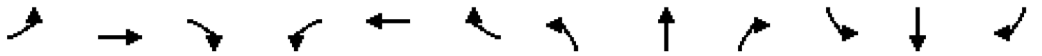
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	25	5	5	1
Future Vol, veh/h	1	10	25	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	26	5	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	32	0	-	0	39	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1581	-	-	-	973	1049
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1581	-	-	-	972	1049
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.66	0	8.68
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	-	-	984
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

FUTURE (2035) NO-BUILD CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	10	5	50	5	175	1	935	100	270	715	1
Future Volume (veh/h)	1	10	5	50	5	175	1	935	100	270	715	1
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	1870	1870	1811	1589	1870	1870	1870	1891	1752	1870	1752	1870
Adj Flow Rate, veh/h	1	11	5	53	5	184	1	984	105	284	753	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	21	2	2	2	7	10	2	10	2
Cap, veh/h	85	115	52	226	6	206	375	1075	844	314	1187	2
Arrive On Green	0.00	0.09	0.09	0.04	0.13	0.13	0.00	0.57	0.57	0.11	0.68	0.68
Sat Flow, veh/h	1781	1217	553	1513	42	1549	1781	1891	1485	1781	1749	2
Grp Volume(v), veh/h	1	0	16	53	0	189	1	984	105	284	0	754
Grp Sat Flow(s),veh/h/ln	1781	0	1771	1513	0	1591	1781	1891	1485	1781	0	1751
Q Serve(g_s), s	0.1	0.0	0.9	3.5	0.0	13.2	0.0	52.8	3.7	10.3	0.0	27.4
Cycle Q Clear(g_c), s	0.1	0.0	0.9	3.5	0.0	13.2	0.0	52.8	3.7	10.3	0.0	27.4
Prop In Lane	1.00		0.31	1.00		0.97	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	85	0	167	226	0	212	375	1075	844	314	0	1189
V/C Ratio(X)	0.01	0.00	0.10	0.23	0.00	0.89	0.00	0.92	0.12	0.90	0.00	0.63
Avail Cap(c_a), veh/h	131	0	181	254	0	212	421	1099	863	361	0	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	46.6	42.2	0.0	48.0	11.4	21.9	11.3	32.0	0.0	10.2
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.5	0.0	35.8	0.0	13.4	0.3	23.4	0.0	2.6
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(95%),veh/ln	0.0	0.0	0.8	2.3	0.0	11.5	0.0	31.5	2.1	14.4	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	0.0	47.1	42.7	0.0	83.8	11.4	35.3	11.6	55.5	0.0	12.8
LnGrp LOS	D		D	D		F	B	D	B	E		B
Approach Vol, veh/h		17			242			1090			1038	
Approach Delay, s/veh		47.1			74.8			33.0			24.5	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	70.1	8.9	16.7	4.6	82.5	4.6	21.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	65.5	6.5	11.5	3.0	78.0	3.0	15.0
Max Q Clear Time (g_c+I1), s	12.3	54.8	5.5	2.9	2.0	29.4	2.1	15.2
Green Ext Time (p_c), s	0.3	9.3	0.0	0.0	0.0	20.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	10	5	50	5	175	1	935	100	270	715	1
Future Volume (veh/h)	1	10	5	50	5	175	1	935	100	270	715	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1811	1589	1870	1870	1870	1891	1752	1870	1752	1870
Adj Flow Rate, veh/h	1	11	5	53	5	184	1	984	105	284	753	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	21	2	2	2	7	10	2	10	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	85	115	52	226	6	206	375	1075	844	314	1187	2
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
Prop Arrive On Green	0.00	0.09	0.09	0.04	0.13	0.13	0.00	0.57	0.57	0.11	0.68	0.68
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.5	0.0	47.1	42.7	0.0	83.8	11.4	35.3	11.6	55.5	0.0	12.8
Ln Grp LOS	D		D	D		F	B	D	B	E		B
Approach Vol, veh/h		17			242			1090			1038	
Approach Delay, s/veh		47.1			74.8			33.0			24.5	
Approach LOS		D			E			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	17.0	70.1	8.9	16.7	4.6	82.5	4.6	21.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	15.5	65.5	6.5	11.5	3.0	78.0	3.0	15.0
Max Allow Headway (MAH), s	3.6	8.7	3.8	7.0	3.6	8.8	3.7	7.2
Max Q Clear (g_c+I1), s	12.3	54.8	5.5	2.9	2.0	29.4	2.1	15.2
Green Ext Time (g_e), s	0.3	9.3	0.0	0.0	0.0	20.8	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.81	1.00	0.03	1.00	0.03	1.00
Prob of Max Out (p_x)	1.00	0.97	1.00	0.24	1.00	0.20	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1513		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1891		1217		1749		42

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		553		2		1549

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	284	0	53	0	1	0	1	0
Grp Sat Flow (s), veh/h/ln	1781	0	1513	0	1781	0	1781	0
Q Serve Time (g_s), s	10.3	0.0	3.5	0.0	0.0	0.0	0.1	0.0
Cycle Q Clear Time (g_c), s	10.3	0.0	3.5	0.0	0.0	0.0	0.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	518	0	1187	0	710	0	1194	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	66.1	0.0	12.5	0.0	64.1	0.0	10.7	0.0
Perm LT Serve Time (g_u), s	11.3	0.0	9.7	0.0	49.1	0.0	1.8	0.0
Perm LT Q Serve Time (g_ps), s	11.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	314	0	226	0	375	0	85	0
V/C Ratio (X)	0.90	0.00	0.23	0.00	0.00	0.00	0.01	0.00
Avail Cap (c_a), veh/h	361	0	254	0	421	0	131	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	32.0	0.0	42.2	0.0	11.4	0.0	46.5	0.0
Incr Delay (d2), s/veh	23.4	0.0	0.5	0.0	0.0	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	55.5	0.0	42.7	0.0	11.4	0.0	46.5	0.0
1st-Term Q (Q1), veh/ln	7.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.53	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	14.4	0.0	2.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.38	0.00	0.31	0.00	0.00	0.00	0.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	984	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1891	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	52.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	52.8	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1075	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1099	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.34	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	31.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	105	0	16	0	754	0	189
Grp Sat Flow (s), veh/h/ln	0	1485	0	1771	0	1751	0	1591
Q Serve Time (g_s), s	0.0	3.7	0.0	0.9	0.0	27.4	0.0	13.2
Cycle Q Clear Time (g_c), s	0.0	3.7	0.0	0.9	0.0	27.4	0.0	13.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.31	0.00	0.00	0.00	0.97
Lane Grp Cap (c), veh/h	0	844	0	167	0	1189	0	212
V/C Ratio (X)	0.00	0.12	0.00	0.10	0.00	0.63	0.00	0.89
Avail Cap (c_a), veh/h	0	863	0	181	0	1212	0	212
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.3	0.0	46.6	0.0	10.2	0.0	48.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.5	0.0	2.6	0.0	35.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.6	0.0	47.1	0.0	12.8	0.0	83.8
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.4	0.0	8.0	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.9	0.0	2.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.55	0.00	1.61
%ile Back of Q (95%), veh/ln	0.0	2.1	0.0	0.8	0.0	13.7	0.0	11.5
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.11	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	350	15	80	245	485	10	480	180	365	360	55
Future Volume (veh/h)	85	350	15	80	245	485	10	480	180	365	360	55
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	1870	1969	1811	1589	1969	1870	1870	1891	1752	1870	1844	1870
Adj Flow Rate, veh/h	89	368	16	84	258	511	11	505	189	384	379	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	21	2	2	2	7	10	2	10	2
Cap, veh/h	268	483	389	225	489	653	403	613	564	430	886	845
Arrive On Green	0.05	0.25	0.25	0.06	0.25	0.25	0.01	0.32	0.32	0.16	0.48	0.48
Sat Flow, veh/h	1781	1969	1535	1513	1969	1585	1781	1891	1485	1781	1844	1585
Grp Volume(v), veh/h	89	368	16	84	258	511	11	505	189	384	379	58
Grp Sat Flow(s),veh/h/ln	1781	1969	1535	1513	1969	1585	1781	1891	1485	1781	1844	1585
Q Serve(g_s), s	3.3	15.6	0.7	3.7	10.2	22.4	0.4	22.2	8.2	12.1	12.1	1.6
Cycle Q Clear(g_c), s	3.3	15.6	0.7	3.7	10.2	22.4	0.4	22.2	8.2	12.1	12.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	483	389	225	489	653	403	613	564	430	886	845
V/C Ratio(X)	0.33	0.76	0.04	0.37	0.53	0.78	0.03	0.82	0.34	0.89	0.43	0.07
Avail Cap(c_a), veh/h	283	483	389	240	489	653	450	679	616	547	1022	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	31.6	25.4	24.8	29.3	23.0	20.2	28.1	19.9	18.7	15.3	10.2
Incr Delay (d2), s/veh	0.7	10.8	0.2	1.0	4.0	9.1	0.0	11.9	1.6	14.2	1.5	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(95%),veh/ln	2.4	12.9	0.5	2.3	8.6	14.8	0.3	16.3	4.9	9.7	8.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.7	42.4	25.6	25.9	33.4	32.1	20.3	40.0	21.5	32.9	16.8	10.4
LnGrp LOS	C	D	C	C	C	C	C	D	C	C	B	B
Approach Vol, veh/h		473			853			705			821	
Approach Delay, s/veh		38.5			31.8			34.7			23.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	35.3	8.5	28.1	4.2	49.3	8.3	28.4
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	20.7	32.4	5.9	22.0	3.1	50.0	5.5	22.4
Max Q Clear Time (g_c+I1), s	4.4	24.2	5.7	17.6	2.4	14.1	5.3	24.4
Green Ext Time (p_c), s	0.6	5.1	0.0	1.8	0.0	8.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	350	15	80	245	485	10	480	180	365	360	55
Future Volume (veh/h)	85	350	15	80	245	485	10	480	180	365	360	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1811	1589	1969	1870	1870	1891	1752	1870	1844	1870
Adj Flow Rate, veh/h	89	368	16	84	258	511	11	505	189	384	379	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	21	2	2	2	7	10	2	10	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	268	483	389	225	489	653	403	613	564	430	886	845
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
Prop Arrive On Green	0.05	0.25	0.25	0.06	0.25	0.25	0.01	0.32	0.32	0.16	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	24.7	42.4	25.6	25.9	33.4	32.1	20.3	40.0	21.5	32.9	16.8	10.4
Ln Grp LOS	C	D	C	C	C	C	C	D	C	C	B	B
Approach Vol, veh/h		473			853			705			821	
Approach Delay, s/veh		38.5			31.8			34.7			23.9	
Approach LOS		D			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	18.3	35.3	8.5	28.1	4.2	49.3	8.3	28.4
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	20.7	32.4	5.9	22.0	3.1	50.0	5.5	22.4
Max Allow Headway (MAH), s	3.6	8.5	3.7	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	14.1	24.2	5.7	17.6	2.4	14.1	5.3	24.4
Green Ext Time (g_e), s	0.6	5.1	0.0	1.8	0.0	8.3	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.88	1.00	0.24	1.00	0.89	1.00
Prob of Max Out (p_x)	0.19	1.00	1.00	1.00	1.00	0.05	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1513		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1891		1969		1844		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1485		1535		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	384	0	84	0	11	0	89	0
Grp Sat Flow (s), veh/h/ln	1781	0	1513	0	1781	0	1781	0
Q Serve Time (g_s), s	12.1	0.0	3.7	0.0	0.4	0.0	3.3	0.0
Cycle Q Clear Time (g_c), s	12.1	0.0	3.7	0.0	0.4	0.0	3.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	750	0	849	0	952	0	700	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	31.3	0.0	22.1	0.0	29.3	0.0	22.1	0.0
Perm LT Serve Time (g_u), s	7.1	0.0	6.5	0.0	29.3	0.0	12.2	0.0
Perm LT Q Serve Time (g_ps), s	7.1	0.0	1.7	0.0	0.0	0.0	1.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	430	0	225	0	403	0	268	0
V/C Ratio (X)	0.89	0.00	0.37	0.00	0.03	0.00	0.33	0.00
Avail Cap (c_a), veh/h	547	0	240	0	450	0	283	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	18.7	0.0	24.8	0.0	20.2	0.0	24.0	0.0
Incr Delay (d2), s/veh	14.2	0.0	1.0	0.0	0.0	0.0	0.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	32.9	0.0	25.9	0.0	20.3	0.0	24.7	0.0
1st-Term Q (Q1), veh/ln	4.0	0.0	1.2	0.0	0.1	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	1.7	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.68	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	9.7	0.0	2.3	0.0	0.3	0.0	2.4	0.0
%ile Storage Ratio (RQ%)	0.82	0.00	0.28	0.00	0.02	0.00	0.53	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	505	0	368	0	379	0	258
Grp Sat Flow (s), veh/h/ln	0	1891	0	1969	0	1844	0	1969
Q Serve Time (g_s), s	0.0	22.2	0.0	15.6	0.0	12.1	0.0	10.2
Cycle Q Clear Time (g_c), s	0.0	22.2	0.0	15.6	0.0	12.1	0.0	10.2
Lane Grp Cap (c), veh/h	0	613	0	483	0	886	0	489
V/C Ratio (X)	0.00	0.82	0.00	0.76	0.00	0.43	0.00	0.53
Avail Cap (c_a), veh/h	0	679	0	483	0	1022	0	489
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	28.1	0.0	31.6	0.0	15.3	0.0	29.3
Incr Delay (d2), s/veh	0.0	11.9	0.0	10.8	0.0	1.5	0.0	4.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.0	0.0	42.4	0.0	16.8	0.0	33.4
1st-Term Q (Q1), veh/ln	0.0	8.9	0.0	6.7	0.0	4.3	0.0	4.4

2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	1.4	0.0	0.4	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.50	0.00	1.57	0.00	1.76	0.00	1.74
%ile Back of Q (95%), veh/ln	0.0	16.3	0.0	12.9	0.0	8.2	0.0	8.6
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.33	0.00	0.04	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	189	0	16	0	58	0	511
Grp Sat Flow (s), veh/h/ln	0	1485	0	1535	0	1585	0	1585
Q Serve Time (g_s), s	0.0	8.2	0.0	0.7	0.0	1.6	0.0	22.4
Cycle Q Clear Time (g_c), s	0.0	8.2	0.0	0.7	0.0	1.6	0.0	22.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1484.6	0.0	1534.8	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	5.0	0.0	0.7	0.0	4.8	0.0	14.8
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	564	0	389	0	845	0	653
V/C Ratio (X)	0.00	0.34	0.00	0.04	0.00	0.07	0.00	0.78
Avail Cap (c_a), veh/h	0	616	0	389	0	962	0	653
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.9	0.0	25.4	0.0	10.2	0.0	23.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.2	0.0	0.2	0.0	9.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.5	0.0	25.6	0.0	10.4	0.0	32.1
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	0.2	0.0	0.5	0.0	8.1
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	1.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.53
%ile Back of Q (95%), veh/ln	0.0	4.9	0.0	0.5	0.0	0.9	0.0	14.8
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.11	0.00	0.08	0.00	1.57
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	725	120	120	225	85	210	220	375	55	100	55
Future Volume (veh/h)	165	725	120	120	225	85	210	220	375	55	100	55
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	1870	1870	1870	1870	1856	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	174	763	126	126	237	89	221	232	395	58	105	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	608	836	138	213	664	249	346	394	317	207	298	240
Arrive On Green	0.06	0.53	0.53	0.05	0.52	0.52	0.09	0.20	0.20	0.04	0.15	0.15
Sat Flow, veh/h	1781	1565	258	1781	1286	483	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	174	0	889	126	0	326	221	232	395	58	105	58
Grp Sat Flow(s),veh/h/ln	1781	0	1824	1781	0	1769	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	5.0	0.0	48.8	3.6	0.0	12.0	9.5	11.8	22.0	3.0	5.3	3.5
Cycle Q Clear(g_c), s	5.0	0.0	48.8	3.6	0.0	12.0	9.5	11.8	22.0	3.0	5.3	3.5
Prop In Lane	1.00		0.14	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	608	0	974	213	0	913	346	394	317	207	298	240
V/C Ratio(X)	0.29	0.00	0.91	0.59	0.00	0.36	0.64	0.59	1.25	0.28	0.35	0.24
Avail Cap(c_a), veh/h	648	0	974	284	0	913	346	394	317	294	394	317
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)	0.62	0.00	0.62	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	11.4	0.0	23.3	23.5	0.0	15.8	36.3	39.9	44.0	37.5	41.8	41.1
Incr Delay (d2), s/veh	0.2	0.0	9.7	2.6	0.0	1.1	3.9	6.3	134.4	0.7	3.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	26.2	2.8	0.0	8.1	2.0	10.3	30.6	2.4	4.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	33.0	26.1	0.0	16.9	40.2	46.2	178.4	38.2	44.9	43.3
LnGrp LOS	B		C	C		B	D	D	F	D	D	D
Approach Vol, veh/h		1063			452			848			221	
Approach Delay, s/veh		29.5			19.4			106.2			42.7	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	65.7	7.7	28.0	10.5	63.8	13.0	22.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Q Clear Time (g_c+I1), s	5.6	50.8	5.0	24.0	7.0	14.0	11.5	7.3
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.1	6.2	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	54.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	725	120	120	225	85	210	220	375	55	100	55
Future Volume (veh/h)	165	725	120	120	225	85	210	220	375	55	100	55
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1856	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	174	763	126	126	237	89	221	232	395	58	105	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	3	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	608	836	138	213	664	249	346	394	317	207	298	240
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
Prop Arrive On Green	0.06	0.53	0.53	0.05	0.52	0.52	0.09	0.20	0.20	0.04	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.5	0.0	33.0	26.1	0.0	16.9	40.2	46.2	178.4	38.2	44.9	43.3
Ln Grp LOS	B		C	C		B	D	D	F	D	D	D
Approach Vol, veh/h		1063			452			848			221	
Approach Delay, s/veh		29.5			19.4			106.2			42.7	
Approach LOS		C			B			F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	8.6	65.7	7.7	28.0	10.5	63.8	13.0	22.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.3	3.6	8.8	3.7	8.6
Max Q Clear (g_c+I1), s	5.6	50.8	5.0	24.0	7.0	14.0	11.5	7.3
Green Ext Time (g_e), s	0.1	0.0	0.0	0.0	0.1	6.2	0.0	1.6
Prob of Phs Call (p_c)	0.98	1.00	0.83	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.48	1.00	0.35	1.00	1.00	0.02	1.00	0.19

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1565		1969		1286		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		258		1585		483		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	126	0	58	0	174	0	221	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	3.6	0.0	3.0	0.0	5.0	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	3.6	0.0	3.0	0.0	5.0	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	625	0	799	0	1054	0	1223	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	16.7	0.0	57.2	0.0	18.7	0.0
Perm LT Serve Time (g_u), s	10.0	0.0	10.2	0.0	44.8	0.0	11.4	0.0
Perm LT Q Serve Time (g_ps), s	10.0	0.0	0.5	0.0	2.5	0.0	4.9	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	213	0	207	0	608	0	346	0
V/C Ratio (X)	0.59	0.00	0.28	0.00	0.29	0.00	0.64	0.00
Avail Cap (c_a), veh/h	284	0	294	0	648	0	346	0
Upstream Filter (I)	1.00	0.00	0.94	0.00	0.62	0.00	1.00	0.00
Uniform Delay (d1), s/veh	23.5	0.0	37.5	0.0	11.4	0.0	36.3	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.7	0.0	0.2	0.0	3.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.1	0.0	38.2	0.0	11.5	0.0	40.2	0.0
1st-Term Q (Q1), veh/ln	1.4	0.0	1.3	0.0	1.7	0.0	0.8	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	2.8	0.0	2.4	0.0	3.0	0.0	2.0	0.0
%ile Storage Ratio (RQ%)	0.31	0.00	0.23	0.00	0.37	0.00	0.11	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	232	0	0	0	105
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	11.8	0.0	0.0	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.8	0.0	0.0	0.0	5.3
Lane Grp Cap (c), veh/h	0	0	0	394	0	0	0	298
V/C Ratio (X)	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.35
Avail Cap (c_a), veh/h	0	0	0	394	0	0	0	394
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.9	0.0	0.0	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.3	0.0	0.0	0.0	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.2	0.0	0.0	0.0	44.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.5	0.0	0.0	0.0	2.5

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.66	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	10.3	0.0	0.0	0.0	4.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	889	0	395	0	326	0	58
Grp Sat Flow (s), veh/h/ln	0	1824	0	1585	0	1769	0	1585
Q Serve Time (g_s), s	0.0	48.8	0.0	22.0	0.0	12.0	0.0	3.5
Cycle Q Clear Time (g_c), s	0.0	48.8	0.0	22.0	0.0	12.0	0.0	3.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	0.27	0.00	1.00
Lane Grp Cap (c), veh/h	0	974	0	317	0	913	0	240
V/C Ratio (X)	0.00	0.91	0.00	1.25	0.00	0.36	0.00	0.24
Avail Cap (c_a), veh/h	0	974	0	317	0	913	0	317
Upstream Filter (I)	0.00	0.62	0.00	1.00	0.00	1.00	0.00	0.94
Uniform Delay (d1), s/veh	0.0	23.3	0.0	44.0	0.0	15.8	0.0	41.1
Incr Delay (d2), s/veh	0.0	9.7	0.0	134.4	0.0	1.1	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.0	0.0	178.4	0.0	16.9	0.0	43.3
1st-Term Q (Q1), veh/ln	0.0	17.8	0.0	8.3	0.0	4.3	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	2.6	0.0	11.8	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.29	0.00	1.52	0.00	1.77	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	26.2	0.0	30.6	0.0	8.1	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	1.99	0.00	0.15	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

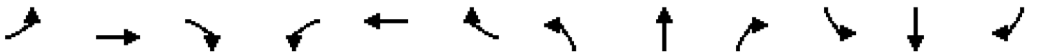
Intersection Summary	
HCM 7th Control Delay, s/veh	54.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	285	65	185	375	20	130	1	410	10	1	15
Future Volume (veh/h)	35	285	65	185	375	20	130	1	410	10	1	15
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	1693	1322	1870	1870	1500	1530	1870	1870	1870	1159	1870	1411
Adj Flow Rate, veh/h	37	300	68	195	395	21	137	1	432	11	1	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	39	2	2	27	25	2	2	2	50	2	33
Cap, veh/h	312	380	86	360	610	32	548	4	535	191	40	224
Arrive On Green	0.02	0.36	0.36	0.09	0.43	0.43	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1612	1043	236	1781	1411	75	1354	11	1585	378	118	662
Grp Volume(v), veh/h	37	0	368	195	0	416	138	0	432	28	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	1279	1781	0	1486	1365	0	1585	1158	0	0
Q Serve(g_s), s	1.1	0.0	20.4	5.1	0.0	17.5	0.1	0.0	19.7	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	20.4	5.1	0.0	17.5	6.5	0.0	19.7	6.5	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.05	0.99		1.00	0.39		0.57
Lane Grp Cap(c), veh/h	312	0	466	360	0	642	551	0	535	454	0	0
V/C Ratio(X)	0.12	0.00	0.79	0.54	0.00	0.65	0.25	0.00	0.81	0.06	0.00	0.00
Avail Cap(c_a), veh/h	345	0	765	427	0	1014	890	0	919	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.2	0.0	22.5	16.0	0.0	17.8	19.5	0.0	23.9	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	12.8	1.3	0.0	5.0	0.5	0.0	6.1	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	11.4	3.3	0.0	10.1	3.2	0.0	12.6	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	0.0	35.2	17.2	0.0	22.8	20.0	0.0	30.0	17.9	0.0	0.0
LnGrp LOS	B		D	B		C	C		C	B		
Approach Vol, veh/h		405			611			570			28	
Approach Delay, s/veh		33.5			21.0			27.6			17.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	34.9		32.8	6.3	40.3		32.8				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	10.1	47.4		46.0	3.4	54.1		46.0				
Max Q Clear Time (g_c+I1), s	7.1	22.4		21.7	3.1	19.5		8.5				
Green Ext Time (p_c), s	0.1	6.5		5.1	0.0	8.6		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	26.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	285	65	185	375	20	130	1	410	10	1	15
Future Volume (veh/h)	35	285	65	185	375	20	130	1	410	10	1	15
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1693	1322	1870	1870	1500	1530	1870	1870	1870	1159	1870	1411
Adj Flow Rate, veh/h	37	300	68	195	395	21	137	1	432	11	1	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	39	2	2	27	25	2	2	2	50	2	33
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	312	380	86	360	610	32	548	4	535	191	40	224
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
Prop Arrive On Green	0.02	0.36	0.36	0.09	0.43	0.43	0.34	0.34	0.34	0.34	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	16.4	0.0	35.2	17.2	0.0	22.8	20.0	0.0	30.0	17.9	0.0	0.0
Ln Grp LOS	B		D	B		C	C		C	B		
Approach Vol, veh/h		405			611			570			28	
Approach Delay, s/veh		33.5			21.0			27.6			17.9	
Approach LOS		C			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.6	34.9		32.8	6.3	40.3		32.8
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green (Gmax), s	10.1	47.4		46.0	3.4	54.1		46.0
Max Allow Headway (MAH), s	3.7	9.1		6.2	3.7	9.0		8.1
Max Q Clear (g_c+I1), s	7.1	22.4		21.7	3.1	19.5		8.5
Green Ext Time (g_e), s	0.1	6.5		5.1	0.0	8.6		0.2
Prob of Phs Call (p_c)	0.99	1.00		1.00	0.56	1.00		1.00
Prob of Max Out (p_x)	1.00	0.15		0.05	1.00	0.07		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1354	1612			378

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1043		11		1411		118

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		236		1585		75		662

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				L+T+R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	195	0	0	138	37	0	0	28
Grp Sat Flow (s), veh/h/ln	1781	0	0	1365	1612	0	0	1158
Q Serve Time (g_s), s	5.1	0.0	0.0	0.1	1.1	0.0	0.0	0.1
Cycle Q Clear Time (g_c), s	5.1	0.0	0.0	6.5	1.1	0.0	0.0	6.5
Perm LT Sat Flow (s_l), veh/h/ln	1014	0	0	1418	878	0	0	970
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1256	0	0	0	0
Perm LT Eff Green (g_p), s	30.9	0.0	0.0	26.8	28.9	0.0	0.0	26.8
Perm LT Serve Time (g_u), s	8.5	0.0	0.0	20.4	16.8	0.0	0.0	20.4
Perm LT Q Serve Time (g_ps), s	5.3	0.0	0.0	0.1	0.5	0.0	0.0	0.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	1.00	0.00	0.00	0.39
Lane Grp Cap (c), veh/h	360	0	0	551	312	0	0	454
V/C Ratio (X)	0.54	0.00	0.00	0.25	0.12	0.00	0.00	0.06
Avail Cap (c_a), veh/h	427	0	0	890	345	0	0	761
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	16.0	0.0	0.0	19.5	16.2	0.0	0.0	17.8
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.5	0.2	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.2	0.0	0.0	20.0	16.4	0.0	0.0	17.9
1st-Term Q (Q1), veh/ln	1.7	0.0	0.0	1.7	0.4	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	3.3	0.0	0.0	3.2	0.7	0.0	0.0	0.6
%ile Storage Ratio (RQ%)	0.39	0.00	0.00	0.02	0.09	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	368	0	432	0	416	0	0
Grp Sat Flow (s), veh/h/ln	0	1279	0	1585	0	1486	0	0
Q Serve Time (g_s), s	0.0	20.4	0.0	19.7	0.0	17.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.4	0.0	19.7	0.0	17.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	0.05	0.00	0.57
Lane Grp Cap (c), veh/h	0	466	0	535	0	642	0	0
V/C Ratio (X)	0.00	0.79	0.00	0.81	0.00	0.65	0.00	0.00
Avail Cap (c_a), veh/h	0	765	0	919	0	1014	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.5	0.0	23.9	0.0	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.8	0.0	6.1	0.0	5.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.2	0.0	30.0	0.0	22.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.4	0.0	7.1	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	0.9	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.62	0.00	1.58	0.00	1.67	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	11.4	0.0	12.6	0.0	10.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.06	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	535	45	95	385	90	35	280	135	255	325	185
Future Volume (veh/h)	285	535	45	95	385	90	35	280	135	255	325	185
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	1870	1589	1870	1796	1485	1470	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	300	563	47	100	405	95	37	295	142	268	342	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	21	2	7	28	29	2	2	2	4	2	2
Cap, veh/h	250	592	49	150	395	93	164	314	151	279	388	221
Arrive On Green	0.10	0.41	0.41	0.03	0.34	0.34	0.02	0.26	0.26	0.11	0.35	0.35
Sat Flow, veh/h	1781	1446	121	1711	1163	273	1781	1193	574	1753	1118	638
Grp Volume(v), veh/h	300	0	610	100	0	500	37	0	437	268	0	537
Grp Sat Flow(s),veh/h/ln	1781	0	1567	1711	0	1436	1781	0	1767	1753	0	1756
Q Serve(g_s), s	10.0	0.0	37.7	3.1	0.0	34.0	1.5	0.0	24.2	10.7	0.0	28.8
Cycle Q Clear(g_c), s	10.0	0.0	37.7	3.1	0.0	34.0	1.5	0.0	24.2	10.7	0.0	28.8
Prop In Lane	1.00		0.08	1.00		0.19	1.00		0.32	1.00		0.36
Lane Grp Cap(c), veh/h	250	0	641	150	0	488	164	0	465	279	0	610
V/C Ratio(X)	1.20	0.00	0.95	0.67	0.00	1.02	0.23	0.00	0.94	0.96	0.00	0.88
Avail Cap(c_a), veh/h	250	0	641	150	0	488	177	0	465	279	0	610
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)	0.57	0.00	0.57	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.6	30.7	0.0	33.0	28.2	0.0	36.1	26.4	0.0	30.7
Incr Delay (d2), s/veh	109.9	0.0	17.5	10.6	0.0	47.0	0.7	0.0	29.2	42.9	0.0	16.6
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(95%),veh/ln	16.2	0.0	20.9	2.5	0.0	24.5	1.2	0.0	19.7	12.0	0.0	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	137.9	0.0	46.1	41.4	0.0	80.0	28.9	0.0	65.3	69.3	0.0	47.3
LnGrp LOS	F		D	D		F	C		E	E		D
Approach Vol, veh/h		910			600			474			805	
Approach Delay, s/veh		76.3			73.6			62.5			54.6	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	32.3	6.6	46.9	5.8	40.7	13.5	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	10.7	26.3	3.1	40.9	3.0	34.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	12.7	26.2	5.1	39.7	3.5	30.8	12.0	36.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	67.1
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	535	45	95	385	90	35	280	135	255	325	185
Future Volume (veh/h)	285	535	45	95	385	90	35	280	135	255	325	185
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1589	1870	1796	1485	1470	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	300	563	47	100	405	95	37	295	142	268	342	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	21	2	7	28	29	2	2	2	4	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	250	592	49	150	395	93	164	314	151	279	388	221
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
Prop Arrive On Green	0.10	0.41	0.41	0.03	0.34	0.34	0.02	0.26	0.26	0.11	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	137.9	0.0	46.1	41.4	0.0	80.0	28.9	0.0	65.3	69.3	0.0	47.3
Ln Grp LOS	F		D	D		F	C		E	E		D
Approach Vol, veh/h		910			600			474			805	
Approach Delay, s/veh		76.3			73.6			62.5			54.6	
Approach LOS		E			E			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	14.2	32.3	6.6	46.9	5.8	40.7	13.5	40.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	10.7	26.3	3.1	40.9	3.0	34.0	10.0	34.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.1
Max Q Clear (g_c+I1), s	12.7	26.2	5.1	39.7	3.5	30.8	12.0	36.0
Green Ext Time (g_e), s	0.0	0.0	0.0	0.9	0.0	2.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.94	1.00	0.64	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1753		1711		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1193		1446		1118		1163

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		574		121		638		273

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	268	0	100	0	37	0	300	0
Grp Sat Flow (s), veh/h/ln	1753	0	1711	0	1781	0	1781	0
Q Serve Time (g_s), s	10.7	0.0	3.1	0.0	1.5	0.0	10.0	0.0
Cycle Q Clear Time (g_c), s	10.7	0.0	3.1	0.0	1.5	0.0	10.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	937	0	779	0	868	0	898	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	28.3	0.0	34.0	0.0	26.3	0.0	36.0	0.0
Perm LT Serve Time (g_u), s	2.1	0.0	3.2	0.0	6.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.1	0.0	3.2	0.0	0.9	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	279	0	150	0	164	0	250	0
V/C Ratio (X)	0.96	0.00	0.67	0.00	0.23	0.00	1.20	0.00
Avail Cap (c_a), veh/h	279	0	150	0	177	0	250	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.57	0.00
Uniform Delay (d1), s/veh	26.4	0.0	30.7	0.0	28.2	0.0	28.0	0.0
Incr Delay (d2), s/veh	42.9	0.0	10.6	0.0	0.7	0.0	109.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.3	0.0	41.4	0.0	28.9	0.0	137.9	0.0
1st-Term Q (Q1), veh/ln	4.2	0.0	0.9	0.0	0.6	0.0	3.3	0.0
2nd-Term Q (Q2), veh/ln	3.3	0.0	0.4	0.0	0.0	0.0	7.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.60	0.00	1.80	0.00	1.80	0.00	1.48	0.00
%ile Back of Q (95%), veh/ln	12.0	0.0	2.5	0.0	1.2	0.0	16.2	0.0
%ile Storage Ratio (RQ%)	1.01	0.00	0.38	0.00	0.21	0.00	2.74	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	437	0	610	0	537	0	500
Grp Sat Flow (s), veh/h/ln	0	1767	0	1567	0	1756	0	1436
Q Serve Time (g_s), s	0.0	24.2	0.0	37.7	0.0	28.8	0.0	34.0
Cycle Q Clear Time (g_c), s	0.0	24.2	0.0	37.7	0.0	28.8	0.0	34.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.32	0.00	0.08	0.00	0.36	0.00	0.19
Lane Grp Cap (c), veh/h	0	465	0	641	0	610	0	488
V/C Ratio (X)	0.00	0.94	0.00	0.95	0.00	0.88	0.00	1.02
Avail Cap (c_a), veh/h	0	465	0	641	0	610	0	488
Upstream Filter (I)	0.00	1.00	0.00	0.57	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	36.1	0.0	28.6	0.0	30.7	0.0	33.0
Incr Delay (d2), s/veh	0.0	29.2	0.0	17.5	0.0	16.6	0.0	47.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.3	0.0	46.1	0.0	47.3	0.0	80.0
1st-Term Q (Q1), veh/ln	0.0	9.8	0.0	12.8	0.0	11.1	0.0	10.9
2nd-Term Q (Q2), veh/ln	0.0	3.8	0.0	3.1	0.0	2.8	0.0	6.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.44	0.00	1.31	0.00	1.44	0.00	1.42
%ile Back of Q (95%), veh/ln	0.0	19.7	0.0	20.9	0.0	20.0	0.0	24.5
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.12	0.00	0.44	0.00	0.32
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	67.1
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	475	95	30	15	465	625	35	5	425	125
Future Volume (veh/h)	100	10	475	95	30	15	465	625	35	5	425	125
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	11	500	100	32	16	489	658	37	5	447	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	512	11	484	113	356	178	501	885	50	211	492	396
Arrive On Green	0.04	0.31	0.31	0.03	0.30	0.30	0.23	0.48	0.48	0.00	0.25	0.25
Sat Flow, veh/h	1781	34	1556	1781	1176	588	1781	1846	104	1781	1969	1585
Grp Volume(v), veh/h	105	0	511	100	0	48	489	0	695	5	447	132
Grp Sat Flow(s),veh/h/ln	1781	0	1590	1781	0	1764	1781	0	1950	1781	1969	1585
Q Serve(g_s), s	4.5	0.0	37.0	3.5	0.0	2.3	26.7	0.0	34.3	0.3	26.2	8.1
Cycle Q Clear(g_c), s	4.5	0.0	37.0	3.5	0.0	2.3	26.7	0.0	34.3	0.3	26.2	8.1
Prop In Lane	1.00		0.98	1.00		0.33	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	512	0	494	113	0	534	501	0	935	211	492	396
V/C Ratio(X)	0.21	0.00	1.03	0.89	0.00	0.09	0.98	0.00	0.74	0.02	0.91	0.33
Avail Cap(c_a), veh/h	512	0	494	113	0	534	501	0	935	249	508	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	41.0	39.7	0.0	29.8	32.4	0.0	25.1	33.5	43.3	36.5
Incr Delay (d2), s/veh	0.2	0.0	49.4	51.0	0.0	0.2	33.9	0.0	5.3	0.0	23.3	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	28.6	5.2	0.0	1.8	21.6	0.0	22.1	0.2	21.6	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	0.0	90.4	90.8	0.0	29.9	66.4	0.0	30.4	33.5	66.7	38.8
LnGrp LOS	C		F	F		C	E		C	C	E	D
Approach Vol, veh/h		616			148			1184			584	
Approach Delay, s/veh		79.8			71.0			45.2			60.1	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	63.1	8.0	43.0	32.3	35.7	9.0	42.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.6	55.5	3.5	37.0	27.8	30.7	4.5	36.0
Max Q Clear Time (g_c+I1), s	2.3	36.3	5.5	39.0	28.7	28.2	6.5	4.3
Green Ext Time (p_c), s	0.0	10.8	0.0	0.0	0.0	1.5	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	475	95	30	15	465	625	35	5	425	125
Future Volume (veh/h)	100	10	475	95	30	15	465	625	35	5	425	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	11	500	100	32	16	489	658	37	5	447	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	512	11	484	113	356	178	501	885	50	211	492	396
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
Prop Arrive On Green	0.04	0.31	0.31	0.03	0.30	0.30	0.23	0.48	0.48	0.00	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	27.9	0.0	90.4	90.8	0.0	29.9	66.4	0.0	30.4	33.5	66.7	38.8
Ln Grp LOS	C		F	F		C	E		C	C	E	D
Approach Vol, veh/h		616			148			1184			584	
Approach Delay, s/veh		79.8			71.0			45.2			60.1	
Approach LOS		E			E			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.0	63.1	8.0	43.0	32.3	35.7	9.0	42.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.0	55.5	3.5	37.0	27.8	30.7	4.5	36.0
Max Allow Headway (MAH), s	3.6	8.7	3.8	7.2	3.6	8.5	3.7	7.4
Max Q Clear (g_c+I1), s	2.3	36.3	5.5	39.0	28.7	28.2	6.5	4.3
Green Ext Time (g_e), s	0.0	10.8	0.0	0.0	0.0	1.5	0.0	0.4
Prob of Phs Call (p_c)	0.15	1.00	0.96	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.61	1.00	1.00	1.00	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1846		34		1969		1176

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		104		1556		1585		588

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	5	0	100	0	489	0	105	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.3	0.0	3.5	0.0	26.7	0.0	4.5	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	3.5	0.0	26.7	0.0	4.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	750	0	889	0	835	0	1357	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	29.7	0.0	36.0	0.0	31.7	0.0	36.0	0.0
Perm LT Serve Time (g_u), s	22.8	0.0	0.0	0.0	3.5	0.0	33.7	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	3.5	0.0	0.8	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	211	0	113	0	501	0	512	0
V/C Ratio (X)	0.02	0.00	0.89	0.00	0.98	0.00	0.21	0.00
Avail Cap (c_a), veh/h	249	0	113	0	501	0	512	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	33.5	0.0	39.7	0.0	32.4	0.0	27.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	51.0	0.0	33.9	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	33.5	0.0	90.8	0.0	66.4	0.0	27.9	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	1.3	0.0	10.5	0.0	2.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.6	0.0	4.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.42	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.2	0.0	5.2	0.0	21.6	0.0	3.7	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.60	0.00	1.83	0.00	0.43	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	447	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1969	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	26.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	26.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	492	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	508	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	43.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	23.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.42	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	21.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	695	0	511	0	132	0	48
Grp Sat Flow (s), veh/h/ln	0	1950	0	1590	0	1585	0	1764
Q Serve Time (g_s), s	0.0	34.3	0.0	37.0	0.0	8.1	0.0	2.3
Cycle Q Clear Time (g_c), s	0.0	34.3	0.0	37.0	0.0	8.1	0.0	2.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.98	0.00	1.00	0.00	0.33
Lane Grp Cap (c), veh/h	0	935	0	494	0	396	0	534
V/C Ratio (X)	0.00	0.74	0.00	1.03	0.00	0.33	0.00	0.09
Avail Cap (c_a), veh/h	0	935	0	494	0	409	0	534
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.1	0.0	41.0	0.0	36.5	0.0	29.8
Incr Delay (d2), s/veh	0.0	5.3	0.0	49.4	0.0	2.3	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
Control Delay (d), s/veh	0.0	30.4	0.0	90.4	0.0	38.8	0.0	29.9
1st-Term Q (Q1), veh/ln	0.0	14.2	0.0	13.8	0.0	3.2	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	6.8	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.41	0.00	1.39	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	22.1	0.0	28.6	0.0	6.1	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.56	0.00	0.71	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	25	15	165	25	55	30	510	200	40	375	15
Future Volume (veh/h)	15	25	15	165	25	55	30	510	200	40	375	15
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	26	16	174	26	58	32	537	211	42	395	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	93	57	357	94	209	533	709	278	283	996	40
Arrive On Green	0.01	0.09	0.09	0.11	0.18	0.18	0.02	0.55	0.55	0.02	0.56	0.56
Sat Flow, veh/h	1781	1084	667	1781	515	1149	1781	1278	502	1781	1785	72
Grp Volume(v), veh/h	16	0	42	174	0	84	32	0	748	42	0	411
Grp Sat Flow(s),veh/h/ln	1781	0	1750	1781	0	1664	1781	0	1780	1781	0	1857
Q Serve(g_s), s	0.7	0.0	2.0	7.7	0.0	4.0	0.7	0.0	29.4	0.9	0.0	11.4
Cycle Q Clear(g_c), s	0.7	0.0	2.0	7.7	0.0	4.0	0.7	0.0	29.4	0.9	0.0	11.4
Prop In Lane	1.00		0.38	1.00		0.69	1.00		0.28	1.00		0.04
Lane Grp Cap(c), veh/h	211	0	150	357	0	303	533	0	987	283	0	1036
V/C Ratio(X)	0.08	0.00	0.28	0.49	0.00	0.28	0.06	0.00	0.76	0.15	0.00	0.40
Avail Cap(c_a), veh/h	252	0	154	468	0	373	561	0	1408	313	0	1477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	39.0	31.2	0.0	32.1	9.2	0.0	15.6	13.4	0.0	11.4
Incr Delay (d2), s/veh	0.2	0.0	2.2	1.0	0.0	1.0	0.0	0.0	5.4	0.2	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	1.7	5.8	0.0	2.9	0.4	0.0	16.2	0.6	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.7	0.0	41.2	32.2	0.0	33.1	9.2	0.0	21.0	13.7	0.0	12.6
LnGrp LOS	D		D	C		C	A		C	B		B
Approach Vol, veh/h		58			258			780			453	
Approach Delay, s/veh		40.2			32.5			20.5			12.7	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	56.5	14.3	13.8	6.2	56.8	5.5	22.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	72.0	15.5	8.0	3.1	72.4	3.1	20.4
Max Q Clear Time (g_c+I1), s	2.9	31.4	9.7	4.0	2.7	13.4	2.7	6.0
Green Ext Time (p_c), s	0.0	19.1	0.2	0.1	0.0	9.1	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	25	15	165	25	55	30	510	200	40	375	15
Future Volume (veh/h)	15	25	15	165	25	55	30	510	200	40	375	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	26	16	174	26	58	32	537	211	42	395	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	211	93	57	357	94	209	533	709	278	283	996	40
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
Prop Arrive On Green	0.01	0.09	0.09	0.11	0.18	0.18	0.02	0.55	0.55	0.02	0.56	0.56
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.7	0.0	41.2	32.2	0.0	33.1	9.2	0.0	21.0	13.7	0.0	12.6
Ln Grp LOS	D		D	C		C	A		C	B		B
Approach Vol, veh/h		58			258			780			453	
Approach Delay, s/veh		40.2			32.5			20.5			12.7	
Approach LOS		D			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	6.5	56.5	14.3	13.8	6.2	56.8	5.5	22.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.5	72.0	15.5	8.0	3.1	72.4	3.1	20.4
Max Allow Headway (MAH), s	3.6	8.8	3.7	7.2	3.6	8.7	3.8	7.1
Max Q Clear (g_c+I1), s	2.9	31.4	9.7	4.0	2.7	13.4	2.7	6.0
Green Ext Time (g_e), s	0.0	19.1	0.2	0.1	0.0	9.1	0.0	0.5
Prob of Phs Call (p_c)	0.65	1.00	0.99	0.97	0.55	1.00	0.33	1.00
Prob of Max Out (p_x)	1.00	0.28	0.17	1.00	1.00	0.00	1.00	0.03

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1278		1084		1785		515

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		502		667		72		1149

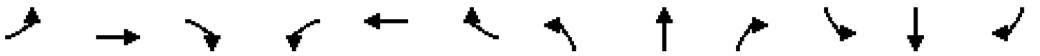
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	42	0	174	0	32	0	16	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.9	0.0	7.7	0.0	0.7	0.0	0.7	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	7.7	0.0	0.7	0.0	0.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	713	0	1365	0	975	0	1314	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	50.5	0.0	9.8	0.0	50.5	0.0	7.8	0.0
Perm LT Serve Time (g_u), s	21.1	0.0	5.7	0.0	39.3	0.0	7.8	0.0
Perm LT Q Serve Time (g_ps), s	1.8	0.0	0.6	0.0	0.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	283	0	357	0	533	0	211	0
V/C Ratio (X)	0.15	0.00	0.49	0.00	0.06	0.00	0.08	0.00
Avail Cap (c_a), veh/h	313	0	468	0	561	0	252	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	13.4	0.0	31.2	0.0	9.2	0.0	37.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.0	0.0	0.0	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.7	0.0	32.2	0.0	9.2	0.0	37.7	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	3.1	0.0	0.2	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.6	0.0	5.8	0.0	0.4	0.0	0.6	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.69	0.00	0.05	0.00	0.23	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	748	0	42	0	411	0	84
Grp Sat Flow (s), veh/h/ln	0	1780	0	1750	0	1857	0	1664
Q Serve Time (g_s), s	0.0	29.4	0.0	2.0	0.0	11.4	0.0	4.0
Cycle Q Clear Time (g_c), s	0.0	29.4	0.0	2.0	0.0	11.4	0.0	4.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.28	0.00	0.38	0.00	0.04	0.00	0.69
Lane Grp Cap (c), veh/h	0	987	0	150	0	1036	0	303
V/C Ratio (X)	0.00	0.76	0.00	0.28	0.00	0.40	0.00	0.28
Avail Cap (c_a), veh/h	0	1408	0	154	0	1477	0	373
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.6	0.0	39.0	0.0	11.4	0.0	32.1
Incr Delay (d2), s/veh	0.0	5.4	0.0	2.2	0.0	1.1	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	0.0	41.2	0.0	12.6	0.0	33.1
1st-Term Q (Q1), veh/ln	0.0	9.3	0.0	0.9	0.0	3.8	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.1	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.50	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	16.2	0.0	1.7	0.0	7.4	0.0	2.9
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.13	0.00	0.32	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	1	130	15	320	5	910	60	245	980	5
Future Volume (veh/h)	5	5	1	130	15	320	5	910	60	245	980	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1796	1870	1870	1870	1969	1781	1870	1870	1870
Adj Flow Rate, veh/h	5	5	1	137	16	337	5	958	63	258	1032	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	7	2	2	2	2	8	2	2	2
Cap, veh/h	68	206	41	380	15	324	124	977	749	264	1117	5
Arrive On Green	0.00	0.14	0.14	0.08	0.21	0.21	0.00	0.50	0.50	0.11	0.60	0.60
Sat Flow, veh/h	1781	1513	303	1711	72	1524	1781	1969	1510	1781	1860	9
Grp Volume(v), veh/h	5	0	6	137	0	353	5	958	63	258	0	1037
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1711	0	1596	1781	1969	1510	1781	0	1869
Q Serve(g_s), s	0.3	0.0	0.3	7.8	0.0	25.0	0.2	56.1	2.6	12.2	0.0	58.5
Cycle Q Clear(g_c), s	0.3	0.0	0.3	7.8	0.0	25.0	0.2	56.1	2.6	12.2	0.0	58.5
Prop In Lane	1.00		0.17	1.00		0.95	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	0	247	380	0	340	124	977	749	264	0	1122
V/C Ratio(X)	0.07	0.00	0.02	0.36	0.00	1.04	0.04	0.98	0.08	0.98	0.00	0.92
Avail Cap(c_a), veh/h	107	0	286	380	0	340	163	977	750	264	0	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	44.0	37.5	0.0	46.2	23.9	29.0	15.5	38.0	0.0	21.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.6	0.0	59.3	0.1	24.4	0.2	48.5	0.0	13.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.3	5.8	0.0	22.0	0.1	38.8	1.6	16.1	0.0	33.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.1	0.0	44.1	38.1	0.0	105.5	24.0	53.5	15.8	86.5	0.0	34.9
LnGrp LOS	D		D	D		F	C	D	B	F		C
Approach Vol, veh/h		11			490			1026			1295	
Approach Delay, s/veh		44.5			86.6			51.0			45.2	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	64.3	14.0	22.0	5.0	76.5	5.0	31.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	12.7	58.3	9.5	18.5	3.0	68.0	3.0	25.0
Max Q Clear Time (g_c+I1), s	14.2	58.1	9.8	2.3	2.2	60.5	2.3	27.0
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	6.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.5
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	1	130	15	320	5	910	60	245	980	5
Future Volume (veh/h)	5	5	1	130	15	320	5	910	60	245	980	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1796	1870	1870	1870	1969	1781	1870	1870	1870
Adj Flow Rate, veh/h	5	5	1	137	16	337	5	958	63	258	1032	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	7	2	2	2	2	8	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	68	206	41	380	15	324	124	977	749	264	1117	5
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
Prop Arrive On Green	0.00	0.14	0.14	0.08	0.21	0.21	0.00	0.50	0.50	0.11	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	45.1	0.0	44.1	38.1	0.0	105.5	24.0	53.5	15.8	86.5	0.0	34.9
Ln Grp LOS	D		D	D		F	C	D	B	F		C
Approach Vol, veh/h		11			490			1026			1295	
Approach Delay, s/veh		44.5			86.6			51.0			45.2	
Approach LOS		D			F			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	17.2	64.3	14.0	22.0	5.0	76.5	5.0	31.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	12.7	58.3	9.5	18.5	3.0	68.0	3.0	25.0
Max Allow Headway (MAH), s	3.6	8.7	3.7	7.0	3.6	8.7	3.7	7.2
Max Q Clear (g_c+I1), s	14.2	58.1	9.8	2.3	2.2	60.5	2.3	27.0
Green Ext Time (g_e), s	0.0	0.2	0.0	0.0	0.0	6.7	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.15	1.00	0.15	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1711		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1513		1860		72

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1510		303		9		1524

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	258	0	137	0	5	0	5	0
Grp Sat Flow (s), veh/h/ln	1781	0	1711	0	1781	0	1781	0
Q Serve Time (g_s), s	12.2	0.0	7.8	0.0	0.2	0.0	0.3	0.0
Cycle Q Clear Time (g_c), s	12.2	0.0	7.8	0.0	0.2	0.0	0.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	552	0	1354	0	544	0	1028	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	60.3	0.0	18.0	0.0	58.3	0.0	16.0	0.0
Perm LT Serve Time (g_u), s	2.2	0.0	15.6	0.0	12.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.2	0.0	0.3	0.0	0.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	264	0	380	0	124	0	68	0
V/C Ratio (X)	0.98	0.00	0.36	0.00	0.04	0.00	0.07	0.00
Avail Cap (c_a), veh/h	264	0	380	0	163	0	107	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.0	0.0	37.5	0.0	23.9	0.0	44.7	0.0
Incr Delay (d2), s/veh	48.5	0.0	0.6	0.0	0.1	0.0	0.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.5	0.0	38.1	0.0	24.0	0.0	45.1	0.0
1st-Term Q (Q1), veh/ln	7.2	0.0	3.2	0.0	0.1	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	3.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.50	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	16.1	0.0	5.8	0.0	0.1	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	1.54	0.00	0.70	0.00	0.01	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	958	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	56.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	56.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	977	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	977	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	53.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.2	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.30	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	38.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	63	0	6	0	1037	0	353
Grp Sat Flow (s), veh/h/ln	0	1510	0	1816	0	1869	0	1596
Q Serve Time (g_s), s	0.0	2.6	0.0	0.3	0.0	58.5	0.0	25.0
Cycle Q Clear Time (g_c), s	0.0	2.6	0.0	0.3	0.0	58.5	0.0	25.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.17	0.00	0.00	0.00	0.95
Lane Grp Cap (c), veh/h	0	749	0	247	0	1122	0	340
V/C Ratio (X)	0.00	0.08	0.00	0.02	0.00	0.92	0.00	1.04
Avail Cap (c_a), veh/h	0	750	0	286	0	1122	0	340
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	44.0	0.0	21.0	0.0	46.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.0	13.9	0.0	59.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.8	0.0	44.1	0.0	34.9	0.0	105.5
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	0.1	0.0	21.1	0.0	9.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	4.3	0.0	5.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.33	0.00	1.45
%ile Back of Q (95%), veh/ln	0.0	1.6	0.0	0.3	0.0	33.6	0.0	22.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.26	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	54.5
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	360	15	135	290	465	30	420	165	450	565	110
Future Volume (veh/h)	90	360	15	135	290	465	30	420	165	450	565	110
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	1870	1969	1870	1796	1969	1870	1870	1969	1781	1870	1969	1870
Adj Flow Rate, veh/h	95	379	16	142	305	489	32	442	174	474	595	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	7	2	2	2	2	8	2	2	2
Cap, veh/h	253	457	398	258	511	749	286	540	534	508	922	824
Arrive On Green	0.05	0.23	0.23	0.08	0.26	0.26	0.02	0.27	0.27	0.21	0.47	0.47
Sat Flow, veh/h	1781	1969	1585	1711	1969	1585	1781	1969	1510	1781	1969	1585
Grp Volume(v), veh/h	95	379	16	142	305	489	32	442	174	474	595	116
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1711	1969	1585	1781	1969	1510	1781	1969	1585
Q Serve(g_s), s	3.8	17.3	0.7	5.8	12.8	22.2	1.2	19.9	8.0	17.7	21.8	3.6
Cycle Q Clear(g_c), s	3.8	17.3	0.7	5.8	12.8	22.2	1.2	19.9	8.0	17.7	21.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	457	398	258	511	749	286	540	534	508	922	824
V/C Ratio(X)	0.38	0.83	0.04	0.55	0.60	0.65	0.11	0.82	0.33	0.93	0.65	0.14
Avail Cap(c_a), veh/h	253	458	400	258	513	751	310	604	583	552	1009	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	34.5	26.8	25.7	30.7	19.0	24.1	32.1	22.3	20.9	19.1	11.7
Incr Delay (d2), s/veh	0.9	15.9	0.2	2.5	5.1	4.4	0.2	13.0	1.6	22.1	3.5	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(95%),veh/ln	2.8	14.7	0.5	4.1	10.4	12.5	0.9	15.8	5.0	14.3	14.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.2	50.5	26.9	28.2	35.7	23.4	24.2	45.1	23.9	43.1	22.6	12.1
LnGrp LOS	C	D	C	C	D	C	C	D	C	D	C	B
Approach Vol, veh/h		490			936			648			1185	
Approach Delay, s/veh		45.2			28.1			38.4			29.8	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	31.9	11.0	27.9	5.3	50.2	8.4	30.5
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	22.5	29.0	7.5	22.0	3.1	48.4	4.9	24.6
Max Q Clear Time (g_c+I1), s	19.7	21.9	7.8	19.3	3.2	23.8	5.8	24.2
Green Ext Time (p_c), s	0.5	4.1	0.0	1.2	0.0	12.1	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	33.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	360	15	135	290	465	30	420	165	450	565	110
Future Volume (veh/h)	90	360	15	135	290	465	30	420	165	450	565	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1796	1969	1870	1870	1969	1781	1870	1969	1870
Adj Flow Rate, veh/h	95	379	16	142	305	489	32	442	174	474	595	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	7	2	2	2	2	8	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	253	457	398	258	511	749	286	540	534	508	922	824
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
Prop Arrive On Green	0.05	0.23	0.23	0.08	0.26	0.26	0.02	0.27	0.27	0.21	0.47	0.47
Unsig. Movement Delay												
Ln Grp Delay, s/veh	27.2	50.5	26.9	28.2	35.7	23.4	24.2	45.1	23.9	43.1	22.6	12.1
Ln Grp LOS	C	D	C	C	D	C	C	D	C	D	C	B
Approach Vol, veh/h		490			936			648			1185	
Approach Delay, s/veh		45.2			28.1			38.4			29.8	
Approach LOS		D			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	23.7	31.9	11.0	27.9	5.3	50.2	8.4	30.5
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	22.5	29.0	7.5	22.0	3.1	48.4	4.9	24.6
Max Allow Headway (MAH), s	3.6	8.5	3.7	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	19.7	21.9	7.8	19.3	3.2	23.8	5.8	24.2
Green Ext Time (g_e), s	0.5	4.1	0.0	1.2	0.0	12.1	0.0	0.3
Prob of Phs Call (p_c)	1.00	1.00	0.98	1.00	0.57	1.00	0.92	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	0.43	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1711		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1969		1969		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1510		1585		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	474	0	142	0	32	0	95	0
Grp Sat Flow (s), veh/h/ln	1781	0	1711	0	1781	0	1781	0
Q Serve Time (g_s), s	17.7	0.0	5.8	0.0	1.2	0.0	3.8	0.0
Cycle Q Clear Time (g_c), s	17.7	0.0	5.8	0.0	1.2	0.0	3.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	807	0	950	0	739	0	684	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	27.9	0.0	23.0	0.0	25.9	0.0	21.9	0.0
Perm LT Serve Time (g_u), s	6.1	0.0	4.6	0.0	22.5	0.0	11.7	0.0
Perm LT Q Serve Time (g_ps), s	6.1	0.0	3.2	0.0	0.2	0.0	1.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	508	0	258	0	286	0	253	0
V/C Ratio (X)	0.93	0.00	0.55	0.00	0.11	0.00	0.38	0.00
Avail Cap (c_a), veh/h	552	0	258	0	310	0	253	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	20.9	0.0	25.7	0.0	24.1	0.0	26.2	0.0
Incr Delay (d2), s/veh	22.1	0.0	2.5	0.0	0.2	0.0	0.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.1	0.0	28.2	0.0	24.2	0.0	27.2	0.0
1st-Term Q (Q1), veh/ln	6.2	0.0	2.1	0.0	0.5	0.0	1.5	0.0
2nd-Term Q (Q2), veh/ln	3.1	0.0	0.2	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.54	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	14.3	0.0	4.1	0.0	0.9	0.0	2.8	0.0
%ile Storage Ratio (RQ%)	1.21	0.00	0.46	0.00	0.07	0.00	0.61	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	442	0	379	0	595	0	305
Grp Sat Flow (s), veh/h/ln	0	1969	0	1969	0	1969	0	1969
Q Serve Time (g_s), s	0.0	19.9	0.0	17.3	0.0	21.8	0.0	12.8
Cycle Q Clear Time (g_c), s	0.0	19.9	0.0	17.3	0.0	21.8	0.0	12.8
Lane Grp Cap (c), veh/h	0	540	0	457	0	922	0	511
V/C Ratio (X)	0.00	0.82	0.00	0.83	0.00	0.65	0.00	0.60
Avail Cap (c_a), veh/h	0	604	0	458	0	1009	0	513
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.1	0.0	34.5	0.0	19.1	0.0	30.7
Incr Delay (d2), s/veh	0.0	13.0	0.0	15.9	0.0	3.5	0.0	5.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.1	0.0	50.5	0.0	22.6	0.0	35.7
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	7.6	0.0	8.5	0.0	5.6

2nd-Term Q (Q2), veh/ln	0.0	1.9	0.0	2.0	0.0	0.9	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.51	0.00	1.53	0.00	1.54	0.00	1.65
%ile Back of Q (95%), veh/ln	0.0	15.8	0.0	14.7	0.0	14.4	0.0	10.4
%ile Storage Ratio (RQ%)	0.00	0.41	0.00	0.37	0.00	0.07	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	174	0	16	0	116	0	489
Grp Sat Flow (s), veh/h/ln	0	1510	0	1585	0	1585	0	1585
Q Serve Time (g_s), s	0.0	8.0	0.0	0.7	0.0	3.6	0.0	22.2
Cycle Q Clear Time (g_c), s	0.0	8.0	0.0	0.7	0.0	3.6	0.0	22.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1509.7	0.0	1585.1	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	7.5	0.0	1.8	0.0	4.9	0.0	20.2
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	534	0	398	0	824	0	749
V/C Ratio (X)	0.00	0.33	0.00	0.04	0.00	0.14	0.00	0.65
Avail Cap (c_a), veh/h	0	583	0	400	0	894	0	751
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	26.8	0.0	11.7	0.0	19.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.2	0.0	0.4	0.0	4.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.9	0.0	26.9	0.0	12.1	0.0	23.4
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	0.3	0.0	1.1	0.0	7.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.58
%ile Back of Q (95%), veh/ln	0.0	5.0	0.0	0.5	0.0	2.1	0.0	12.5
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.11	0.00	0.18	0.00	1.32
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

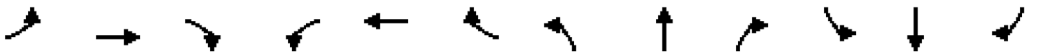
Intersection Summary	
HCM 7th Control Delay, s/veh	33.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	685	120	245	360	60	240	205	290	140	250	140
Future Volume (veh/h)	100	685	120	245	360	60	240	205	290	140	250	140
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	721	126	258	379	63	253	216	305	147	263	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	667	117	268	773	129	289	416	335	301	416	335
Arrive On Green	0.05	0.43	0.43	0.12	0.49	0.49	0.08	0.21	0.21	0.08	0.21	0.21
Sat Flow, veh/h	1781	1551	271	1781	1564	260	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	105	0	847	258	0	442	253	216	305	147	263	147
Grp Sat Flow(s),veh/h/ln	1781	0	1822	1781	0	1824	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	3.9	0.0	51.6	13.2	0.0	19.4	9.5	11.7	22.6	7.7	14.6	9.7
Cycle Q Clear(g_c), s	3.9	0.0	51.6	13.2	0.0	19.4	9.5	11.7	22.6	7.7	14.6	9.7
Prop In Lane	1.00		0.15	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	0	784	268	0	902	289	416	335	301	416	335
V/C Ratio(X)	0.23	0.00	1.08	0.96	0.00	0.49	0.88	0.52	0.91	0.49	0.63	0.44
Avail Cap(c_a), veh/h	516	0	784	268	0	902	289	427	343	301	427	343
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)	0.51	0.00	0.51	1.00	0.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	18.0	0.0	34.2	38.9	0.0	20.2	41.4	41.9	46.2	33.6	43.1	41.1
Incr Delay (d2), s/veh	0.1	0.0	48.0	44.8	0.0	1.9	24.8	4.6	31.0	0.5	3.2	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	40.0	16.0	0.0	12.6	8.5	10.1	17.0	5.2	10.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	0.0	82.2	83.7	0.0	22.1	66.2	46.5	77.2	34.1	46.3	43.0
LnGrp LOS	B		F	F		C	E	D	E	C	D	D
Approach Vol, veh/h		952			700			774			557	
Approach Delay, s/veh		75.1			44.8			65.0			42.2	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	58.6	13.0	31.4	9.3	66.3	13.0	31.4
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	14.0	51.0	9.5	26.0	9.5	55.0	9.5	26.0
Max Q Clear Time (g_c+I1), s	15.2	53.6	9.7	24.6	5.9	21.4	11.5	16.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.1	8.7	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	59.2
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	685	120	245	360	60	240	205	290	140	250	140
Future Volume (veh/h)	100	685	120	245	360	60	240	205	290	140	250	140
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	721	126	258	379	63	253	216	305	147	263	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	461	667	117	268	773	129	289	416	335	301	416	335
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
Prop Arrive On Green	0.05	0.43	0.43	0.12	0.49	0.49	0.08	0.21	0.21	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	18.1	0.0	82.2	83.7	0.0	22.1	66.2	46.5	77.2	34.1	46.3	43.0
Ln Grp LOS	B		F	F		C	E	D	E	C	D	D
Approach Vol, veh/h		952			700			774			557	
Approach Delay, s/veh		75.1			44.8			65.0			42.2	
Approach LOS		E			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	17.0	58.6	13.0	31.4	9.3	66.3	13.0	31.4
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	14.0	51.0	9.5	26.0	9.5	55.0	9.5	26.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.4	3.6	8.8	3.7	8.6
Max Q Clear (g_c+I1), s	15.2	53.6	9.7	24.6	5.9	21.4	11.5	16.6
Green Ext Time (g_e), s	0.0	0.0	0.0	0.8	0.1	8.7	0.0	3.4
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.97	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	0.08	1.00	0.90

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1551		1969		1564		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		271		1585		260		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	258	0	147	0	105	0	253	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	13.2	0.0	7.7	0.0	3.9	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	13.2	0.0	7.7	0.0	3.9	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	650	0	881	0	947	0	976	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.6	0.0	25.4	0.0	51.6	0.0	25.4	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	13.7	0.0	39.9	0.0	10.8	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	2.3	0.0	1.5	0.0	10.8	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	268	0	301	0	461	0	289	0
V/C Ratio (X)	0.96	0.00	0.49	0.00	0.23	0.00	0.88	0.00
Avail Cap (c_a), veh/h	268	0	301	0	516	0	289	0
Upstream Filter (I)	1.00	0.00	0.44	0.00	0.51	0.00	1.00	0.00
Uniform Delay (d1), s/veh	38.9	0.0	33.6	0.0	18.0	0.0	41.4	0.0
Incr Delay (d2), s/veh	44.8	0.0	0.5	0.0	0.1	0.0	24.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	83.7	0.0	34.1	0.0	18.1	0.0	66.2	0.0
1st-Term Q (Q1), veh/ln	7.3	0.0	3.2	0.0	1.5	0.0	2.9	0.0
2nd-Term Q (Q2), veh/ln	3.3	0.0	0.0	0.0	0.0	0.0	2.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.50	0.00	1.60	0.00	1.80	0.00	1.74	0.00
%ile Back of Q (95%), veh/ln	16.0	0.0	5.2	0.0	2.7	0.0	8.5	0.0
%ile Storage Ratio (RQ%)	1.73	0.00	0.51	0.00	0.33	0.00	0.48	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	216	0	0	0	263
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	11.7	0.0	0.0	0.0	14.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.7	0.0	0.0	0.0	14.6
Lane Grp Cap (c), veh/h	0	0	0	416	0	0	0	416
V/C Ratio (X)	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.63
Avail Cap (c_a), veh/h	0	0	0	427	0	0	0	427
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.44
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.9	0.0	0.0	0.0	43.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6	0.0	0.0	0.0	3.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.5	0.0	0.0	0.0	46.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.6	0.0	0.0	0.0	6.9

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.66	0.00	1.00	0.00	1.40
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	10.1	0.0	0.0	0.0	10.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	847	0	305	0	442	0	147
Grp Sat Flow (s), veh/h/ln	0	1822	0	1585	0	1824	0	1585
Q Serve Time (g_s), s	0.0	51.6	0.0	22.6	0.0	19.4	0.0	9.7
Cycle Q Clear Time (g_c), s	0.0	51.6	0.0	22.6	0.0	19.4	0.0	9.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	1.00	0.00	0.14	0.00	1.00
Lane Grp Cap (c), veh/h	0	784	0	335	0	902	0	335
V/C Ratio (X)	0.00	1.08	0.00	0.91	0.00	0.49	0.00	0.44
Avail Cap (c_a), veh/h	0	784	0	343	0	902	0	343
Upstream Filter (I)	0.00	0.51	0.00	1.00	0.00	1.00	0.00	0.44
Uniform Delay (d1), s/veh	0.0	34.2	0.0	46.2	0.0	20.2	0.0	41.1
Incr Delay (d2), s/veh	0.0	48.0	0.0	31.0	0.0	1.9	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	82.2	0.0	77.2	0.0	22.1	0.0	43.0
1st-Term Q (Q1), veh/ln	0.0	20.6	0.0	8.6	0.0	7.5	0.0	3.7
2nd-Term Q (Q2), veh/ln	0.0	10.5	0.0	2.9	0.0	0.5	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.29	0.00	1.48	0.00	1.58	0.00	1.55
%ile Back of Q (95%), veh/ln	0.0	40.0	0.0	17.0	0.0	12.6	0.0	6.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	1.11	0.00	0.24	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	15.7	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

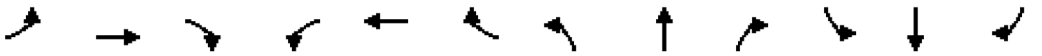
Intersection Summary	
HCM 7th Control Delay, s/veh	59.2
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	395	175	435	285	15	85	1	370	30	1	45
Future Volume (veh/h)	20	395	175	435	285	15	85	1	370	30	1	45
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	1870	1678	1870	1870	1648	1411	1870	1870	1870	1648	1870	1737
Adj Flow Rate, veh/h	21	416	184	458	300	16	89	1	389	32	1	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	15	2	2	17	33	2	2	2	17	2	11
Cap, veh/h	511	443	196	448	912	49	369	4	411	135	21	161
Arrive On Green	0.01	0.40	0.40	0.20	0.59	0.59	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1102	488	1781	1550	83	1187	15	1585	357	79	622
Grp Volume(v), veh/h	21	0	600	458	0	316	90	0	389	80	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1590	1781	0	1633	1202	0	1585	1059	0	0
Q Serve(g_s), s	0.8	0.0	42.8	23.5	0.0	11.7	0.0	0.0	28.5	2.2	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	42.8	23.5	0.0	11.7	9.3	0.0	28.5	11.5	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.05	0.99		1.00	0.40		0.59
Lane Grp Cap(c), veh/h	511	0	640	448	0	961	372	0	411	317	0	0
V/C Ratio(X)	0.04	0.00	0.94	1.02	0.00	0.33	0.24	0.00	0.95	0.25	0.00	0.00
Avail Cap(c_a), veh/h	535	0	659	448	0	961	376	0	416	321	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.5	0.0	33.9	35.3	0.0	12.4	35.9	0.0	43.0	35.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	23.2	48.5	0.0	0.9	0.7	0.0	31.2	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	26.9	26.0	0.0	7.5	3.8	0.0	21.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.5	0.0	57.2	83.8	0.0	13.3	36.6	0.0	74.2	36.7	0.0	0.0
LnGrp LOS	C		E	F		B	D		E	D		
Approach Vol, veh/h		621			774			479			80	
Approach Delay, s/veh		55.9			55.1			67.1			36.7	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	53.6		36.7	6.0	75.6		36.7				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	23.5	49.0		31.0	3.1	69.4		31.0				
Max Q Clear Time (g_c+I1), s	25.5	44.8		30.5	2.8	13.7		13.5				
Green Ext Time (p_c), s	0.0	2.7		0.2	0.0	6.9		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	57.5
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	395	175	435	285	15	85	1	370	30	1	45
Future Volume (veh/h)	20	395	175	435	285	15	85	1	370	30	1	45
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1678	1870	1870	1648	1411	1870	1870	1870	1648	1870	1737
Adj Flow Rate, veh/h	21	416	184	458	300	16	89	1	389	32	1	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	15	2	2	17	33	2	2	2	17	2	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	511	443	196	448	912	49	369	4	411	135	21	161
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
Prop Arrive On Green	0.01	0.40	0.40	0.20	0.59	0.59	0.26	0.26	0.26	0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.5	0.0	57.2	83.8	0.0	13.3	36.6	0.0	74.2	36.7	0.0	0.0
Ln Grp LOS	C		E	F		B	D		E	D		
Approach Vol, veh/h		621			774			479			80	
Approach Delay, s/veh		55.9			55.1			67.1			36.7	
Approach LOS		E			E			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	28.0	53.6		36.7	6.0	75.6		36.7
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green (Gmax), s	23.5	49.0		31.0	3.1	69.4		31.0
Max Allow Headway (MAH), s	3.7	9.0		6.1	3.7	9.0		8.0
Max Q Clear (g_c+I1), s	25.5	44.8		30.5	2.8	13.7		13.5
Green Ext Time (g_e), s	0.0	2.7		0.2	0.0	6.9		0.6
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.50	1.00		1.00
Prob of Max Out (p_x)	1.00	1.00		1.00	1.00	0.00		0.02

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1187	1781			357

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1102		15		1550		79

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		488		1585		83		622

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				L+T+R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	458	0	0	90	21	0	0	80
Grp Sat Flow (s), veh/h/ln	1781	0	0	1202	1781	0	0	1059
Q Serve Time (g_s), s	23.5	0.0	0.0	0.0	0.8	0.0	0.0	2.2
Cycle Q Clear Time (g_c), s	23.5	0.0	0.0	9.3	0.8	0.0	0.0	11.5
Perm LT Sat Flow (s_l), veh/h/ln	819	0	0	1379	1064	0	0	1010
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	935	0	0	0	0
Perm LT Eff Green (g_p), s	49.6	0.0	0.0	30.7	47.6	0.0	0.0	30.7
Perm LT Serve Time (g_u), s	4.7	0.0	0.0	19.2	47.6	0.0	0.0	21.4
Perm LT Q Serve Time (g_ps), s	4.7	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	1.00	0.00	0.00	0.40
Lane Grp Cap (c), veh/h	448	0	0	372	511	0	0	317
V/C Ratio (X)	1.02	0.00	0.00	0.24	0.04	0.00	0.00	0.25
Avail Cap (c_a), veh/h	448	0	0	376	535	0	0	321
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	35.3	0.0	0.0	35.9	20.5	0.0	0.0	35.8
Incr Delay (d2), s/veh	48.5	0.0	0.0	0.7	0.0	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	83.8	0.0	0.0	36.6	20.5	0.0	0.0	36.7
1st-Term Q (Q1), veh/ln	12.6	0.0	0.0	2.1	0.3	0.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	6.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.40	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	26.0	0.0	0.0	3.8	0.6	0.0	0.0	3.7
%ile Storage Ratio (RQ%)	3.07	0.00	0.00	0.02	0.07	0.00	0.00	0.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	600	0	389	0	316	0	0
Grp Sat Flow (s), veh/h/ln	0	1590	0	1585	0	1633	0	0
Q Serve Time (g_s), s	0.0	42.8	0.0	28.5	0.0	11.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	42.8	0.0	28.5	0.0	11.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	1.00	0.00	0.05	0.00	0.59
Lane Grp Cap (c), veh/h	0	640	0	411	0	961	0	0
V/C Ratio (X)	0.00	0.94	0.00	0.95	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	659	0	416	0	961	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	33.9	0.0	43.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	23.2	0.0	31.2	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	57.2	0.0	74.2	0.0	13.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.5	0.0	11.2	0.0	3.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.1	0.0	3.6	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.37	0.00	1.43	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	26.9	0.0	21.0	0.0	7.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.10	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	57.5
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	525	45	180	550	180	55	320	100	195	525	340
Future Volume (veh/h)	320	525	45	180	550	180	55	320	100	195	525	340
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	1870	1707	1870	1870	1767	1841	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	337	553	47	189	579	189	58	337	105	205	553	358
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	2	2	9	4	2	2	2	5	2	2
Cap, veh/h	206	512	44	170	395	129	125	462	144	336	419	271
Arrive On Green	0.08	0.33	0.33	0.05	0.31	0.31	0.03	0.34	0.34	0.09	0.40	0.40
Sat Flow, veh/h	1781	1552	132	1781	1275	416	1781	1368	426	1739	1060	686
Grp Volume(v), veh/h	337	0	600	189	0	768	58	0	442	205	0	911
Grp Sat Flow(s),veh/h/ln	1781	0	1684	1781	0	1692	1781	0	1794	1739	0	1747
Q Serve(g_s), s	7.5	0.0	33.0	5.5	0.0	31.0	2.1	0.0	21.6	7.4	0.0	39.5
Cycle Q Clear(g_c), s	7.5	0.0	33.0	5.5	0.0	31.0	2.1	0.0	21.6	7.4	0.0	39.5
Prop In Lane	1.00		0.08	1.00		0.25	1.00		0.24	1.00		0.39
Lane Grp Cap(c), veh/h	206	0	556	170	0	524	125	0	606	336	0	690
V/C Ratio(X)	1.64	0.00	1.08	1.11	0.00	1.46	0.46	0.00	0.73	0.61	0.00	1.32
Avail Cap(c_a), veh/h	206	0	556	170	0	524	125	0	606	336	0	690
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)	0.26	0.00	0.26	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	33.5	30.5	0.0	34.5	26.4	0.0	29.1	21.1	0.0	30.3
Incr Delay (d2), s/veh	293.3	0.0	45.1	102.2	0.0	219.3	2.6	0.0	7.5	3.2	0.0	154.2
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(95%),veh/ln	27.7	0.0	24.5	12.3	0.0	66.8	1.7	0.0	15.1	5.4	0.0	65.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	320.4	0.0	78.6	132.8	0.0	253.8	29.0	0.0	36.6	24.3	0.0	184.4
LnGrp LOS	F		F	F		F	C		D	C		F
Approach Vol, veh/h		937			957			500			1116	
Approach Delay, s/veh		165.5			229.9			35.7			155.0	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	39.8	9.0	39.0	6.5	45.5	11.0	37.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	8.7	33.8	5.5	33.0	3.0	39.5	7.5	31.0
Max Q Clear Time (g_c+I1), s	9.5	23.6	7.5	35.0	4.1	41.5	9.5	33.0
Green Ext Time (p_c), s	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	161.3
HCM 7th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	525	45	180	550	180	55	320	100	195	525	340
Future Volume (veh/h)	320	525	45	180	550	180	55	320	100	195	525	340
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1707	1870	1870	1767	1841	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	337	553	47	189	579	189	58	337	105	205	553	358
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	2	2	9	4	2	2	2	5	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	206	512	44	170	395	129	125	462	144	336	419	271
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
Prop Arrive On Green	0.08	0.33	0.33	0.05	0.31	0.31	0.03	0.34	0.34	0.09	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	320.4	0.0	78.6	132.8	0.0	253.8	29.0	0.0	36.6	24.3	0.0	184.4
Ln Grp LOS	F		F	F		F	C		D	C		F
Approach Vol, veh/h		937			957			500			1116	
Approach Delay, s/veh		165.5			229.9			35.7			155.0	
Approach LOS		F			F			D			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	12.2	39.8	9.0	39.0	6.5	45.5	11.0	37.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	8.7	33.8	5.5	33.0	3.0	39.5	7.5	31.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.0
Max Q Clear (g_c+I1), s	9.4	23.6	7.5	35.0	4.1	41.5	9.5	33.0
Green Ext Time (g_e), s	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.80	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1368		1552		1060		1275

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		426		132		686		416

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	205	0	189	0	58	0	337	0
Grp Sat Flow (s), veh/h/ln	1739	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	7.4	0.0	5.5	0.0	2.1	0.0	7.5	0.0
Cycle Q Clear Time (g_c), s	7.4	0.0	5.5	0.0	2.1	0.0	7.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	925	0	819	0	613	0	700	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	35.8	0.0	31.0	0.0	33.8	0.0	31.5	0.0
Perm LT Serve Time (g_u), s	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	336	0	170	0	125	0	206	0
V/C Ratio (X)	0.61	0.00	1.11	0.00	0.46	0.00	1.64	0.00
Avail Cap (c_a), veh/h	336	0	170	0	125	0	206	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.26	0.00
Uniform Delay (d1), s/veh	21.1	0.0	30.5	0.0	26.4	0.0	27.1	0.0
Incr Delay (d2), s/veh	3.2	0.0	102.2	0.0	2.6	0.0	293.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.3	0.0	132.8	0.0	29.0	0.0	320.4	0.0
1st-Term Q (Q1), veh/ln	2.7	0.0	2.6	0.0	0.8	0.0	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	4.8	0.0	0.1	0.0	16.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.65	0.00	1.80	0.00	1.40	0.00
%ile Back of Q (95%), veh/ln	5.4	0.0	12.3	0.0	1.7	0.0	27.7	0.0
%ile Storage Ratio (RQ%)	0.46	0.00	1.79	0.00	0.30	0.00	4.69	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	4.8	0.0	0.0	0.0	32.9	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	442	0	600	0	911	0	768
Grp Sat Flow (s), veh/h/ln	0	1794	0	1684	0	1747	0	1692
Q Serve Time (g_s), s	0.0	21.6	0.0	33.0	0.0	39.5	0.0	31.0
Cycle Q Clear Time (g_c), s	0.0	21.6	0.0	33.0	0.0	39.5	0.0	31.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.24	0.00	0.08	0.00	0.39	0.00	0.25
Lane Grp Cap (c), veh/h	0	606	0	556	0	690	0	524
V/C Ratio (X)	0.00	0.73	0.00	1.08	0.00	1.32	0.00	1.46
Avail Cap (c_a), veh/h	0	606	0	556	0	690	0	524
Upstream Filter (I)	0.00	1.00	0.00	0.26	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.1	0.0	33.5	0.0	30.3	0.0	34.5
Incr Delay (d2), s/veh	0.0	7.5	0.0	45.1	0.0	154.2	0.0	219.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.6	0.0	78.6	0.0	184.4	0.0	253.8
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	12.5	0.0	14.9	0.0	11.9
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	7.0	0.0	29.6	0.0	31.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.52	0.00	1.26	0.00	1.48	0.00	1.53
%ile Back of Q (95%), veh/ln	0.0	15.1	0.0	24.5	0.0	65.8	0.0	66.8
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.13	0.00	1.43	0.00	0.77
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	11.1	0.0	55.3	0.0	60.9
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	161.3
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	30	505	60	20	10	510	560	100	15	710	100
Future Volume (veh/h)	170	30	505	60	20	10	510	560	100	15	710	100
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	179	32	532	63	21	11	537	589	105	16	747	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	486	25	415	105	253	133	409	837	149	258	648	522
Arrive On Green	0.08	0.28	0.28	0.03	0.22	0.22	0.20	0.51	0.51	0.01	0.33	0.33
Sat Flow, veh/h	1781	91	1508	1781	1156	605	1781	1627	290	1781	1969	1585
Grp Volume(v), veh/h	179	0	564	63	0	32	537	0	694	16	747	105
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	0	1761	1781	0	1917	1781	1969	1585
Q Serve(g_s), s	9.2	0.0	33.0	3.0	0.0	1.7	23.5	0.0	33.1	0.7	39.5	5.7
Cycle Q Clear(g_c), s	9.2	0.0	33.0	3.0	0.0	1.7	23.5	0.0	33.1	0.7	39.5	5.7
Prop In Lane	1.00		0.94	1.00		0.34	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	486	0	440	105	0	386	409	0	986	258	648	522
V/C Ratio(X)	0.37	0.00	1.28	0.60	0.00	0.08	1.31	0.00	0.70	0.06	1.15	0.20
Avail Cap(c_a), veh/h	486	0	440	105	0	386	409	0	986	284	648	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	43.5	40.3	0.0	37.3	38.5	0.0	22.2	26.9	40.3	28.9
Incr Delay (d2), s/veh	0.5	0.0	143.7	9.4	0.0	0.1	157.6	0.0	4.2	0.1	85.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	44.7	3.1	0.0	1.4	37.5	0.0	20.6	0.5	46.6	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	0.0	187.2	49.7	0.0	37.4	196.0	0.0	26.4	27.0	125.8	29.8
LnGrp LOS	C		F	D		D	F		C	C	F	C
Approach Vol, veh/h		743			95			1231			868	
Approach Delay, s/veh		149.7			45.5			100.4			112.4	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	67.8	7.5	39.0	28.0	45.5	14.2	32.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.6	60.0	3.0	33.0	23.5	39.5	9.7	26.3
Max Q Clear Time (g_c+I1), s	2.7	35.1	5.0	35.0	25.5	41.5	11.2	3.7
Green Ext Time (p_c), s	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	114.6
HCM 7th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	30	505	60	20	10	510	560	100	15	710	100
Future Volume (veh/h)	170	30	505	60	20	10	510	560	100	15	710	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	179	32	532	63	21	11	537	589	105	16	747	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	486	25	415	105	253	133	409	837	149	258	648	522
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
Prop Arrive On Green	0.08	0.28	0.28	0.03	0.22	0.22	0.20	0.51	0.51	0.01	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.7	0.0	187.2	49.7	0.0	37.4	196.0	0.0	26.4	27.0	125.8	29.8
Ln Grp LOS	C		F	D		D	F		C	C	F	C
Approach Vol, veh/h		743			95			1231			868	
Approach Delay, s/veh		149.7			45.5			100.4			112.4	
Approach LOS		F			D			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.7	67.8	7.5	39.0	28.0	45.5	14.2	32.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.0	60.0	3.0	33.0	23.5	39.5	9.7	26.3
Max Allow Headway (MAH), s	3.6	8.8	3.8	5.2	3.6	8.6	3.7	5.4
Max Q Clear (g_c+I1), s	2.7	35.1	5.0	35.0	25.5	41.5	11.2	3.7
Green Ext Time (g_e), s	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.1
Prob of Phs Call (p_c)	0.41	1.00	0.88	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.46	1.00	1.00	1.00	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1627		91		1969		1156

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		290		1508		1585		605

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	16	0	63	0	537	0	179	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.7	0.0	3.0	0.0	23.5	0.0	9.2	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	3.0	0.0	23.5	0.0	9.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	750	0	847	0	647	0	1377	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	39.5	0.0	26.3	0.0	41.5	0.0	28.3	0.0
Perm LT Serve Time (g_u), s	28.7	0.0	0.0	0.0	0.0	0.0	24.6	0.0
Perm LT Q Serve Time (g_ps), s	0.2	0.0	0.0	0.0	0.0	0.0	0.6	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	258	0	105	0	409	0	486	0
V/C Ratio (X)	0.06	0.00	0.60	0.00	1.31	0.00	0.37	0.00
Avail Cap (c_a), veh/h	284	0	105	0	409	0	486	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	26.9	0.0	40.3	0.0	38.5	0.0	31.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	9.4	0.0	157.6	0.0	0.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.0	0.0	49.7	0.0	196.0	0.0	31.7	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	1.5	0.0	6.9	0.0	3.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	17.9	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.51	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.5	0.0	3.1	0.0	37.5	0.0	7.0	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.36	0.00	3.18	0.00	0.81	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	32.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	747	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1969	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	39.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	39.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	648	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.15	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	648	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	40.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	85.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	125.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.41	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	46.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	24.7	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	694	0	564	0	105	0	32
Grp Sat Flow (s), veh/h/ln	0	1917	0	1599	0	1585	0	1761
Q Serve Time (g_s), s	0.0	33.1	0.0	33.0	0.0	5.7	0.0	1.7
Cycle Q Clear Time (g_c), s	0.0	33.1	0.0	33.0	0.0	5.7	0.0	1.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.94	0.00	1.00	0.00	0.34
Lane Grp Cap (c), veh/h	0	986	0	440	0	522	0	386
V/C Ratio (X)	0.00	0.70	0.00	1.28	0.00	0.20	0.00	0.08
Avail Cap (c_a), veh/h	0	986	0	440	0	522	0	386
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.2	0.0	43.5	0.0	28.9	0.0	37.3
Incr Delay (d2), s/veh	0.0	4.2	0.0	143.7	0.0	0.9	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.4	0.0	187.2	0.0	29.8	0.0	37.4
1st-Term Q (Q1), veh/ln	0.0	13.2	0.0	12.5	0.0	2.2	0.0	0.8
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	17.5	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.43	0.00	1.49	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	20.6	0.0	44.7	0.0	4.2	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.88	0.00	0.48	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	31.1	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	114.6
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	180	35	75	5	505	230	50	635	25
Future Volume (veh/h)	5	15	10	180	35	75	5	505	230	50	635	25
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	16	11	189	37	79	5	532	242	53	668	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	84	58	373	102	219	330	681	310	272	1039	40
Arrive On Green	0.00	0.08	0.08	0.12	0.19	0.19	0.00	0.56	0.56	0.03	0.58	0.58
Sat Flow, veh/h	1781	1033	710	1781	531	1135	1781	1217	554	1781	1788	70
Grp Volume(v), veh/h	5	0	27	189	0	116	5	0	774	53	0	694
Grp Sat Flow(s),veh/h/ln	1781	0	1743	1781	0	1666	1781	0	1771	1781	0	1858
Q Serve(g_s), s	0.2	0.0	1.4	8.9	0.0	5.8	0.1	0.0	32.9	1.2	0.0	24.0
Cycle Q Clear(g_c), s	0.2	0.0	1.4	8.9	0.0	5.8	0.1	0.0	32.9	1.2	0.0	24.0
Prop In Lane	1.00		0.41	1.00		0.68	1.00		0.31	1.00		0.04
Lane Grp Cap(c), veh/h	186	0	142	373	0	321	330	0	991	272	0	1080
V/C Ratio(X)	0.03	0.00	0.19	0.51	0.00	0.36	0.02	0.00	0.78	0.20	0.00	0.64
Avail Cap(c_a), veh/h	235	0	145	464	0	364	379	0	1316	291	0	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	41.2	33.0	0.0	33.7	11.7	0.0	16.6	14.6	0.0	13.5
Incr Delay (d2), s/veh	0.1	0.0	1.4	1.1	0.0	1.5	0.0	0.0	6.1	0.3	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	1.2	6.8	0.0	4.3	0.1	0.0	18.1	0.7	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	42.6	34.1	0.0	35.1	11.7	0.0	22.7	15.0	0.0	16.4
LnGrp LOS	D		D	C		D	B		C	B		B
Approach Vol, veh/h		32			305			779			747	
Approach Delay, s/veh		42.2			34.5			22.6			16.3	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	59.8	15.6	13.8	4.9	61.9	4.9	24.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	71.5	16.0	8.0	3.0	72.0	3.0	21.0
Max Q Clear Time (g_c+I1), s	3.2	34.9	10.9	3.4	2.1	26.0	2.2	7.8
Green Ext Time (p_c), s	0.0	18.9	0.2	0.0	0.0	17.9	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	180	35	75	5	505	230	50	635	25
Future Volume (veh/h)	5	15	10	180	35	75	5	505	230	50	635	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	16	11	189	37	79	5	532	242	53	668	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	186	84	58	373	102	219	330	681	310	272	1039	40
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
Prop Arrive On Green	0.00	0.08	0.08	0.12	0.19	0.19	0.00	0.56	0.56	0.03	0.58	0.58
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.4	0.0	42.6	34.1	0.0	35.1	11.7	0.0	22.7	15.0	0.0	16.4
Ln Grp LOS	D		D	C		D	B		C	B		B
Approach Vol, veh/h		32			305			779			747	
Approach Delay, s/veh		42.2			34.5			22.6			16.3	
Approach LOS		D			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	6.9	59.8	15.6	13.8	4.9	61.9	4.9	24.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.5	71.5	16.0	8.0	3.0	72.0	3.0	21.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	7.3	3.6	8.7	3.8	7.1
Max Q Clear (g_c+I1), s	3.2	34.9	10.9	3.4	2.1	26.0	2.2	7.8
Green Ext Time (g_e), s	0.0	18.9	0.2	0.0	0.0	17.9	0.0	0.7
Prob of Phs Call (p_c)	0.76	1.00	0.99	0.98	0.13	1.00	0.13	1.00
Prob of Max Out (p_x)	1.00	0.36	0.32	1.00	1.00	0.17	1.00	0.07

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1217		1033		1788		531

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		554		710		70		1135

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	53	0	189	0	5	0	5	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.2	0.0	8.9	0.0	0.1	0.0	0.2	0.0
Cycle Q Clear Time (g_c), s	1.2	0.0	8.9	0.0	0.1	0.0	0.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	696	0	1383	0	750	0	1276	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.8	0.0	9.8	0.0	53.8	0.0	7.8	0.0
Perm LT Serve Time (g_u), s	20.9	0.0	6.5	0.0	31.9	0.0	7.8	0.0
Perm LT Q Serve Time (g_ps), s	2.7	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	272	0	373	0	330	0	186	0
V/C Ratio (X)	0.20	0.00	0.51	0.00	0.02	0.00	0.03	0.00
Avail Cap (c_a), veh/h	291	0	464	0	379	0	235	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	14.6	0.0	33.0	0.0	11.7	0.0	40.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.0	0.0	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.0	0.0	34.1	0.0	11.7	0.0	40.4	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	3.7	0.0	0.0	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.7	0.0	6.8	0.0	0.1	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.80	0.00	0.01	0.00	0.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

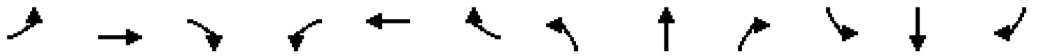
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	774	0	27	0	694	0	116
Grp Sat Flow (s), veh/h/ln	0	1771	0	1743	0	1858	0	1666
Q Serve Time (g_s), s	0.0	32.9	0.0	1.4	0.0	24.0	0.0	5.8
Cycle Q Clear Time (g_c), s	0.0	32.9	0.0	1.4	0.0	24.0	0.0	5.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	0.41	0.00	0.04	0.00	0.68
Lane Grp Cap (c), veh/h	0	991	0	142	0	1080	0	321
V/C Ratio (X)	0.00	0.78	0.00	0.19	0.00	0.64	0.00	0.36
Avail Cap (c_a), veh/h	0	1316	0	145	0	1391	0	364
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.6	0.0	41.2	0.0	13.5	0.0	33.7
Incr Delay (d2), s/veh	0.0	6.1	0.0	1.4	0.0	2.9	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.7	0.0	42.6	0.0	16.4	0.0	35.1
1st-Term Q (Q1), veh/ln	0.0	10.7	0.0	0.6	0.0	8.0	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	0.1	0.0	0.9	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.47	0.00	1.80	0.00	1.55	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	18.1	0.0	1.2	0.0	13.7	0.0	4.3
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.09	0.00	0.58	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

FUTURE (2035) BUILD CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	25	15	50	30	195	25	985	100	285	740	20
Future Volume (veh/h)	5	25	15	50	30	195	25	985	100	285	740	20
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	1870	1307	1411	1455	1648	1707	1604	1969	1604	1841	1870	1870
Adj Flow Rate, veh/h	5	26	16	53	32	205	26	1037	105	300	779	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	40	33	30	17	13	20	2	20	4	2	2
Cap, veh/h	158	56	35	169	186	359	339	1089	752	332	1221	33
Arrive On Green	0.00	0.07	0.07	0.04	0.11	0.11	0.02	0.55	0.55	0.14	0.67	0.67
Sat Flow, veh/h	1781	757	466	1386	1648	1447	1527	1969	1359	1753	1813	49
Grp Volume(v), veh/h	5	0	42	53	32	205	26	1037	105	300	0	800
Grp Sat Flow(s),veh/h/ln	1781	0	1223	1386	1648	1447	1527	1969	1359	1753	0	1862
Q Serve(g_s), s	0.3	0.0	3.6	3.7	1.9	12.2	0.8	53.7	4.0	12.3	0.0	26.5
Cycle Q Clear(g_c), s	0.3	0.0	3.6	3.7	1.9	12.2	0.8	53.7	4.0	12.3	0.0	26.5
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	158	0	91	169	186	359	339	1089	752	332	0	1254
V/C Ratio(X)	0.03	0.00	0.46	0.31	0.17	0.57	0.08	0.95	0.14	0.90	0.00	0.64
Avail Cap(c_a), veh/h	350	0	91	271	186	359	363	1095	756	394	0	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	47.9	42.4	43.3	35.5	11.1	22.8	11.7	33.6	0.0	10.1
Incr Delay (d2), s/veh	0.1	0.0	7.7	1.0	0.9	3.5	0.1	18.0	0.4	21.5	0.0	2.5
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(95%),veh/ln	0.2	0.0	2.2	2.3	1.4	8.5	0.4	34.4	2.2	14.3	0.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	0.0	55.6	43.4	44.2	39.0	11.2	40.8	12.1	55.1	0.0	12.6
LnGrp LOS	D		E	D	D	D	B	D	B	E		B
Approach Vol, veh/h		47			290			1168			1100	
Approach Delay, s/veh		54.5			40.4			37.5			24.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	65.7	9.1	14.0	6.1	78.7	4.9	18.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	18.5	60.0	12.5	8.0	3.3	75.2	12.0	8.5
Max Q Clear Time (g_c+I1), s	14.3	55.7	5.7	5.6	2.8	28.5	2.3	14.2
Green Ext Time (p_c), s	0.3	4.0	0.0	0.0	0.0	22.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	25	15	50	30	195	25	985	100	285	740	20
Future Volume (veh/h)	5	25	15	50	30	195	25	985	100	285	740	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1307	1411	1455	1648	1707	1604	1969	1604	1841	1870	1870
Adj Flow Rate, veh/h	5	26	16	53	32	205	26	1037	105	300	779	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	40	33	30	17	13	20	2	20	4	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	158	56	35	169	186	359	339	1089	752	332	1221	33
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
Prop Arrive On Green	0.00	0.07	0.07	0.04	0.11	0.11	0.02	0.55	0.55	0.14	0.67	0.67
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.1	0.0	55.6	43.4	44.2	39.0	11.2	40.8	12.1	55.1	0.0	12.6
Ln Grp LOS	D		E	D	D	D	B	D	B	E		B
Approach Vol, veh/h		47			290			1168			1100	
Approach Delay, s/veh		54.5			40.4			37.5			24.2	
Approach LOS		D			D			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	19.1	65.7	9.1	14.0	6.1	78.7	4.9	18.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	18.5	60.0	12.5	8.0	3.3	75.2	12.0	8.5
Max Allow Headway (MAH), s	3.7	8.7	3.8	7.2	3.7	8.7	3.7	6.1
Max Q Clear (g_c+I1), s	14.3	55.7	5.7	5.6	2.8	28.5	2.3	14.2
Green Ext Time (g_e), s	0.3	4.0	0.0	0.0	0.0	22.2	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.80	1.00	0.54	1.00	0.14	1.00
Prob of Max Out (p_x)	0.70	1.00	0.02	1.00	1.00	0.27	0.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1753		1386		1527		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		757		1813		1648

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1359		466		49		1447

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	300	0	53	0	26	0	5	0
Grp Sat Flow (s), veh/h/ln	1753	0	1386	0	1527	0	1781	0
Q Serve Time (g_s), s	12.3	0.0	3.7	0.0	0.8	0.0	0.3	0.0
Cycle Q Clear Time (g_c), s	12.3	0.0	3.7	0.0	0.8	0.0	0.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	485	0	1062	0	583	0	1143	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	61.7	0.0	9.7	0.0	59.7	0.0	8.0	0.0
Perm LT Serve Time (g_u), s	6.0	0.0	4.4	0.0	46.1	0.0	8.0	0.0
Perm LT Q Serve Time (g_ps), s	6.0	0.0	0.3	0.0	0.6	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	332	0	169	0	339	0	158	0
V/C Ratio (X)	0.90	0.00	0.31	0.00	0.08	0.00	0.03	0.00
Avail Cap (c_a), veh/h	394	0	271	0	363	0	350	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	33.6	0.0	42.4	0.0	11.1	0.0	46.0	0.0
Incr Delay (d2), s/veh	21.5	0.0	1.0	0.0	0.1	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	55.1	0.0	43.4	0.0	11.2	0.0	46.1	0.0
1st-Term Q (Q1), veh/ln	7.3	0.0	1.2	0.0	0.2	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.54	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	14.3	0.0	2.3	0.0	0.4	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	1.40	0.00	0.33	0.00	0.05	0.00	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						T
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	1037	0	0	0	0	0	32
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	1648
Q Serve Time (g_s), s	0.0	53.7	0.0	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear Time (g_c), s	0.0	53.7	0.0	0.0	0.0	0.0	0.0	1.9
Lane Grp Cap (c), veh/h	0	1089	0	0	0	0	0	186
V/C Ratio (X)	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.17
Avail Cap (c_a), veh/h	0	1095	0	0	0	0	0	186
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.8	0.0	0.0	0.0	0.0	0.0	43.3
Incr Delay (d2), s/veh	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.8	0.0	0.0	0.0	0.0	0.0	44.2
1st-Term Q (Q1), veh/ln	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.8

2nd-Term Q (Q2), veh/ln	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.32	0.00	1.00	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	34.4	0.0	0.0	0.0	0.0	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	105	0	42	0	800	0	205
Grp Sat Flow (s), veh/h/ln	0	1359	0	1223	0	1862	0	1447
Q Serve Time (g_s), s	0.0	4.0	0.0	3.6	0.0	26.5	0.0	12.2
Cycle Q Clear Time (g_c), s	0.0	4.0	0.0	3.6	0.0	26.5	0.0	12.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1446.9
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.6
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.38	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	752	0	91	0	1254	0	359
V/C Ratio (X)	0.00	0.14	0.00	0.46	0.00	0.64	0.00	0.57
Avail Cap (c_a), veh/h	0	756	0	91	0	1298	0	359
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.7	0.0	47.9	0.0	10.1	0.0	35.5
Incr Delay (d2), s/veh	0.0	0.4	0.0	7.7	0.0	2.5	0.0	3.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.1	0.0	55.6	0.0	12.6	0.0	39.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	1.1	0.0	8.1	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.9	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.55	0.00	1.74
%ile Back of Q (95%), veh/ln	0.0	2.2	0.0	2.2	0.0	13.9	0.0	8.5
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.10	0.00	0.33	0.00	1.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	350	15	80	245	505	10	515	180	370	385	60
Future Volume (veh/h)	105	350	15	80	245	505	10	515	180	370	385	60
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	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	111	368	16	84	258	532	11	542	189	389	405	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	463	385	217	454	620	417	685	621	440	986	870
Arrive On Green	0.05	0.23	0.23	0.04	0.23	0.23	0.01	0.35	0.35	0.16	0.50	0.50
Sat Flow, veh/h	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	111	368	16	84	258	532	11	542	189	389	405	63
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	4.3	15.7	0.7	3.2	10.4	20.6	0.4	22.1	7.4	11.7	11.6	1.7
Cycle Q Clear(g_c), s	4.3	15.7	0.7	3.2	10.4	20.6	0.4	22.1	7.4	11.7	11.6	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	463	385	217	454	620	417	685	621	440	986	870
V/C Ratio(X)	0.45	0.80	0.04	0.39	0.57	0.86	0.03	0.79	0.30	0.88	0.41	0.07
Avail Cap(c_a), veh/h	245	463	385	217	454	620	464	784	700	562	1167	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	32.2	25.9	26.1	30.5	24.9	18.6	26.2	18.8	17.9	14.0	9.5
Incr Delay (d2), s/veh	1.3	13.2	0.2	1.1	5.1	14.3	0.0	9.1	1.3	13.0	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	13.3	0.5	2.3	8.8	16.9	0.2	16.2	4.7	9.2	8.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	45.4	26.1	27.3	35.6	39.2	18.7	35.3	20.0	30.8	15.3	9.6
LnGrp LOS	C	D	C	C	D	D	B	D	C	C	B	A
Approach Vol, veh/h		495			874			742			857	
Approach Delay, s/veh		40.6			37.0			31.2			21.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	37.1	7.4	27.0	4.2	50.8	7.8	26.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	20.5	35.6	3.9	21.0	3.1	53.0	4.3	20.6
Max Q Clear Time (g_c+I1), s	13.7	24.1	5.2	17.7	2.4	13.6	6.3	22.6
Green Ext Time (p_c), s	0.7	7.0	0.0	1.4	0.0	9.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	350	15	80	245	505	10	515	180	370	385	60
Future Volume (veh/h)	105	350	15	80	245	505	10	515	180	370	385	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	111	368	16	84	258	532	11	542	189	389	405	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	245	463	385	217	454	620	417	685	621	440	986	870
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
Prop Arrive On Green	0.05	0.23	0.23	0.04	0.23	0.23	0.01	0.35	0.35	0.16	0.50	0.50
Unsig. Movement Delay												
Ln Grp Delay, s/veh	26.8	45.4	26.1	27.3	35.6	39.2	18.7	35.3	20.0	30.8	15.3	9.6
Ln Grp LOS	C	D	C	C	D	D	B	D	C	C	B	A
Approach Vol, veh/h		495			874			742			857	
Approach Delay, s/veh		40.6			37.0			31.2			21.9	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	17.9	37.1	7.4	27.0	4.2	50.8	7.8	26.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	20.5	35.6	3.9	21.0	3.1	53.0	4.3	20.6
Max Allow Headway (MAH), s	3.6	8.5	3.6	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	13.7	24.1	5.2	17.7	2.4	13.6	6.3	22.6
Green Ext Time (g_e), s	0.7	7.0	0.0	1.4	0.0	9.2	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.88	1.00	0.24	1.00	0.94	1.00
Prob of Max Out (p_x)	0.17	0.86	1.00	1.00	1.00	0.05	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1969		1969		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	389	0	84	0	11	0	111	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	11.7	0.0	3.2	0.0	0.4	0.0	4.3	0.0
Cycle Q Clear Time (g_c), s	11.7	0.0	3.2	0.0	0.4	0.0	4.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	725	0	999	0	925	0	686	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	33.1	0.0	20.6	0.0	31.1	0.0	20.6	0.0
Perm LT Serve Time (g_u), s	9.0	0.0	5.3	0.0	31.1	0.0	10.2	0.0
Perm LT Q Serve Time (g_ps), s	9.0	0.0	1.4	0.0	0.0	0.0	2.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	440	0	217	0	417	0	245	0
V/C Ratio (X)	0.88	0.00	0.39	0.00	0.03	0.00	0.45	0.00
Avail Cap (c_a), veh/h	562	0	217	0	464	0	245	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	17.9	0.0	26.1	0.0	18.6	0.0	25.5	0.0
Incr Delay (d2), s/veh	13.0	0.0	1.1	0.0	0.0	0.0	1.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.8	0.0	27.3	0.0	18.7	0.0	26.8	0.0
1st-Term Q (Q1), veh/ln	3.8	0.0	1.2	0.0	0.1	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	1.6	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.71	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	9.2	0.0	2.3	0.0	0.2	0.0	3.1	0.0
%ile Storage Ratio (RQ%)	0.78	0.00	0.25	0.00	0.02	0.00	0.69	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	542	0	368	0	405	0	258
Grp Sat Flow (s), veh/h/ln	0	1969	0	1969	0	1969	0	1969
Q Serve Time (g_s), s	0.0	22.1	0.0	15.7	0.0	11.6	0.0	10.4
Cycle Q Clear Time (g_c), s	0.0	22.1	0.0	15.7	0.0	11.6	0.0	10.4
Lane Grp Cap (c), veh/h	0	685	0	463	0	986	0	454
V/C Ratio (X)	0.00	0.79	0.00	0.80	0.00	0.41	0.00	0.57
Avail Cap (c_a), veh/h	0	784	0	463	0	1167	0	454
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.2	0.0	32.2	0.0	14.0	0.0	30.5
Incr Delay (d2), s/veh	0.0	9.1	0.0	13.2	0.0	1.3	0.0	5.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.3	0.0	45.4	0.0	15.3	0.0	35.6
1st-Term Q (Q1), veh/ln	0.0	9.1	0.0	6.8	0.0	4.3	0.0	4.5

2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	1.7	0.0	0.3	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.50	0.00	1.56	0.00	1.76	0.00	1.72
%ile Back of Q (95%), veh/ln	0.0	16.2	0.0	13.3	0.0	8.1	0.0	8.8
%ile Storage Ratio (RQ%)	0.00	0.42	0.00	0.34	0.00	0.04	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	189	0	16	0	63	0	532
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	1585
Q Serve Time (g_s), s	0.0	7.4	0.0	0.7	0.0	1.7	0.0	20.6
Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	0.7	0.0	1.7	0.0	20.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1585.1	0.0	1585.1	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	3.9	0.0	0.7	0.0	4.3	0.0	14.4
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	621	0	385	0	870	0	620
V/C Ratio (X)	0.00	0.30	0.00	0.04	0.00	0.07	0.00	0.86
Avail Cap (c_a), veh/h	0	700	0	385	0	1016	0	620
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	25.9	0.0	9.5	0.0	24.9
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.2	0.0	0.2	0.0	14.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	26.1	0.0	9.6	0.0	39.2
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.2	0.0	0.5	0.0	8.9
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	2.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.49
%ile Back of Q (95%), veh/ln	0.0	4.7	0.0	0.5	0.0	0.9	0.0	16.9
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.10	0.00	0.08	0.00	1.79
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	730	120	120	245	85	210	220	375	55	100	55
Future Volume (veh/h)	165	730	120	120	245	85	210	220	375	55	100	55
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	174	768	126	126	258	89	221	232	395	58	105	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	593	837	137	210	686	237	346	394	317	207	298	240
Arrive On Green	0.06	0.53	0.53	0.05	0.52	0.52	0.09	0.20	0.20	0.04	0.15	0.15
Sat Flow, veh/h	1781	1567	257	1781	1329	459	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	174	0	894	126	0	347	221	232	395	58	105	58
Grp Sat Flow(s),veh/h/ln	1781	0	1824	1781	0	1788	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	5.0	0.0	49.3	3.6	0.0	12.8	9.5	11.8	22.0	3.0	5.3	3.5
Cycle Q Clear(g_c), s	5.0	0.0	49.3	3.6	0.0	12.8	9.5	11.8	22.0	3.0	5.3	3.5
Prop In Lane	1.00		0.14	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	593	0	974	210	0	923	346	394	317	207	298	240
V/C Ratio(X)	0.29	0.00	0.92	0.60	0.00	0.38	0.64	0.59	1.25	0.28	0.35	0.24
Avail Cap(c_a), veh/h	633	0	974	281	0	923	346	394	317	294	394	317
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)	0.61	0.00	0.61	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	11.5	0.0	23.4	23.7	0.0	16.0	36.3	39.9	44.0	37.5	41.8	41.1
Incr Delay (d2), s/veh	0.2	0.0	9.9	2.8	0.0	1.2	3.9	6.3	134.4	0.7	3.1	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	26.5	2.9	0.0	8.6	2.0	10.3	30.6	2.4	4.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	0.0	33.4	26.5	0.0	17.1	40.2	46.2	178.4	38.2	45.0	43.4
LnGrp LOS	B		C	C		B	D	D	F	D	D	D
Approach Vol, veh/h		1068			473			848			221	
Approach Delay, s/veh		29.8			19.6			106.2			42.8	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	65.7	7.7	28.0	10.5	63.8	13.0	22.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Q Clear Time (g_c+I1), s	5.6	51.3	5.0	24.0	7.0	14.8	11.5	7.3
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.1	6.6	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	53.9
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	730	120	120	245	85	210	220	375	55	100	55
Future Volume (veh/h)	165	730	120	120	245	85	210	220	375	55	100	55
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	174	768	126	126	258	89	221	232	395	58	105	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	593	837	137	210	686	237	346	394	317	207	298	240
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
Prop Arrive On Green	0.06	0.53	0.53	0.05	0.52	0.52	0.09	0.20	0.20	0.04	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.7	0.0	33.4	26.5	0.0	17.1	40.2	46.2	178.4	38.2	45.0	43.4
Ln Grp LOS	B		C	C		B	D	D	F	D	D	D
Approach Vol, veh/h		1068			473			848			221	
Approach Delay, s/veh		29.8			19.6			106.2			42.8	
Approach LOS		C			B			F			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	8.6	65.7	7.7	28.0	10.5	63.8	13.0	22.7
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	10.0	49.0	9.5	22.0	9.5	49.0	9.5	22.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.3	3.6	8.8	3.7	8.6
Max Q Clear (g_c+I1), s	5.6	51.3	5.0	24.0	7.0	14.8	11.5	7.3
Green Ext Time (g_e), s	0.1	0.0	0.0	0.0	0.1	6.6	0.0	1.6
Prob of Phs Call (p_c)	0.98	1.00	0.83	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.48	1.00	0.35	1.00	1.00	0.03	1.00	0.19

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1567		1969		1329		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		257		1585		459		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	126	0	58	0	174	0	221	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	3.6	0.0	3.0	0.0	5.0	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	3.6	0.0	3.0	0.0	5.0	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	622	0	799	0	1034	0	1223	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	16.7	0.0	57.2	0.0	18.7	0.0
Perm LT Serve Time (g_u), s	9.4	0.0	10.2	0.0	44.0	0.0	11.4	0.0
Perm LT Q Serve Time (g_ps), s	9.4	0.0	0.5	0.0	2.7	0.0	4.9	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	210	0	207	0	593	0	346	0
V/C Ratio (X)	0.60	0.00	0.28	0.00	0.29	0.00	0.64	0.00
Avail Cap (c_a), veh/h	281	0	294	0	633	0	346	0
Upstream Filter (I)	1.00	0.00	0.97	0.00	0.61	0.00	1.00	0.00
Uniform Delay (d1), s/veh	23.7	0.0	37.5	0.0	11.5	0.0	36.3	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.7	0.0	0.2	0.0	3.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.5	0.0	38.2	0.0	11.7	0.0	40.2	0.0
1st-Term Q (Q1), veh/ln	1.4	0.0	1.3	0.0	1.7	0.0	0.8	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	2.9	0.0	2.4	0.0	3.1	0.0	2.0	0.0
%ile Storage Ratio (RQ%)	0.31	0.00	0.23	0.00	0.37	0.00	0.11	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	232	0	0	0	105
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	11.8	0.0	0.0	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.8	0.0	0.0	0.0	5.3
Lane Grp Cap (c), veh/h	0	0	0	394	0	0	0	298
V/C Ratio (X)	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.35
Avail Cap (c_a), veh/h	0	0	0	394	0	0	0	394
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.9	0.0	0.0	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.3	0.0	0.0	0.0	3.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.2	0.0	0.0	0.0	45.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.5	0.0	0.0	0.0	2.5

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.66	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	10.3	0.0	0.0	0.0	4.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	894	0	395	0	347	0	58
Grp Sat Flow (s), veh/h/ln	0	1824	0	1585	0	1788	0	1585
Q Serve Time (g_s), s	0.0	49.3	0.0	22.0	0.0	12.8	0.0	3.5
Cycle Q Clear Time (g_c), s	0.0	49.3	0.0	22.0	0.0	12.8	0.0	3.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	0.26	0.00	1.00
Lane Grp Cap (c), veh/h	0	974	0	317	0	923	0	240
V/C Ratio (X)	0.00	0.92	0.00	1.25	0.00	0.38	0.00	0.24
Avail Cap (c_a), veh/h	0	974	0	317	0	923	0	317
Upstream Filter (I)	0.00	0.61	0.00	1.00	0.00	1.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	23.4	0.0	44.0	0.0	16.0	0.0	41.1
Incr Delay (d2), s/veh	0.0	9.9	0.0	134.4	0.0	1.2	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.4	0.0	178.4	0.0	17.1	0.0	43.4
1st-Term Q (Q1), veh/ln	0.0	18.0	0.0	8.3	0.0	4.6	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	2.7	0.0	11.8	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.28	0.00	1.52	0.00	1.74	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	26.5	0.0	30.6	0.0	8.6	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	1.99	0.00	0.16	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	315	65	185	420	20	130	1	410	10	1	15
Future Volume (veh/h)	35	315	65	185	420	20	130	1	410	10	1	15
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	1693	1322	1870	1870	1530	1530	1870	1870	1870	1159	1870	1411
Adj Flow Rate, veh/h	37	332	68	195	442	21	137	1	432	11	1	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	39	2	2	25	25	2	2	2	50	2	33
Cap, veh/h	338	432	89	394	688	33	461	3	585	158	39	172
Arrive On Green	0.02	0.41	0.41	0.09	0.48	0.48	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1612	1065	218	1781	1448	69	1305	11	1585	324	138	616
Grp Volume(v), veh/h	37	0	400	195	0	463	138	0	432	28	0	0
Grp Sat Flow(s),veh/h/ln	1612	0	1283	1781	0	1517	1316	0	1585	1078	0	0
Q Serve(g_s), s	1.0	0.0	19.8	4.3	0.0	16.9	0.0	0.0	17.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	19.8	4.3	0.0	16.9	7.1	0.0	17.4	7.2	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.05	0.99		1.00	0.39		0.57
Lane Grp Cap(c), veh/h	338	0	521	394	0	721	464	0	585	369	0	0
V/C Ratio(X)	0.11	0.00	0.77	0.49	0.00	0.64	0.30	0.00	0.74	0.08	0.00	0.00
Avail Cap(c_a), veh/h	380	0	943	899	0	1610	493	0	618	395	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	18.8	13.4	0.0	14.6	21.7	0.0	20.1	19.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	10.4	1.0	0.0	4.4	0.8	0.0	5.6	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	10.7	2.6	0.0	9.5	3.3	0.0	11.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.5	0.0	29.2	14.3	0.0	18.9	22.4	0.0	25.7	19.7	0.0	0.0
LnGrp LOS	B		C	B		B	C		C	B		
Approach Vol, veh/h		437			658			570			28	
Approach Delay, s/veh		27.9			17.6			24.9			19.7	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	35.9		26.5	6.1	40.9		26.5				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	27.5	54.0		22.0	3.5	78.0		22.0				
Max Q Clear Time (g_c+I1), s	6.3	21.8		19.4	3.0	18.9		9.2				
Green Ext Time (p_c), s	0.5	8.1		1.1	0.0	11.4		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.7	
HCM 7th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	315	65	185	420	20	130	1	410	10	1	15
Future Volume (veh/h)	35	315	65	185	420	20	130	1	410	10	1	15
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1693	1322	1870	1870	1530	1530	1870	1870	1870	1159	1870	1411
Adj Flow Rate, veh/h	37	332	68	195	442	21	137	1	432	11	1	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	39	2	2	25	25	2	2	2	50	2	33
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	338	432	89	394	688	33	461	3	585	158	39	172
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
Prop Arrive On Green	0.02	0.41	0.41	0.09	0.48	0.48	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	13.5	0.0	29.2	14.3	0.0	18.9	22.4	0.0	25.7	19.7	0.0	0.0
Ln Grp LOS	B		C	B		B	C		C	B		
Approach Vol, veh/h		437			658			570			28	
Approach Delay, s/veh		27.9			17.6			24.9			19.7	
Approach LOS		C			B			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.2	35.9		26.5	6.1	40.9		26.5
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green (Gmax), s	27.5	54.0		22.0	3.5	78.0		22.0
Max Allow Headway (MAH), s	3.7	9.1		6.2	3.7	9.0		8.1
Max Q Clear (g_c+I1), s	6.3	21.8		19.4	3.0	18.9		9.2
Green Ext Time (g_e), s	0.5	8.1		1.1	0.0	11.4		0.1
Prob of Phs Call (p_c)	0.98	1.00		1.00	0.53	1.00		1.00
Prob of Max Out (p_x)	0.00	0.09		1.00	1.00	0.01		0.04

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1305	1612			324

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1065		11		1448		138

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		218		1585		69		616

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				L+T+R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	195	0	0	138	37	0	0	28
Grp Sat Flow (s), veh/h/ln	1781	0	0	1316	1612	0	0	1078
Q Serve Time (g_s), s	4.3	0.0	0.0	0.0	1.0	0.0	0.0	0.1
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	7.1	1.0	0.0	0.0	7.2
Perm LT Sat Flow (s_l), veh/h/ln	985	0	0	1418	841	0	0	970
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1164	0	0	0	0
Perm LT Eff Green (g_p), s	31.9	0.0	0.0	20.5	29.9	0.0	0.0	20.5
Perm LT Serve Time (g_u), s	10.1	0.0	0.0	13.2	18.0	0.0	0.0	13.3
Perm LT Q Serve Time (g_ps), s	5.4	0.0	0.0	0.0	0.5	0.0	0.0	0.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	1.00	0.00	0.00	0.39
Lane Grp Cap (c), veh/h	394	0	0	464	338	0	0	369
V/C Ratio (X)	0.49	0.00	0.00	0.30	0.11	0.00	0.00	0.08
Avail Cap (c_a), veh/h	899	0	0	493	380	0	0	395
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	13.4	0.0	0.0	21.7	13.3	0.0	0.0	19.6
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.8	0.1	0.0	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
Control Delay (d), s/veh	14.3	0.0	0.0	22.4	13.5	0.0	0.0	19.7
1st-Term Q (Q1), veh/ln	1.3	0.0	0.0	1.8	0.3	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	2.6	0.0	0.0	3.3	0.6	0.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.31	0.00	0.00	0.02	0.08	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	400	0	432	0	463	0	0
Grp Sat Flow (s), veh/h/ln	0	1283	0	1585	0	1517	0	0
Q Serve Time (g_s), s	0.0	19.8	0.0	17.4	0.0	16.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	17.4	0.0	16.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	0.00	1.00	0.00	0.05	0.00	0.57
Lane Grp Cap (c), veh/h	0	521	0	585	0	721	0	0
V/C Ratio (X)	0.00	0.77	0.00	0.74	0.00	0.64	0.00	0.00
Avail Cap (c_a), veh/h	0	943	0	618	0	1610	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	20.1	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.4	0.0	5.6	0.0	4.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.2	0.0	25.7	0.0	18.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	0.0	6.1	0.0	4.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.9	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.64	0.00	1.62	0.00	1.69	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.7	0.0	11.3	0.0	9.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.05	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

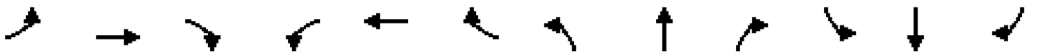
Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	560	45	95	420	90	35	280	135	255	325	195
Future Volume (veh/h)	290	560	45	95	420	90	35	280	135	255	325	195
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	1870	1589	1870	1796	1500	1470	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	305	589	47	100	442	95	37	295	142	268	342	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	21	2	7	27	29	2	2	2	4	2	2
Cap, veh/h	252	624	50	156	431	93	130	303	146	247	357	214
Arrive On Green	0.10	0.43	0.43	0.03	0.36	0.36	0.02	0.25	0.25	0.09	0.33	0.33
Sat Flow, veh/h	1781	1452	116	1711	1196	257	1781	1193	574	1753	1096	657
Grp Volume(v), veh/h	305	0	636	100	0	537	37	0	437	268	0	547
Grp Sat Flow(s),veh/h/ln	1781	0	1568	1711	0	1454	1781	0	1767	1753	0	1752
Q Serve(g_s), s	10.1	0.0	38.9	3.1	0.0	36.0	1.5	0.0	24.5	9.5	0.0	30.6
Cycle Q Clear(g_c), s	10.1	0.0	38.9	3.1	0.0	36.0	1.5	0.0	24.5	9.5	0.0	30.6
Prop In Lane	1.00		0.07	1.00		0.18	1.00		0.32	1.00		0.37
Lane Grp Cap(c), veh/h	252	0	674	156	0	523	130	0	449	247	0	572
V/C Ratio(X)	1.21	0.00	0.94	0.64	0.00	1.03	0.28	0.00	0.97	1.09	0.00	0.96
Avail Cap(c_a), veh/h	252	0	674	156	0	523	143	0	449	247	0	572
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)	0.71	0.00	0.71	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	27.3	29.4	0.0	32.0	29.6	0.0	37.0	28.3	0.0	33.0
Incr Delay (d2), s/veh	118.2	0.0	18.3	8.5	0.0	46.2	1.2	0.0	36.4	82.0	0.0	28.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.4	0.0	22.2	3.2	0.0	25.8	1.2	0.0	20.8	15.1	0.0	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	146.9	0.0	45.7	37.9	0.0	78.2	30.7	0.0	73.4	110.3	0.0	61.3
LnGrp LOS	F		D	D		F	C		E	F		E
Approach Vol, veh/h		941			637			474			815	
Approach Delay, s/veh		78.5			71.9			70.1			77.4	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	31.4	6.6	49.0	5.8	38.6	13.6	42.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	9.5	25.4	3.1	43.0	3.0	31.9	10.1	36.0
Max Q Clear Time (g_c+I1), s	11.5	26.5	5.1	40.9	3.5	32.6	12.1	38.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	75.3
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	560	45	95	420	90	35	280	135	255	325	195
Future Volume (veh/h)	290	560	45	95	420	90	35	280	135	255	325	195
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1589	1870	1796	1500	1470	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	305	589	47	100	442	95	37	295	142	268	342	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	21	2	7	27	29	2	2	2	4	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	252	624	50	156	431	93	130	303	146	247	357	214
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
Prop Arrive On Green	0.10	0.43	0.43	0.03	0.36	0.36	0.02	0.25	0.25	0.09	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	146.9	0.0	45.7	37.9	0.0	78.2	30.7	0.0	73.4	110.3	0.0	61.3
Ln Grp LOS	F		D	D		F	C		E	F		E
Approach Vol, veh/h		941			637			474			815	
Approach Delay, s/veh		78.5			71.9			70.1			77.4	
Approach LOS		E			E			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	13.0	31.4	6.6	49.0	5.8	38.6	13.6	42.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	9.5	25.4	3.1	43.0	3.0	31.9	10.1	36.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.0
Max Q Clear (g_c+I1), s	11.5	26.5	5.1	40.9	3.5	32.6	12.1	38.0
Green Ext Time (g_e), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.94	1.00	0.64	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1753		1711		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1193		1452		1096		1196

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		574		116		657		257

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	268	0	100	0	37	0	305	0
Grp Sat Flow (s), veh/h/ln	1753	0	1711	0	1781	0	1781	0
Q Serve Time (g_s), s	9.5	0.0	3.1	0.0	1.5	0.0	10.1	0.0
Cycle Q Clear Time (g_c), s	9.5	0.0	3.1	0.0	1.5	0.0	10.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	937	0	760	0	860	0	868	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	27.4	0.0	36.0	0.0	25.4	0.0	38.0	0.0
Perm LT Serve Time (g_u), s	0.9	0.0	4.1	0.0	2.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.9	0.0	4.1	0.0	1.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	247	0	156	0	130	0	252	0
V/C Ratio (X)	1.09	0.00	0.64	0.00	0.28	0.00	1.21	0.00
Avail Cap (c_a), veh/h	247	0	156	0	143	0	252	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.71	0.00
Uniform Delay (d1), s/veh	28.3	0.0	29.4	0.0	29.6	0.0	28.7	0.0
Incr Delay (d2), s/veh	82.0	0.0	8.5	0.0	1.2	0.0	118.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	110.3	0.0	37.9	0.0	30.7	0.0	146.9	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	1.4	0.0	0.6	0.0	3.2	0.0
2nd-Term Q (Q2), veh/ln	5.6	0.0	0.4	0.0	0.0	0.0	8.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.58	0.00	1.80	0.00	1.80	0.00	1.52	0.00
%ile Back of Q (95%), veh/ln	15.1	0.0	3.2	0.0	1.2	0.0	17.4	0.0
%ile Storage Ratio (RQ%)	1.28	0.00	0.48	0.00	0.22	0.00	2.94	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	5.3	0.0	0.0	0.0	0.0	0.0	13.3	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	437	0	636	0	547	0	537
Grp Sat Flow (s), veh/h/ln	0	1767	0	1568	0	1752	0	1454
Q Serve Time (g_s), s	0.0	24.5	0.0	38.9	0.0	30.6	0.0	36.0
Cycle Q Clear Time (g_c), s	0.0	24.5	0.0	38.9	0.0	30.6	0.0	36.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.32	0.00	0.07	0.00	0.37	0.00	0.18
Lane Grp Cap (c), veh/h	0	449	0	674	0	572	0	523
V/C Ratio (X)	0.00	0.97	0.00	0.94	0.00	0.96	0.00	1.03
Avail Cap (c_a), veh/h	0	449	0	674	0	572	0	523
Upstream Filter (I)	0.00	1.00	0.00	0.71	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	37.0	0.0	27.3	0.0	33.0	0.0	32.0
Incr Delay (d2), s/veh	0.0	36.4	0.0	18.3	0.0	28.3	0.0	46.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	73.4	0.0	45.7	0.0	61.3	0.0	78.2
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	13.1	0.0	11.9	0.0	11.6
2nd-Term Q (Q2), veh/ln	0.0	4.5	0.0	3.4	0.0	4.5	0.0	6.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.43	0.00	1.34	0.00	1.41	0.00	1.41
%ile Back of Q (95%), veh/ln	0.0	20.8	0.0	22.2	0.0	23.0	0.0	25.8
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.12	0.00	0.50	0.00	0.34
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	75.3
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	505	95	30	15	485	655	35	5	485	125
Future Volume (veh/h)	100	10	505	95	30	15	485	655	35	5	485	125
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	1870	1969	1870	1870	1870	1870	1870	1870	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	11	532	100	32	16	511	689	37	5	511	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	277	604	314	154	77	564	957	51	274	605	487
Arrive On Green	0.07	0.14	0.14	0.07	0.13	0.13	0.24	0.54	0.54	0.00	0.31	0.31
Sat Flow, veh/h	1781	1969	1585	1781	1176	588	1781	1759	94	1781	1969	1585
Grp Volume(v), veh/h	105	11	532	100	0	48	511	0	726	5	511	132
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1781	0	1764	1781	0	1853	1781	1969	1585
Q Serve(g_s), s	4.2	0.4	12.0	4.1	0.0	2.1	17.0	0.0	25.1	0.2	20.7	5.4
Cycle Q Clear(g_c), s	4.2	0.4	12.0	4.1	0.0	2.1	17.0	0.0	25.1	0.2	20.7	5.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	362	277	604	314	0	232	564	0	1008	274	605	487
V/C Ratio(X)	0.29	0.04	0.88	0.32	0.00	0.21	0.91	0.00	0.72	0.02	0.84	0.27
Avail Cap(c_a), veh/h	511	277	604	396	0	232	1169	0	1618	329	646	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	31.7	24.6	29.2	0.0	33.1	18.9	0.0	14.6	20.4	27.6	22.3
Incr Delay (d2), s/veh	0.4	0.1	14.9	0.6	0.0	0.9	5.9	0.0	4.4	0.0	13.5	1.4
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(95%),veh/ln	3.1	0.4	17.6	3.2	0.0	1.7	10.6	0.0	14.4	0.1	16.2	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	31.8	39.5	29.8	0.0	34.0	24.7	0.0	19.0	20.5	41.2	23.7
LnGrp LOS	C	C	D	C		C	C		B	C	D	C
Approach Vol, veh/h		648			148			1237			648	
Approach Delay, s/veh		37.7			31.1			21.4			37.4	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	52.4	10.1	18.0	25.0	32.2	10.9	17.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.3	74.5	9.5	12.0	49.5	28.0	13.5	8.0
Max Q Clear Time (g_c+I1), s	12.2	27.1	6.1	14.0	19.0	22.7	6.2	4.1
Green Ext Time (p_c), s	0.0	19.4	0.1	0.0	1.6	3.3	0.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	505	95	30	15	485	655	35	5	485	125
Future Volume (veh/h)	100	10	505	95	30	15	485	655	35	5	485	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1870	1870	1870	1870	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	11	532	100	32	16	511	689	37	5	511	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	362	277	604	314	154	77	564	957	51	274	605	487
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
Prop Arrive On Green	0.07	0.14	0.14	0.07	0.13	0.13	0.24	0.54	0.54	0.00	0.31	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	29.1	31.8	39.5	29.8	0.0	34.0	24.7	0.0	19.0	20.5	41.2	23.7
Ln Grp LOS	C	C	D	C		C	C		B	C	D	C
Approach Vol, veh/h		648			148			1237			648	
Approach Delay, s/veh		37.7			31.1			21.4			37.4	
Approach LOS		D			C			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phs Duration (G+Y+Rc), s	4.8	52.4	10.1	18.0	25.0	32.2	10.9	17.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.0	74.5	9.5	12.0	49.5	28.0	13.5	8.0
Max Allow Headway (MAH), s	3.6	8.7	3.8	6.0	3.6	8.6	3.7	7.4
Max Q Clear (g_c+I1), s	2.2	27.1	6.1	14.0	19.0	22.7	6.2	4.1
Green Ext Time (g_e), s	0.0	19.4	0.1	0.0	1.6	3.3	0.1	0.1
Prob of Phs Call (p_c)	0.11	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.19	1.00	1.00	0.00	1.00	0.02	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1759		1969		1969		1176

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		94		1585		1585		588

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	5	0	100	0	511	0	105	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.2	0.0	4.1	0.0	17.0	0.0	4.2	0.0
Cycle Q Clear Time (g_c), s	0.2	0.0	4.1	0.0	17.0	0.0	4.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	728	0	863	0	787	0	1357	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	26.2	0.0	11.2	0.0	28.2	0.0	11.2	0.0
Perm LT Serve Time (g_u), s	21.4	0.0	11.2	0.0	5.5	0.0	9.1	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	5.5	0.0	0.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	274	0	314	0	564	0	362	0
V/C Ratio (X)	0.02	0.00	0.32	0.00	0.91	0.00	0.29	0.00
Avail Cap (c_a), veh/h	329	0	396	0	1169	0	511	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	20.4	0.0	29.2	0.0	18.9	0.0	28.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	5.9	0.0	0.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.5	0.0	29.8	0.0	24.7	0.0	29.1	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	1.7	0.0	5.5	0.0	1.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.9	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.65	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.1	0.0	3.2	0.0	10.6	0.0	3.1	0.0
%ile Storage Ratio (RQ%)	0.01	0.00	0.36	0.00	0.90	0.00	0.36	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	11	0	511	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	1969	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.4	0.0	20.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.4	0.0	20.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	277	0	605	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.04	0.00	0.84	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	277	0	646	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	31.7	0.0	27.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	13.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	31.8	0.0	41.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.2	0.0	8.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	1.50	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.4	0.0	16.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.27	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	726	0	532	0	132	0	48
Grp Sat Flow (s), veh/h/ln	0	1853	0	1585	0	1585	0	1764
Q Serve Time (g_s), s	0.0	25.1	0.0	12.0	0.0	5.4	0.0	2.1
Cycle Q Clear Time (g_c), s	0.0	25.1	0.0	12.0	0.0	5.4	0.0	2.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	1.00	0.00	1.00	0.00	0.33
Lane Grp Cap (c), veh/h	0	1008	0	604	0	487	0	232
V/C Ratio (X)	0.00	0.72	0.00	0.88	0.00	0.27	0.00	0.21
Avail Cap (c_a), veh/h	0	1618	0	604	0	520	0	232
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.6	0.0	24.6	0.0	22.3	0.0	33.1
Incr Delay (d2), s/veh	0.0	4.4	0.0	14.9	0.0	1.4	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	0.0	39.5	0.0	23.7	0.0	34.0
1st-Term Q (Q1), veh/ln	0.0	8.1	0.0	9.4	0.0	1.9	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	2.5	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.47	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	14.4	0.0	17.6	0.0	3.8	0.0	1.7
%ile Storage Ratio (RQ%)	0.00	0.69	0.00	2.08	0.00	0.44	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	25	15	195	25	55	30	525	215	40	405	15
Future Volume (veh/h)	15	25	15	195	25	55	30	525	215	40	405	15
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	26	16	205	26	58	32	553	226	42	426	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	88	54	374	100	222	508	704	288	259	1004	38
Arrive On Green	0.01	0.08	0.08	0.12	0.19	0.19	0.02	0.56	0.56	0.02	0.56	0.56
Sat Flow, veh/h	1781	1084	667	1781	515	1149	1781	1262	516	1781	1791	67
Grp Volume(v), veh/h	16	0	42	205	0	84	32	0	779	42	0	442
Grp Sat Flow(s),veh/h/ln	1781	0	1750	1781	0	1664	1781	0	1778	1781	0	1858
Q Serve(g_s), s	0.8	0.0	2.2	9.8	0.0	4.1	0.8	0.0	33.4	1.0	0.0	13.3
Cycle Q Clear(g_c), s	0.8	0.0	2.2	9.8	0.0	4.1	0.8	0.0	33.4	1.0	0.0	13.3
Prop In Lane	1.00		0.38	1.00		0.69	1.00		0.29	1.00		0.04
Lane Grp Cap(c), veh/h	200	0	142	374	0	322	508	0	991	259	0	1042
V/C Ratio(X)	0.08	0.00	0.30	0.55	0.00	0.26	0.06	0.00	0.79	0.16	0.00	0.42
Avail Cap(c_a), veh/h	238	0	145	474	0	383	533	0	1292	282	0	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	41.9	32.9	0.0	33.1	9.8	0.0	16.9	14.9	0.0	12.3
Incr Delay (d2), s/veh	0.2	0.0	2.5	1.3	0.0	0.9	0.1	0.0	6.3	0.3	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	1.8	7.4	0.0	3.0	0.4	0.0	18.5	0.6	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	44.3	34.2	0.0	34.0	9.8	0.0	23.1	15.2	0.0	13.5
LnGrp LOS	D		D	C		C	A		C	B		B
Approach Vol, veh/h		58			289			811			484	
Approach Delay, s/veh		43.3			34.1			22.6			13.7	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	59.9	16.5	13.8	6.2	60.2	5.5	24.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.3	70.3	17.4	8.0	3.1	70.5	3.1	22.3
Max Q Clear Time (g_c+I1), s	3.0	35.4	11.8	4.2	2.8	15.3	2.8	6.1
Green Ext Time (p_c), s	0.0	18.5	0.3	0.1	0.0	9.9	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	25	15	195	25	55	30	525	215	40	405	15
Future Volume (veh/h)	15	25	15	195	25	55	30	525	215	40	405	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	26	16	205	26	58	32	553	226	42	426	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	200	88	54	374	100	222	508	704	288	259	1004	38
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
Prop Arrive On Green	0.01	0.08	0.08	0.12	0.19	0.19	0.02	0.56	0.56	0.02	0.56	0.56
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.4	0.0	44.3	34.2	0.0	34.0	9.8	0.0	23.1	15.2	0.0	13.5
Ln Grp LOS	D		D	C		C	A		C	B		B
Approach Vol, veh/h		58			289			811			484	
Approach Delay, s/veh		43.3			34.1			22.6			13.7	
Approach LOS		D			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	6.5	59.9	16.5	13.8	6.2	60.2	5.5	24.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.3	70.3	17.4	8.0	3.1	70.5	3.1	22.3
Max Allow Headway (MAH), s	3.6	8.8	3.7	7.2	3.6	8.7	3.8	7.1
Max Q Clear (g_c+I1), s	3.0	35.4	11.8	4.2	2.8	15.3	2.8	6.1
Green Ext Time (g_e), s	0.0	18.5	0.3	0.1	0.0	9.9	0.0	0.5
Prob of Phs Call (p_c)	0.68	1.00	1.00	0.98	0.58	1.00	0.35	1.00
Prob of Max Out (p_x)	1.00	0.39	0.21	1.00	1.00	0.01	1.00	0.01

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1262		1084		1791		515

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		516		667		67		1149

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	42	0	205	0	32	0	16	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.0	0.0	9.8	0.0	0.8	0.0	0.8	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	9.8	0.0	0.8	0.0	0.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	693	0	1365	0	947	0	1314	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.9	0.0	9.8	0.0	53.9	0.0	7.8	0.0
Perm LT Serve Time (g_u), s	20.5	0.0	5.6	0.0	41.0	0.0	7.8	0.0
Perm LT Q Serve Time (g_ps), s	2.2	0.0	0.7	0.0	0.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	259	0	374	0	508	0	200	0
V/C Ratio (X)	0.16	0.00	0.55	0.00	0.06	0.00	0.08	0.00
Avail Cap (c_a), veh/h	282	0	474	0	533	0	238	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	14.9	0.0	32.9	0.0	9.8	0.0	40.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.3	0.0	0.1	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.2	0.0	34.2	0.0	9.8	0.0	40.4	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	4.0	0.0	0.2	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.6	0.0	7.4	0.0	0.4	0.0	0.6	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.88	0.00	0.05	0.00	0.25	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	779	0	42	0	442	0	84
Grp Sat Flow (s), veh/h/ln	0	1778	0	1750	0	1858	0	1664
Q Serve Time (g_s), s	0.0	33.4	0.0	2.2	0.0	13.3	0.0	4.1
Cycle Q Clear Time (g_c), s	0.0	33.4	0.0	2.2	0.0	13.3	0.0	4.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.29	0.00	0.38	0.00	0.04	0.00	0.69
Lane Grp Cap (c), veh/h	0	991	0	142	0	1042	0	322
V/C Ratio (X)	0.00	0.79	0.00	0.30	0.00	0.42	0.00	0.26
Avail Cap (c_a), veh/h	0	1292	0	145	0	1354	0	383
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.9	0.0	41.9	0.0	12.3	0.0	33.1
Incr Delay (d2), s/veh	0.0	6.3	0.0	2.5	0.0	1.3	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.1	0.0	44.3	0.0	13.5	0.0	34.0
1st-Term Q (Q1), veh/ln	0.0	10.9	0.0	0.9	0.0	4.5	0.0	1.6
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	0.1	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.46	0.00	1.80	0.00	1.74	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	18.5	0.0	1.8	0.0	8.5	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.14	0.00	0.36	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	40	75	5	5	1
Future Vol, veh/h	1	40	75	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	42	79	5	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	123	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1513	-	-	-	872	982
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	871	982
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	9.08
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	44	-	-	-	888
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	25	15	60	15	1
Future Vol, veh/h	1	25	15	60	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	26	16	63	16	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	44	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	966	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	966	1063
Mov Cap-2 Maneuver	-	-	-	-	966	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.28	0	8.77
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	69	-	-	-	971
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	10	5	10	1
Future Vol, veh/h	1	15	10	5	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	16	11	5	11	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	28	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	986	1071
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	986	1071
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	993
HCM Lane V/C Ratio	0.001	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1	10	25	1	10	70	1025	50	10	940	30
Future Volume (veh/h)	45	1	10	25	1	10	70	1025	50	10	940	30
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1	11	26	1	11	74	1079	53	11	989	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	9	100	176	8	84	295	1266	62	214	1256	41
Arrive On Green	0.03	0.07	0.07	0.02	0.06	0.06	0.03	0.72	0.72	0.01	0.70	0.70
Sat Flow, veh/h	1781	134	1472	1781	134	1472	1781	1768	87	1781	1802	58
Grp Volume(v), veh/h	47	0	12	26	0	12	74	0	1132	11	0	1021
Grp Sat Flow(s),veh/h/ln	1781	0	1605	1781	0	1605	1781	0	1855	1781	0	1860
Q Serve(g_s), s	2.7	0.0	0.8	1.5	0.0	0.8	1.3	0.0	48.9	0.2	0.0	40.6
Cycle Q Clear(g_c), s	2.7	0.0	0.8	1.5	0.0	0.8	1.3	0.0	48.9	0.2	0.0	40.6
Prop In Lane	1.00		0.92	1.00		0.92	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	186	0	109	176	0	91	295	0	1328	214	0	1296
V/C Ratio(X)	0.25	0.00	0.11	0.15	0.00	0.13	0.25	0.00	0.85	0.05	0.00	0.79
Avail Cap(c_a), veh/h	186	0	117	196	0	117	297	0	1432	249	0	1434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.3	0.0	48.2	47.8	0.0	49.3	13.0	0.0	11.4	15.0	0.0	11.2
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.4	0.0	1.4	0.4	0.0	7.1	0.1	0.0	4.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	0.6	1.2	0.0	0.6	1.2	0.0	22.8	0.2	0.0	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.0	49.1	48.2	0.0	50.6	13.5	0.0	18.4	15.1	0.0	16.1
LnGrp LOS	D		D	D		D	B		B	B		B
Approach Vol, veh/h		59			38			1206			1032	
Approach Delay, s/veh		48.2			49.0			18.1			16.1	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	84.8	6.4	13.4	7.5	82.6	7.6	12.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.0	84.9	3.1	8.0	3.1	84.8	3.1	8.0
Max Q Clear Time (g_c+I1), s	2.2	50.9	3.5	2.8	3.3	42.6	4.7	2.8
Green Ext Time (p_c), s	0.0	27.9	0.0	0.0	0.0	29.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1	10	25	1	10	70	1025	50	10	940	30
Future Volume (veh/h)	45	1	10	25	1	10	70	1025	50	10	940	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1	11	26	1	11	74	1079	53	11	989	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	186	9	100	176	8	84	295	1266	62	214	1256	41
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
Prop Arrive On Green	0.03	0.07	0.07	0.02	0.06	0.06	0.03	0.72	0.72	0.01	0.70	0.70
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.0	0.0	49.1	48.2	0.0	50.6	13.5	0.0	18.4	15.1	0.0	16.1
Ln Grp LOS	D		D	D		D	B		B	B		B
Approach Vol, veh/h		59			38			1206			1032	
Approach Delay, s/veh		48.2			49.0			18.1			16.1	
Approach LOS		D			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.4	84.8	6.4	13.4	7.5	82.6	7.6	12.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.0	84.9	3.1	8.0	3.1	84.8	3.1	8.0
Max Allow Headway (MAH), s	3.6	8.7	3.9	7.7	3.6	8.7	3.9	7.7
Max Q Clear (g_c+I1), s	2.2	50.9	3.5	2.8	3.3	42.6	4.7	2.8
Green Ext Time (g_e), s	0.0	27.9	0.0	0.0	0.0	29.5	0.0	0.0
Prob of Phs Call (p_c)	0.29	1.00	0.55	0.89	0.90	1.00	0.76	0.78
Prob of Max Out (p_x)	1.00	0.78	1.00	1.00	1.00	0.59	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1768		134		1802		134

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		87		1472		58		1472

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	11	0	26	0	74	0	47	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.2	0.0	1.5	0.0	1.3	0.0	2.7	0.0
Cycle Q Clear Time (g_c), s	0.2	0.0	1.5	0.0	1.3	0.0	2.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	497	0	1402	0	552	0	1402	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	76.6	0.0	6.3	0.0	76.6	0.0	6.3	0.0
Perm LT Serve Time (g_u), s	29.9	0.0	6.3	0.0	36.1	0.0	5.5	0.0
Perm LT Q Serve Time (g_ps), s	1.1	0.0	0.0	0.0	6.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	214	0	176	0	295	0	186	0
V/C Ratio (X)	0.05	0.00	0.15	0.00	0.25	0.00	0.25	0.00
Avail Cap (c_a), veh/h	249	0	196	0	297	0	186	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	15.0	0.0	47.8	0.0	13.0	0.0	47.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.4	0.0	0.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.1	0.0	48.2	0.0	13.5	0.0	48.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.7	0.0	0.6	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.2	0.0	1.2	0.0	1.2	0.0	2.3	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.07	0.00	0.12	0.00	0.12	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1132	0	12	0	1021	0	12
Grp Sat Flow (s), veh/h/ln	0	1855	0	1605	0	1860	0	1605
Q Serve Time (g_s), s	0.0	48.9	0.0	0.8	0.0	40.6	0.0	0.8
Cycle Q Clear Time (g_c), s	0.0	48.9	0.0	0.8	0.0	40.6	0.0	0.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.92	0.00	0.03	0.00	0.92
Lane Grp Cap (c), veh/h	0	1328	0	109	0	1296	0	91
V/C Ratio (X)	0.00	0.85	0.00	0.11	0.00	0.79	0.00	0.13
Avail Cap (c_a), veh/h	0	1432	0	117	0	1434	0	117
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.4	0.0	48.2	0.0	11.2	0.0	49.3
Incr Delay (d2), s/veh	0.0	7.1	0.0	0.9	0.0	4.9	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.4	0.0	49.1	0.0	16.1	0.0	50.6
1st-Term Q (Q1), veh/ln	0.0	13.6	0.0	0.3	0.0	11.9	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	2.6	0.0	0.0	0.0	1.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.41	0.00	1.80	0.00	1.44	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	22.8	0.0	0.6	0.0	19.7	0.0	0.6
%ile Storage Ratio (RQ%)	0.00	12.32	0.00	0.03	0.00	1.44	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1080	980	15
Future Vol, veh/h	0	10	0	1080	980	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	0	1137	1032	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1039	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	280	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	280	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.36	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	280	-	-
HCM Lane V/C Ratio	-	0.038	-	-
HCM Ctrl Dly (s/v)	-	18.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1080	970	20
Future Vol, veh/h	0	10	0	1080	970	20
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	0	1137	1021	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1032	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	283	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	283	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.22	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	283	-	-
HCM Lane V/C Ratio	-	0.037	-	-
HCM Ctrl Dly (s/v)	-	18.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1145	970	5
Future Vol, veh/h	0	10	0	1145	970	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	0	1205	1021	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1024	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	286	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	286	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.07	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	286	-	-
HCM Lane V/C Ratio	-	0.037	-	-
HCM Ctrl Dly (s/v)	-	18.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	40	35	130	30	355	20	995	60	285	1070	15
Future Volume (veh/h)	25	40	35	130	30	355	20	995	60	285	1070	15
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	1870	1707	1693	1781	1648	1870	1870	1969	1722	1841	1870	1870
Adj Flow Rate, veh/h	26	42	37	137	32	374	21	1047	63	300	1126	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	14	8	17	2	2	2	12	4	2	2
Cap, veh/h	225	117	103	231	253	438	117	1039	770	278	1175	17
Arrive On Green	0.02	0.14	0.14	0.03	0.15	0.15	0.01	0.53	0.53	0.12	0.64	0.64
Sat Flow, veh/h	1781	837	737	1697	1648	1585	1781	1969	1459	1753	1840	26
Grp Volume(v), veh/h	26	0	79	137	32	374	21	1047	63	300	0	1142
Grp Sat Flow(s),veh/h/ln	1781	0	1575	1697	1648	1585	1781	1969	1459	1753	0	1866
Q Serve(g_s), s	1.5	0.0	5.3	3.5	2.0	18.0	0.6	62.0	2.5	14.5	0.0	67.0
Cycle Q Clear(g_c), s	1.5	0.0	5.3	3.5	2.0	18.0	0.6	62.0	2.5	14.5	0.0	67.0
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	225	0	221	231	253	438	117	1039	770	278	0	1191
V/C Ratio(X)	0.12	0.00	0.36	0.59	0.13	0.85	0.18	1.01	0.08	1.08	0.00	0.96
Avail Cap(c_a), veh/h	263	0	255	231	253	438	163	1039	770	278	0	1191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	45.7	47.6	43.0	40.2	25.5	27.7	13.7	41.3	0.0	19.8
Incr Delay (d2), s/veh	0.2	0.0	2.1	4.0	0.5	16.1	0.7	29.8	0.2	77.1	0.0	17.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	3.9	4.3	1.5	17.4	0.5	43.5	1.5	15.4	0.0	37.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.6	0.0	47.8	51.6	43.4	56.3	26.2	57.6	13.9	118.4	0.0	37.7
LnGrp LOS	D		D	D	D	E	C	F	B	F		D
Approach Vol, veh/h		105			543			1131			1442	
Approach Delay, s/veh		46.5			54.4			54.5			54.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	68.0	8.0	22.5	6.0	81.0	6.5	24.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	14.5	62.0	3.5	19.0	4.5	72.0	4.5	18.0
Max Q Clear Time (g_c+I1), s	16.5	64.0	5.5	7.3	2.6	69.0	3.5	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	2.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.2
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	40	35	130	30	355	20	995	60	285	1070	15
Future Volume (veh/h)	25	40	35	130	30	355	20	995	60	285	1070	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1707	1693	1781	1648	1870	1870	1969	1722	1841	1870	1870
Adj Flow Rate, veh/h	26	42	37	137	32	374	21	1047	63	300	1126	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	14	8	17	2	2	2	12	4	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	225	117	103	231	253	438	117	1039	770	278	1175	17
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
Prop Arrive On Green	0.02	0.14	0.14	0.03	0.15	0.15	0.01	0.53	0.53	0.12	0.64	0.64
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.6	0.0	47.8	51.6	43.4	56.3	26.2	57.6	13.9	118.4	0.0	37.7
Ln Grp LOS	D		D	D	D	E	C	F	B	F		D
Approach Vol, veh/h		105			543			1131			1442	
Approach Delay, s/veh		46.5			54.4			54.5			54.5	
Approach LOS		D			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	19.0	68.0	8.0	22.5	6.0	81.0	6.5	24.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	14.5	62.0	3.5	19.0	4.5	72.0	4.5	18.0
Max Allow Headway (MAH), s	3.7	8.7	3.7	7.1	3.6	8.7	3.7	6.0
Max Q Clear (g_c+I1), s	16.5	64.0	5.5	7.3	2.6	69.0	3.5	20.0
Green Ext Time (g_e), s	0.0	0.0	0.0	0.4	0.0	2.8	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.50	1.00	0.57	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	0.09	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1753		1697		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		837		1840		1648

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1459		737		26		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	300	0	137	0	21	0	26	0
Grp Sat Flow (s), veh/h/ln	1753	0	1697	0	1781	0	1781	0
Q Serve Time (g_s), s	14.5	0.0	3.5	0.0	0.6	0.0	1.5	0.0
Cycle Q Clear Time (g_c), s	14.5	0.0	3.5	0.0	0.6	0.0	1.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	500	0	1257	0	493	0	979	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	64.0	0.0	16.5	0.0	62.0	0.0	16.5	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	11.1	0.0	8.0	0.0	16.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	7.7	0.0	2.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	278	0	231	0	117	0	225	0
V/C Ratio (X)	1.08	0.00	0.59	0.00	0.18	0.00	0.12	0.00
Avail Cap (c_a), veh/h	278	0	231	0	163	0	263	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	41.3	0.0	47.6	0.0	25.5	0.0	42.3	0.0
Incr Delay (d2), s/veh	77.1	0.0	4.0	0.0	0.7	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	118.4	0.0	51.6	0.0	26.2	0.0	42.6	0.0
1st-Term Q (Q1), veh/ln	3.8	0.0	2.1	0.0	0.2	0.0	0.6	0.0
2nd-Term Q (Q2), veh/ln	5.9	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.57	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	15.4	0.0	4.3	0.0	0.5	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	1.50	0.00	0.52	0.00	0.05	0.00	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						T
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	1047	0	0	0	0	0	32
Grp Sat Flow (s), veh/h/ln	0	1969	0	0	0	0	0	1648
Q Serve Time (g_s), s	0.0	62.0	0.0	0.0	0.0	0.0	0.0	2.0
Cycle Q Clear Time (g_c), s	0.0	62.0	0.0	0.0	0.0	0.0	0.0	2.0
Lane Grp Cap (c), veh/h	0	1039	0	0	0	0	0	253
V/C Ratio (X)	0.00	1.01	0.00	0.00	0.00	0.00	0.00	0.13
Avail Cap (c_a), veh/h	0	1039	0	0	0	0	0	253
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.7	0.0	0.0	0.0	0.0	0.0	43.0
Incr Delay (d2), s/veh	0.0	29.8	0.0	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	57.6	0.0	0.0	0.0	0.0	0.0	43.4
1st-Term Q (Q1), veh/ln	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.8

2nd-Term Q (Q2), veh/ln	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.29	0.00	1.00	0.00	1.00	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	43.5	0.0	0.0	0.0	0.0	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	63	0	79	0	1142	0	374
Grp Sat Flow (s), veh/h/ln	0	1459	0	1575	0	1866	0	1585
Q Serve Time (g_s), s	0.0	2.5	0.0	5.3	0.0	67.0	0.0	18.0
Cycle Q Clear Time (g_c), s	0.0	2.5	0.0	5.3	0.0	67.0	0.0	18.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.5
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.01	0.00	1.00
Lane Grp Cap (c), veh/h	0	770	0	221	0	1191	0	438
V/C Ratio (X)	0.00	0.08	0.00	0.36	0.00	0.96	0.00	0.85
Avail Cap (c_a), veh/h	0	770	0	255	0	1191	0	438
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.7	0.0	45.7	0.0	19.8	0.0	40.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.1	0.0	17.9	0.0	16.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.9	0.0	47.8	0.0	37.7	0.0	56.3
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	2.0	0.0	22.9	0.0	9.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	5.9	0.0	2.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.31	0.00	1.48
%ile Back of Q (95%), veh/ln	0.0	1.5	0.0	3.9	0.0	37.7	0.0	17.4
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.15	0.00	0.90	0.00	2.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	360	15	135	290	495	30	460	165	485	620	145
Future Volume (veh/h)	120	360	15	135	290	495	30	460	165	485	620	145
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	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	126	379	16	142	305	521	32	484	174	511	653	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	447	391	237	436	737	269	524	528	528	964	891
Arrive On Green	0.07	0.23	0.23	0.07	0.22	0.22	0.02	0.27	0.27	0.24	0.49	0.49
Sat Flow, veh/h	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	126	379	16	142	305	521	32	484	174	511	653	153
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1781	1969	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	5.2	17.8	0.7	6.0	13.8	21.4	1.3	23.1	7.9	22.2	24.5	4.5
Cycle Q Clear(g_c), s	5.2	17.8	0.7	6.0	13.8	21.4	1.3	23.1	7.9	22.2	24.5	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	447	391	237	436	737	269	524	528	528	964	891
V/C Ratio(X)	0.49	0.85	0.04	0.60	0.70	0.71	0.12	0.92	0.33	0.97	0.68	0.17
Avail Cap(c_a), veh/h	324	509	441	237	436	737	289	529	533	528	964	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	35.8	27.7	28.4	34.7	20.6	25.2	34.5	24.1	25.5	18.8	10.2
Incr Delay (d2), s/veh	1.5	17.8	0.2	4.2	9.0	5.7	0.2	24.4	1.7	30.9	3.8	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(95%),veh/ln	3.8	15.3	0.5	4.7	11.6	14.2	0.9	19.7	5.3	18.5	15.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	53.5	27.9	32.5	43.6	26.3	25.4	58.9	25.8	56.4	22.7	10.7
LnGrp LOS	C	D	C	C	D	C	C	E	C	E	C	B
Approach Vol, veh/h		521			968			690			1317	
Approach Delay, s/veh		46.7			32.7			49.0			34.4	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	31.7	10.0	28.0	5.4	53.3	10.5	27.4
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	3.5	26.0	6.5	25.0	3.0	46.5	10.7	20.8
Max Q Clear Time (g_c+I1), s	4.2	25.1	8.0	19.8	3.3	26.5	7.2	23.4
Green Ext Time (p_c), s	0.0	0.6	0.0	2.2	0.0	11.9	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	38.6
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	360	15	135	290	495	30	460	165	485	620	145
Future Volume (veh/h)	120	360	15	135	290	495	30	460	165	485	620	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	126	379	16	142	305	521	32	484	174	511	653	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	256	447	391	237	436	737	269	524	528	528	964	891
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
Prop Arrive On Green	0.07	0.23	0.23	0.07	0.22	0.22	0.02	0.27	0.27	0.24	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.6	53.5	27.9	32.5	43.6	26.3	25.4	58.9	25.8	56.4	22.7	10.7
Ln Grp LOS	C	D	C	C	D	C	C	E	C	E	C	B
Approach Vol, veh/h		521			968			690			1317	
Approach Delay, s/veh		46.7			32.7			49.0			34.4	
Approach LOS		D			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phs Duration (G+Y+Rc), s	27.0	31.7	10.0	28.0	5.4	53.3	10.5	27.4
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	23.5	26.0	6.5	25.0	3.0	46.5	10.7	20.8
Max Allow Headway (MAH), s	3.6	8.5	3.6	8.7	3.6	8.6	3.6	8.2
Max Q Clear (g_c+I1), s	24.2	25.1	8.0	19.8	3.3	26.5	7.2	23.4
Green Ext Time (g_e), s	0.0	0.6	0.0	2.2	0.0	11.9	0.1	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.98	1.00	0.58	1.00	0.97	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	0.63	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1969		1969		1969		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	511	0	142	0	32	0	126	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	22.2	0.0	6.0	0.0	1.3	0.0	5.2	0.0
Cycle Q Clear Time (g_c), s	22.2	0.0	6.0	0.0	1.3	0.0	5.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	776	0	989	0	676	0	663	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	27.7	0.0	21.4	0.0	25.7	0.0	21.4	0.0
Perm LT Serve Time (g_u), s	2.6	0.0	4.2	0.0	22.9	0.0	7.6	0.0
Perm LT Q Serve Time (g_ps), s	2.6	0.0	2.9	0.0	0.1	0.0	3.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	528	0	237	0	269	0	256	0
V/C Ratio (X)	0.97	0.00	0.60	0.00	0.12	0.00	0.49	0.00
Avail Cap (c_a), veh/h	528	0	237	0	289	0	324	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	25.5	0.0	28.4	0.0	25.2	0.0	27.1	0.0
Incr Delay (d2), s/veh	30.9	0.0	4.2	0.0	0.2	0.0	1.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.4	0.0	32.5	0.0	25.4	0.0	28.6	0.0
1st-Term Q (Q1), veh/ln	8.1	0.0	2.3	0.0	0.5	0.0	2.0	0.0
2nd-Term Q (Q2), veh/ln	4.5	0.0	0.3	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.46	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	18.5	0.0	4.7	0.0	0.9	0.0	3.8	0.0
%ile Storage Ratio (RQ%)	1.56	0.00	0.49	0.00	0.08	0.00	0.84	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	484	0	379	0	653	0	305
Grp Sat Flow (s), veh/h/ln	0	1969	0	1969	0	1969	0	1969
Q Serve Time (g_s), s	0.0	23.1	0.0	17.8	0.0	24.5	0.0	13.8
Cycle Q Clear Time (g_c), s	0.0	23.1	0.0	17.8	0.0	24.5	0.0	13.8
Lane Grp Cap (c), veh/h	0	524	0	447	0	964	0	436
V/C Ratio (X)	0.00	0.92	0.00	0.85	0.00	0.68	0.00	0.70
Avail Cap (c_a), veh/h	0	529	0	509	0	964	0	436
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	34.5	0.0	35.8	0.0	18.8	0.0	34.7
Incr Delay (d2), s/veh	0.0	24.4	0.0	17.8	0.0	3.8	0.0	9.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	58.9	0.0	53.5	0.0	22.7	0.0	43.6
1st-Term Q (Q1), veh/ln	0.0	10.1	0.0	7.9	0.0	9.5	0.0	6.1

2nd-Term Q (Q2), veh/ln	0.0	3.5	0.0	2.2	0.0	1.0	0.0	1.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.44	0.00	1.52	0.00	1.51	0.00	1.61
%ile Back of Q (95%), veh/ln	0.0	19.7	0.0	15.3	0.0	15.8	0.0	11.6
%ile Storage Ratio (RQ%)	0.00	0.51	0.00	0.39	0.00	0.08	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	174	0	16	0	153	0	521
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	1585
Q Serve Time (g_s), s	0.0	7.9	0.0	0.7	0.0	4.5	0.0	21.4
Cycle Q Clear Time (g_c), s	0.0	7.9	0.0	0.7	0.0	4.5	0.0	21.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1585.1	0.0	1585.1	0.0	1585.1	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	6.5	0.0	1.9	0.0	7.0	0.0	23.5
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	528	0	391	0	891	0	737
V/C Ratio (X)	0.00	0.33	0.00	0.04	0.00	0.17	0.00	0.71
Avail Cap (c_a), veh/h	0	533	0	441	0	891	0	737
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.1	0.0	27.7	0.0	10.2	0.0	20.6
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.2	0.0	0.4	0.0	5.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	0.0	27.9	0.0	10.7	0.0	26.3
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	0.3	0.0	1.3	0.0	8.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	1.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.54
%ile Back of Q (95%), veh/ln	0.0	5.3	0.0	0.5	0.0	2.5	0.0	14.2
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.11	0.00	0.22	0.00	1.50
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

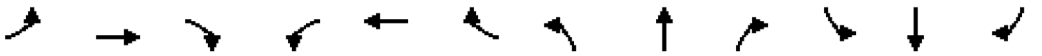
Intersection Summary	
HCM 7th Control Delay, s/veh	38.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	720	120	245	390	60	240	205	290	140	250	140
Future Volume (veh/h)	100	720	120	245	390	60	240	205	290	140	250	140
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	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	758	126	258	411	63	253	216	305	147	263	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	699	116	268	811	124	275	416	335	272	367	295
Arrive On Green	0.05	0.45	0.45	0.12	0.51	0.51	0.09	0.21	0.21	0.06	0.19	0.19
Sat Flow, veh/h	1781	1564	260	1781	1584	243	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	105	0	884	258	0	474	253	216	305	147	263	147
Grp Sat Flow(s),veh/h/ln	1781	0	1824	1781	0	1827	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	3.8	0.0	53.6	13.2	0.0	20.5	10.5	11.7	22.6	7.5	15.1	10.0
Cycle Q Clear(g_c), s	3.8	0.0	53.6	13.2	0.0	20.5	10.5	11.7	22.6	7.5	15.1	10.0
Prop In Lane	1.00		0.14	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	0	815	268	0	936	275	416	335	272	367	295
V/C Ratio(X)	0.23	0.00	1.08	0.96	0.00	0.51	0.92	0.52	0.91	0.54	0.72	0.50
Avail Cap(c_a), veh/h	515	0	815	268	0	936	275	427	343	272	377	304
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)	0.46	0.00	0.46	1.00	0.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	17.1	0.0	33.2	39.4	0.0	19.3	41.2	41.9	46.2	37.9	45.9	43.8
Incr Delay (d2), s/veh	0.1	0.0	48.2	44.8	0.0	2.0	33.8	4.6	31.0	1.3	7.3	3.7
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(95%),veh/ln	2.6	0.0	41.1	16.0	0.0	13.1	8.6	10.1	17.0	6.0	11.5	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	81.4	84.2	0.0	21.2	75.0	46.5	77.2	39.2	53.2	47.5
LnGrp LOS	B		F	F		C	E	D	E	D	D	D
Approach Vol, veh/h		989			732			774			557	
Approach Delay, s/veh		74.6			43.4			67.9			48.0	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	60.6	11.0	31.4	9.2	68.5	14.0	28.4
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green Setting (Gmax), s	14.0	53.0	7.5	26.0	9.5	57.0	10.5	23.0
Max Q Clear Time (g_c+I1), s	15.2	55.6	9.5	24.6	5.8	22.5	12.5	17.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.1	9.6	0.0	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	60.6
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	720	120	245	390	60	240	205	290	140	250	140
Future Volume (veh/h)	100	720	120	245	390	60	240	205	290	140	250	140
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	105	758	126	258	411	63	253	216	305	147	263	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	458	699	116	268	811	124	275	416	335	272	367	295
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
Prop Arrive On Green	0.05	0.45	0.45	0.12	0.51	0.51	0.09	0.21	0.21	0.06	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	17.2	0.0	81.4	84.2	0.0	21.2	75.0	46.5	77.2	39.2	53.2	47.5
Ln Grp LOS	B		F	F		C	E	D	E	D	D	D
Approach Vol, veh/h		989			732			774			557	
Approach Delay, s/veh		74.6			43.4			67.9			48.0	
Approach LOS		E			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	17.0	60.6	11.0	31.4	9.2	68.5	14.0	28.4
Change Period (Y+Rc), s	3.0	7.0	3.5	6.0	3.5	7.0	3.5	6.0
Max Green (Gmax), s	14.0	53.0	7.5	26.0	9.5	57.0	10.5	23.0
Max Allow Headway (MAH), s	3.6	8.8	3.7	8.4	3.6	8.8	3.7	8.6
Max Q Clear (g_c+I1), s	15.2	55.6	9.5	24.6	5.8	22.5	12.5	17.1
Green Ext Time (g_e), s	0.0	0.0	0.0	0.8	0.1	9.6	0.0	2.4
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.97	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	0.94	0.10	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1564		1969		1584		1969

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		260		1585		243		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	258	0	147	0	105	0	253	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	13.2	0.0	7.5	0.0	3.8	0.0	10.5	0.0
Cycle Q Clear Time (g_c), s	13.2	0.0	7.5	0.0	3.8	0.0	10.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	628	0	881	0	920	0	976	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	55.6	0.0	22.4	0.0	53.6	0.0	23.9	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	13.7	0.0	40.9	0.0	7.3	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	3.1	0.0	1.6	0.0	7.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	268	0	272	0	458	0	275	0
V/C Ratio (X)	0.96	0.00	0.54	0.00	0.23	0.00	0.92	0.00
Avail Cap (c_a), veh/h	268	0	272	0	515	0	275	0
Upstream Filter (I)	1.00	0.00	0.62	0.00	0.46	0.00	1.00	0.00
Uniform Delay (d1), s/veh	39.4	0.0	37.9	0.0	17.1	0.0	41.2	0.0
Incr Delay (d2), s/veh	44.8	0.0	1.3	0.0	0.1	0.0	33.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	84.2	0.0	39.2	0.0	17.2	0.0	75.0	0.0
1st-Term Q (Q1), veh/ln	7.3	0.0	3.4	0.0	1.4	0.0	2.4	0.0
2nd-Term Q (Q2), veh/ln	3.3	0.0	0.1	0.0	0.0	0.0	2.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.50	0.00	1.69	0.00	1.80	0.00	1.74	0.00
%ile Back of Q (95%), veh/ln	16.0	0.0	6.0	0.0	2.6	0.0	8.6	0.0
%ile Storage Ratio (RQ%)	1.73	0.00	0.58	0.00	0.31	0.00	0.49	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	216	0	0	0	263
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	0	0	1969
Q Serve Time (g_s), s	0.0	0.0	0.0	11.7	0.0	0.0	0.0	15.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.7	0.0	0.0	0.0	15.1
Lane Grp Cap (c), veh/h	0	0	0	416	0	0	0	367
V/C Ratio (X)	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.72
Avail Cap (c_a), veh/h	0	0	0	427	0	0	0	377
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.62
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.9	0.0	0.0	0.0	45.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6	0.0	0.0	0.0	7.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.5	0.0	0.0	0.0	53.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.6	0.0	0.0	0.0	7.2

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.66	0.00	1.00	0.00	1.46
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	10.1	0.0	0.0	0.0	11.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	884	0	305	0	474	0	147
Grp Sat Flow (s), veh/h/ln	0	1824	0	1585	0	1827	0	1585
Q Serve Time (g_s), s	0.0	53.6	0.0	22.6	0.0	20.5	0.0	10.0
Cycle Q Clear Time (g_c), s	0.0	53.6	0.0	22.6	0.0	20.5	0.0	10.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	0.13	0.00	1.00
Lane Grp Cap (c), veh/h	0	815	0	335	0	936	0	295
V/C Ratio (X)	0.00	1.08	0.00	0.91	0.00	0.51	0.00	0.50
Avail Cap (c_a), veh/h	0	815	0	343	0	936	0	304
Upstream Filter (I)	0.00	0.46	0.00	1.00	0.00	1.00	0.00	0.62
Uniform Delay (d1), s/veh	0.0	33.2	0.0	46.2	0.0	19.3	0.0	43.8
Incr Delay (d2), s/veh	0.0	48.2	0.0	31.0	0.0	2.0	0.0	3.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	81.4	0.0	77.2	0.0	21.2	0.0	47.5
1st-Term Q (Q1), veh/ln	0.0	21.3	0.0	8.6	0.0	7.8	0.0	3.8
2nd-Term Q (Q2), veh/ln	0.0	10.9	0.0	2.9	0.0	0.5	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.28	0.00	1.48	0.00	1.57	0.00	1.64
%ile Back of Q (95%), veh/ln	0.0	41.1	0.0	17.0	0.0	13.1	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	1.11	0.00	0.25	0.00	0.43
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

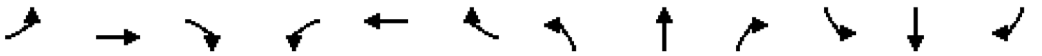
Intersection Summary	
HCM 7th Control Delay, s/veh	60.6
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	470	175	435	335	15	85	1	370	30	1	45
Future Volume (veh/h)	20	470	175	435	335	15	85	1	370	30	1	45
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	1870	1693	1870	1870	1648	1411	1870	1870	1870	1648	1870	1737
Adj Flow Rate, veh/h	21	495	184	458	353	16	89	1	389	32	1	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	14	2	2	17	33	2	2	2	17	2	11
Cap, veh/h	632	617	229	502	1053	48	224	2	476	81	22	70
Arrive On Green	0.01	0.52	0.52	0.16	0.67	0.67	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	1176	437	1781	1564	71	1071	15	1585	196	161	509
Grp Volume(v), veh/h	21	0	679	458	0	369	90	0	389	80	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1614	1781	0	1635	1087	0	1585	867	0	0
Q Serve(g_s), s	0.5	0.0	32.5	12.2	0.0	9.0	0.0	0.0	13.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	32.5	12.2	0.0	9.0	8.0	0.0	13.0	9.9	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.04	0.99		1.00	0.40		0.59
Lane Grp Cap(c), veh/h	632	0	847	502	0	1101	226	0	476	173	0	0
V/C Ratio(X)	0.03	0.00	0.80	0.91	0.00	0.34	0.40	0.00	0.82	0.46	0.00	0.00
Avail Cap(c_a), veh/h	667	0	1113	695	0	1517	226	0	476	173	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	0.0	18.4	20.0	0.0	6.5	38.4	0.0	30.6	38.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.9	13.1	0.0	0.8	2.4	0.0	11.9	4.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	18.0	11.0	0.0	4.7	3.7	0.0	14.7	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.0	26.3	33.1	0.0	7.3	40.9	0.0	42.5	42.3	0.0	0.0
LnGrp LOS	B		C	C		A	D		D	D		
Approach Vol, veh/h		700			827			479			80	
Approach Delay, s/veh		25.8			21.6			42.2			42.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	55.4		19.0	5.8	69.4		19.0				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	25.5	65.0		13.0	3.1	87.4		13.0				
Max Q Clear Time (g_c+I1), s	14.2	34.5		15.0	2.5	11.0		11.9				
Green Ext Time (p_c), s	1.1	14.9		0.0	0.0	8.6		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	470	175	435	335	15	85	1	370	30	1	45
Future Volume (veh/h)	20	470	175	435	335	15	85	1	370	30	1	45
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1693	1870	1870	1648	1411	1870	1870	1870	1648	1870	1737
Adj Flow Rate, veh/h	21	495	184	458	353	16	89	1	389	32	1	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	14	2	2	17	33	2	2	2	17	2	11
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	632	617	229	502	1053	48	224	2	476	81	22	70
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
Prop Arrive On Green	0.01	0.52	0.52	0.16	0.67	0.67	0.14	0.14	0.14	0.14	0.14	0.14
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.2	0.0	26.3	33.1	0.0	7.3	40.9	0.0	42.5	42.3	0.0	0.0
Ln Grp LOS	B		C	C		A	D		D	D		
Approach Vol, veh/h		700			827			479			80	
Approach Delay, s/veh		25.8			21.6			42.2			42.3	
Approach LOS		C			C			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	19.8	55.4		19.0	5.8	69.4		19.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green (Gmax), s	25.5	65.0		13.0	3.1	87.4		13.0
Max Allow Headway (MAH), s	3.7	9.0		6.1	3.7	9.0		8.0
Max Q Clear (g_c+I1), s	14.2	34.5		15.0	2.5	11.0		11.9
Green Ext Time (g_e), s	1.1	14.9		0.0	0.0	8.6		0.1
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.42	1.00		1.00
Prob of Max Out (p_x)	0.03	0.37		1.00	1.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1071	1781			196

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1176		15		1564		161

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		437		1585		71		509

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3

Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				L+T+R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	458	0	0	90	21	0	0	80
Grp Sat Flow (s), veh/h/ln	1781	0	0	1087	1781	0	0	867
Q Serve Time (g_s), s	12.2	0.0	0.0	0.0	0.5	0.0	0.0	1.9
Cycle Q Clear Time (g_c), s	12.2	0.0	0.0	8.0	0.5	0.0	0.0	9.9
Perm LT Sat Flow (s_l), veh/h/ln	761	0	0	1379	1013	0	0	1010
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	998	0	0	0	0
Perm LT Eff Green (g_p), s	51.4	0.0	0.0	13.0	49.4	0.0	0.0	13.0
Perm LT Serve Time (g_u), s	16.9	0.0	0.0	3.1	49.4	0.0	0.0	5.0
Perm LT Q Serve Time (g_ps), s	16.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.99	1.00	0.00	0.00	0.40
Lane Grp Cap (c), veh/h	502	0	0	226	632	0	0	173
V/C Ratio (X)	0.91	0.00	0.00	0.40	0.03	0.00	0.00	0.46
Avail Cap (c_a), veh/h	695	0	0	226	667	0	0	173
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	20.0	0.0	0.0	38.4	10.2	0.0	0.0	38.3
Incr Delay (d2), s/veh	13.1	0.0	0.0	2.4	0.0	0.0	0.0	4.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	33.1	0.0	0.0	40.9	10.2	0.0	0.0	42.3
1st-Term Q (Q1), veh/ln	4.9	0.0	0.0	1.9	0.2	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	1.8	0.0	0.0	0.2	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.63	0.00	0.00	1.80	1.80	0.00	0.00	1.80
%ile Back of Q (95%), veh/ln	11.0	0.0	0.0	3.7	0.3	0.0	0.0	3.6
%ile Storage Ratio (RQ%)	1.30	0.00	0.00	0.02	0.04	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	679	0	389	0	369	0	0
Grp Sat Flow (s), veh/h/ln	0	1614	0	1585	0	1635	0	0
Q Serve Time (g_s), s	0.0	32.5	0.0	13.0	0.0	9.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	32.5	0.0	13.0	0.0	9.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	15.3	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.27	0.00	1.00	0.00	0.04	0.00	0.59
Lane Grp Cap (c), veh/h	0	847	0	476	0	1101	0	0
V/C Ratio (X)	0.00	0.80	0.00	0.82	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1113	0	476	0	1517	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.4	0.0	30.6	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.9	0.0	11.9	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.3	0.0	42.5	0.0	7.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.4	0.0	8.1	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.9	0.0	1.6	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.47	0.00	1.53	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	18.0	0.0	14.7	0.0	4.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.07	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

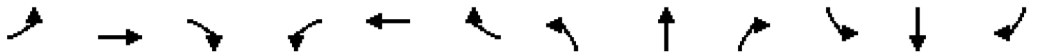
Intersection Summary	
HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	580	45	180	595	180	55	320	100	195	525	345
Future Volume (veh/h)	340	580	45	180	595	180	55	320	100	195	525	345
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	1870	1707	1870	1870	1752	1841	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	358	611	47	189	626	189	58	337	105	205	553	363
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	2	2	10	4	2	2	2	5	2	2
Cap, veh/h	241	501	39	206	387	117	125	465	145	317	406	266
Arrive On Green	0.09	0.32	0.32	0.08	0.30	0.30	0.03	0.34	0.34	0.08	0.38	0.38
Sat Flow, veh/h	1781	1565	120	1781	1292	390	1781	1368	426	1739	1054	692
Grp Volume(v), veh/h	358	0	658	189	0	815	58	0	442	205	0	916
Grp Sat Flow(s),veh/h/ln	1781	0	1686	1781	0	1682	1781	0	1794	1739	0	1746
Q Serve(g_s), s	9.5	0.0	32.0	7.4	0.0	30.0	2.1	0.0	21.6	7.5	0.0	38.5
Cycle Q Clear(g_c), s	9.5	0.0	32.0	7.4	0.0	30.0	2.1	0.0	21.6	7.5	0.0	38.5
Prop In Lane	1.00		0.07	1.00		0.23	1.00		0.24	1.00		0.40
Lane Grp Cap(c), veh/h	241	0	539	206	0	504	125	0	610	317	0	672
V/C Ratio(X)	1.48	0.00	1.22	0.92	0.00	1.62	0.46	0.00	0.72	0.65	0.00	1.36
Avail Cap(c_a), veh/h	241	0	539	206	0	504	125	0	610	317	0	672
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)	0.57	0.00	0.57	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	34.0	26.3	0.0	35.0	26.3	0.0	28.9	21.8	0.0	30.8
Incr Delay (d2), s/veh	230.2	0.0	108.5	40.9	0.0	286.1	2.6	0.0	7.3	4.5	0.0	172.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	28.2	0.0	39.7	9.0	0.0	79.9	1.7	0.0	15.0	5.7	0.0	69.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	256.1	0.0	142.5	67.3	0.0	321.1	28.9	0.0	36.2	26.3	0.0	203.5
LnGrp LOS	F		F	E		F	C		D	C		F
Approach Vol, veh/h		1016			1004			500			1121	
Approach Delay, s/veh		182.6			273.3			35.4			171.1	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	40.0	11.0	38.0	6.5	44.5	13.0	36.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	7.5	34.0	7.5	32.0	3.0	38.5	9.5	30.0
Max Q Clear Time (g_c+I1), s	9.5	23.6	9.4	34.0	4.1	40.5	11.5	32.0
Green Ext Time (p_c), s	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	183.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	580	45	180	595	180	55	320	100	195	525	345
Future Volume (veh/h)	340	580	45	180	595	180	55	320	100	195	525	345
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1707	1870	1870	1752	1841	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	358	611	47	189	626	189	58	337	105	205	553	363
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	2	2	10	4	2	2	2	5	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	241	501	39	206	387	117	125	465	145	317	406	266
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
Prop Arrive On Green	0.09	0.32	0.32	0.08	0.30	0.30	0.03	0.34	0.34	0.08	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	256.1	0.0	142.5	67.3	0.0	321.1	28.9	0.0	36.2	26.3	0.0	203.5
Ln Grp LOS	F		F	E		F	C		D	C		F
Approach Vol, veh/h		1016			1004			500			1121	
Approach Delay, s/veh		182.6			273.3			35.4			171.1	
Approach LOS		F			F			D			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	11.0	40.0	11.0	38.0	6.5	44.5	13.0	36.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green (Gmax), s	7.5	34.0	7.5	32.0	3.0	38.5	9.5	30.0
Max Allow Headway (MAH), s	3.7	9.0	3.7	9.0	3.7	8.9	3.7	9.0
Max Q Clear (g_c+I1), s	9.5	23.6	9.4	34.0	4.1	40.5	11.5	32.0
Green Ext Time (g_e), s	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.80	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1739		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1368		1565		1054		1292

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		426		120		692		390

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	205	0	189	0	58	0	358	0
Grp Sat Flow (s), veh/h/ln	1739	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	7.5	0.0	7.4	0.0	2.1	0.0	9.5	0.0
Cycle Q Clear Time (g_c), s	7.5	0.0	7.4	0.0	2.1	0.0	9.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	925	0	776	0	610	0	670	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	36.0	0.0	30.0	0.0	34.0	0.0	30.5	0.0
Perm LT Serve Time (g_u), s	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	317	0	206	0	125	0	241	0
V/C Ratio (X)	0.65	0.00	0.92	0.00	0.46	0.00	1.48	0.00
Avail Cap (c_a), veh/h	317	0	206	0	125	0	241	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.57	0.00
Uniform Delay (d1), s/veh	21.8	0.0	26.3	0.0	26.3	0.0	25.9	0.0
Incr Delay (d2), s/veh	4.5	0.0	40.9	0.0	2.6	0.0	230.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.3	0.0	67.3	0.0	28.9	0.0	256.1	0.0
1st-Term Q (Q1), veh/ln	2.8	0.0	2.9	0.0	0.8	0.0	3.7	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	2.3	0.0	0.1	0.0	15.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.72	0.00	1.80	0.00	1.48	0.00
%ile Back of Q (95%), veh/ln	5.7	0.0	9.0	0.0	1.7	0.0	28.2	0.0
%ile Storage Ratio (RQ%)	0.48	0.00	1.31	0.00	0.30	0.00	4.78	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	29.2	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	442	0	658	0	916	0	815
Grp Sat Flow (s), veh/h/ln	0	1794	0	1686	0	1746	0	1682
Q Serve Time (g_s), s	0.0	21.6	0.0	32.0	0.0	38.5	0.0	30.0
Cycle Q Clear Time (g_c), s	0.0	21.6	0.0	32.0	0.0	38.5	0.0	30.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.24	0.00	0.07	0.00	0.40	0.00	0.23
Lane Grp Cap (c), veh/h	0	610	0	539	0	672	0	504
V/C Ratio (X)	0.00	0.72	0.00	1.22	0.00	1.36	0.00	1.62
Avail Cap (c_a), veh/h	0	610	0	539	0	672	0	504
Upstream Filter (I)	0.00	1.00	0.00	0.57	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	28.9	0.0	34.0	0.0	30.8	0.0	35.0
Incr Delay (d2), s/veh	0.0	7.3	0.0	108.5	0.0	172.8	0.0	286.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.2	0.0	142.5	0.0	203.5	0.0	321.1
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	12.2	0.0	14.5	0.0	11.4
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	16.3	0.0	32.3	0.0	40.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.52	0.00	1.40	0.00	1.49	0.00	1.55
%ile Back of Q (95%), veh/ln	0.0	15.0	0.0	39.7	0.0	69.9	0.0	79.9
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.21	0.00	1.52	0.00	0.93
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	29.6	0.0	61.0	0.0	77.6
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	183.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	30	545	60	20	10	560	660	100	15	805	100
Future Volume (veh/h)	170	30	545	60	20	10	560	660	100	15	805	100
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	1870	1969	1870	1870	1870	1870	1870	1870	1870	1870	1969	1870
Adj Flow Rate, veh/h	179	32	574	63	21	11	589	695	105	16	847	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	159	610	191	77	40	602	1096	166	354	797	642
Arrive On Green	0.06	0.08	0.08	0.04	0.07	0.07	0.30	0.69	0.69	0.01	0.41	0.41
Sat Flow, veh/h	1781	1969	1585	1781	1156	605	1781	1587	240	1781	1969	1585
Grp Volume(v), veh/h	179	32	574	63	0	32	589	0	800	16	847	105
Grp Sat Flow(s),veh/h/ln	1781	1969	1585	1781	0	1761	1781	0	1827	1781	1969	1585
Q Serve(g_s), s	6.9	1.8	9.7	3.9	0.0	2.1	35.2	0.0	28.9	0.6	48.6	5.1
Cycle Q Clear(g_c), s	6.9	1.8	9.7	3.9	0.0	2.1	35.2	0.0	28.9	0.6	48.6	5.1
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	230	159	610	191	0	117	602	0	1262	354	797	642
V/C Ratio(X)	0.78	0.20	0.94	0.33	0.00	0.27	0.98	0.00	0.63	0.05	1.06	0.16
Avail Cap(c_a), veh/h	230	159	610	207	0	117	602	0	1262	381	797	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	51.5	35.6	49.3	0.0	53.2	36.2	0.0	10.2	20.7	35.7	22.7
Incr Delay (d2), s/veh	15.3	1.3	23.3	1.0	0.0	2.6	31.2	0.0	2.4	0.1	49.7	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(95%),veh/ln	5.1	1.7	27.1	3.2	0.0	1.8	28.6	0.0	15.0	0.5	43.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.6	52.8	58.9	50.3	0.0	55.9	67.4	0.0	12.7	20.7	85.4	23.3
LnGrp LOS	E	D	E	D		E	E		B	C	F	C
Approach Vol, veh/h		785			95			1389			968	
Approach Delay, s/veh		60.6			52.2			35.9			77.6	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	88.9	9.7	15.7	40.0	54.6	11.4	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	3.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.1	81.0	6.3	8.6	36.5	48.6	6.9	8.0
Max Q Clear Time (g_c+I1), s	2.6	30.9	5.9	11.7	37.2	50.6	8.9	4.1
Green Ext Time (p_c), s	0.0	23.2	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.8
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	30	545	60	20	10	560	660	100	15	805	100
Future Volume (veh/h)	170	30	545	60	20	10	560	660	100	15	805	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1870	1870	1870	1870	1870	1870	1969	1870
Adj Flow Rate, veh/h	179	32	574	63	21	11	589	695	105	16	847	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	230	159	610	191	77	40	602	1096	166	354	797	642
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
Prop Arrive On Green	0.06	0.08	0.08	0.04	0.07	0.07	0.30	0.69	0.69	0.01	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.6	52.8	58.9	50.3	0.0	55.9	67.4	0.0	12.7	20.7	85.4	23.3
Ln Grp LOS	E	D	E	D		E	E		B	C	F	C
Approach Vol, veh/h		785			95			1389			968	
Approach Delay, s/veh		60.6			52.2			35.9			77.6	
Approach LOS		E			D			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.7	88.9	9.7	15.7	40.0	54.6	11.4	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	3.5	6.0	4.5	6.0
Max Green (Gmax), s	3.1	81.0	6.3	8.6	36.5	48.6	6.9	8.0
Max Allow Headway (MAH), s	3.6	8.8	3.8	6.0	3.6	8.7	3.7	7.4
Max Q Clear (g_c+I1), s	2.6	30.9	5.9	11.7	37.2	50.6	8.9	4.1
Green Ext Time (g_e), s	0.0	23.2	0.0	0.0	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	0.41	1.00	0.88	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.24	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1587		1969		1969		1156

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		240		1585		1585		605

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	16	0	63	0	589	0	179	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.6	0.0	3.9	0.0	35.2	0.0	6.9	0.0
Cycle Q Clear Time (g_c), s	0.6	0.0	3.9	0.0	35.2	0.0	6.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	680	0	814	0	589	0	1377	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	48.6	0.0	8.0	0.0	50.6	0.0	8.0	0.0
Perm LT Serve Time (g_u), s	48.6	0.0	7.9	0.0	0.0	0.0	5.9	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	354	0	191	0	602	0	230	0
V/C Ratio (X)	0.05	0.00	0.33	0.00	0.98	0.00	0.78	0.00
Avail Cap (c_a), veh/h	381	0	207	0	602	0	230	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	20.7	0.0	49.3	0.0	36.2	0.0	52.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.0	31.2	0.0	15.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.7	0.0	50.3	0.0	67.4	0.0	67.6	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	1.7	0.0	15.9	0.0	1.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	5.2	0.0	1.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.36	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.5	0.0	3.2	0.0	28.6	0.0	5.1	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.37	0.00	2.42	0.00	0.59	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	32	0	847	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1969	0	1969	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.8	0.0	48.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.8	0.0	48.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	159	0	797	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.20	0.00	1.06	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	159	0	797	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	51.5	0.0	35.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	49.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	52.8	0.0	85.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.9	0.0	21.2	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	11.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.80	0.00	1.35	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	1.7	0.0	43.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.73	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	800	0	574	0	105	0	32
Grp Sat Flow (s), veh/h/ln	0	1827	0	1585	0	1585	0	1761
Q Serve Time (g_s), s	0.0	28.9	0.0	9.7	0.0	5.1	0.0	2.1
Cycle Q Clear Time (g_c), s	0.0	28.9	0.0	9.7	0.0	5.1	0.0	2.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	36.5	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.00	1.00	0.00	1.00	0.00	0.34
Lane Grp Cap (c), veh/h	0	1262	0	610	0	642	0	117
V/C Ratio (X)	0.00	0.63	0.00	0.94	0.00	0.16	0.00	0.27
Avail Cap (c_a), veh/h	0	1262	0	610	0	642	0	117
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.2	0.0	35.6	0.0	22.7	0.0	53.2
Incr Delay (d2), s/veh	0.0	2.4	0.0	23.3	0.0	0.5	0.0	2.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.7	0.0	58.9	0.0	23.3	0.0	55.9
1st-Term Q (Q1), veh/ln	0.0	9.0	0.0	15.8	0.0	1.9	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	4.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.52	0.00	1.37	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	15.0	0.0	27.1	0.0	3.6	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.72	0.00	3.20	0.00	0.42	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

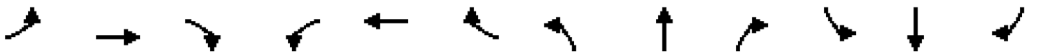
Intersection Summary	
HCM 7th Control Delay, s/veh	54.8
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	235	35	75	5	555	280	50	675	25
Future Volume (veh/h)	5	15	10	235	35	75	5	555	280	50	675	25
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	16	11	247	37	79	5	584	295	53	711	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	73	50	387	109	232	315	680	343	210	1077	39
Arrive On Green	0.00	0.07	0.07	0.14	0.20	0.20	0.00	0.58	0.58	0.02	0.60	0.60
Sat Flow, veh/h	1781	1033	710	1781	531	1135	1781	1172	592	1781	1793	66
Grp Volume(v), veh/h	5	0	27	247	0	116	5	0	879	53	0	737
Grp Sat Flow(s),veh/h/ln	1781	0	1743	1781	0	1666	1781	0	1764	1781	0	1859
Q Serve(g_s), s	0.3	0.0	1.6	14.0	0.0	6.7	0.1	0.0	46.8	1.4	0.0	29.5
Cycle Q Clear(g_c), s	0.3	0.0	1.6	14.0	0.0	6.7	0.1	0.0	46.8	1.4	0.0	29.5
Prop In Lane	1.00		0.41	1.00		0.68	1.00		0.34	1.00		0.04
Lane Grp Cap(c), veh/h	161	0	123	387	0	341	315	0	1023	210	0	1116
V/C Ratio(X)	0.03	0.00	0.22	0.64	0.00	0.34	0.02	0.00	0.86	0.25	0.00	0.66
Avail Cap(c_a), veh/h	202	0	124	387	0	341	355	0	1137	216	0	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	49.3	39.1	0.0	38.2	13.1	0.0	19.7	19.7	0.0	14.8
Incr Delay (d2), s/veh	0.1	0.0	1.9	3.5	0.0	1.3	0.0	0.0	9.3	0.6	0.0	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	1.4	10.4	0.0	5.0	0.1	0.0	25.6	1.0	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.3	0.0	51.2	42.5	0.0	39.4	13.1	0.0	29.1	20.3	0.0	17.9
LnGrp LOS	D		D	D		D	B		C	C		B
Approach Vol, veh/h		32			363			884			790	
Approach Delay, s/veh		50.7			41.5			29.0			18.1	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	71.1	20.0	13.9	4.9	73.4	4.9	29.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.1	72.4	15.5	8.0	3.0	72.5	3.0	20.5
Max Q Clear Time (g_c+I1), s	3.4	48.8	16.0	3.6	2.1	31.5	2.3	8.7
Green Ext Time (p_c), s	0.0	16.3	0.0	0.0	0.0	18.5	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	15	10	235	35	75	5	555	280	50	675	25
Future Volume (veh/h)	5	15	10	235	35	75	5	555	280	50	675	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	16	11	247	37	79	5	584	295	53	711	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	161	73	50	387	109	232	315	680	343	210	1077	39
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
Prop Arrive On Green	0.00	0.07	0.07	0.14	0.20	0.20	0.00	0.58	0.58	0.02	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.3	0.0	51.2	42.5	0.0	39.4	13.1	0.0	29.1	20.3	0.0	17.9
Ln Grp LOS	D		D	D		D	B		C	C		B
Approach Vol, veh/h		32			363			884			790	
Approach Delay, s/veh		50.7			41.5			29.0			18.1	
Approach LOS		D			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	7.2	71.1	20.0	13.9	4.9	73.4	4.9	29.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.1	72.4	15.5	8.0	3.0	72.5	3.0	20.5
Max Allow Headway (MAH), s	3.6	8.8	3.7	7.3	3.6	8.7	3.8	7.1
Max Q Clear (g_c+I1), s	3.4	48.8	16.0	3.6	2.1	31.5	2.3	8.7
Green Ext Time (g_e), s	0.0	16.3	0.0	0.0	0.0	18.5	0.0	0.7
Prob of Phs Call (p_c)	0.81	1.00	1.00	0.99	0.14	1.00	0.14	1.00
Prob of Max Out (p_x)	1.00	0.69	1.00	1.00	1.00	0.26	1.00	0.13

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1172		1033		1793		531

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		592		710		66		1135

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	53	0	247	0	5	0	5	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.4	0.0	14.0	0.0	0.1	0.0	0.3	0.0
Cycle Q Clear Time (g_c), s	1.4	0.0	14.0	0.0	0.1	0.0	0.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	631	0	1383	0	721	0	1276	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	65.1	0.0	9.9	0.0	65.1	0.0	7.9	0.0
Perm LT Serve Time (g_u), s	18.3	0.0	6.3	0.0	37.9	0.0	7.9	0.0
Perm LT Q Serve Time (g_ps), s	4.3	0.0	0.8	0.0	0.2	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	210	0	387	0	315	0	161	0
V/C Ratio (X)	0.25	0.00	0.64	0.00	0.02	0.00	0.03	0.00
Avail Cap (c_a), veh/h	216	0	387	0	355	0	202	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	19.7	0.0	39.1	0.0	13.1	0.0	48.2	0.0
Incr Delay (d2), s/veh	0.6	0.0	3.5	0.0	0.0	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.3	0.0	42.5	0.0	13.1	0.0	48.3	0.0
1st-Term Q (Q1), veh/ln	0.5	0.0	5.9	0.0	0.0	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.66	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	1.0	0.0	10.4	0.0	0.1	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	1.22	0.00	0.01	0.00	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	879	0	27	0	737	0	116
Grp Sat Flow (s), veh/h/ln	0	1764	0	1743	0	1859	0	1666
Q Serve Time (g_s), s	0.0	46.8	0.0	1.6	0.0	29.5	0.0	6.7
Cycle Q Clear Time (g_c), s	0.0	46.8	0.0	1.6	0.0	29.5	0.0	6.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.34	0.00	0.41	0.00	0.04	0.00	0.68
Lane Grp Cap (c), veh/h	0	1023	0	123	0	1116	0	341
V/C Ratio (X)	0.00	0.86	0.00	0.22	0.00	0.66	0.00	0.34
Avail Cap (c_a), veh/h	0	1137	0	124	0	1200	0	341
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.7	0.0	49.3	0.0	14.8	0.0	38.2
Incr Delay (d2), s/veh	0.0	9.3	0.0	1.9	0.0	3.1	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.1	0.0	51.2	0.0	17.9	0.0	39.4
1st-Term Q (Q1), veh/ln	0.0	15.9	0.0	0.7	0.0	10.3	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	2.7	0.0	0.1	0.0	1.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.38	0.00	1.80	0.00	1.49	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	25.6	0.0	1.4	0.0	16.8	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.11	0.00	0.71	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	95	70	1	5	1
Future Vol, veh/h	1	95	70	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	100	74	1	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	176	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1525	-	-	-	814	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	813	988
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	9.33
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	19	-	-	-	838
HCM Lane V/C Ratio	0.001	-	-	-	0.008
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	35	35	80	1
Future Vol, veh/h	1	15	35	35	80	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	16	37	37	84	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	55	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	953	1035
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	953	1035
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	9.15
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	953
HCM Lane V/C Ratio	0.001	-	-	-	0.089
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	30	5	5	1
Future Vol, veh/h	1	10	30	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	215	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	32	5	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	44	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1574	-	-	-	966	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	966	1042
Mov Cap-2 Maneuver	-	-	-	-	966	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.66	0	8.71
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	-	-	978
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1	70	65	1	20	170	1085	35	10	1140	70
Future Volume (veh/h)	180	1	70	65	1	20	170	1085	35	10	1140	70
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	1	74	68	1	21	179	1142	37	11	1200	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	2	137	160	5	101	142	1270	41	166	1163	72
Arrive On Green	0.05	0.09	0.09	0.03	0.07	0.07	0.05	0.71	0.71	0.01	0.67	0.67
Sat Flow, veh/h	1781	21	1567	1781	73	1524	1781	1801	58	1781	1743	108
Grp Volume(v), veh/h	189	0	75	68	0	22	179	0	1179	11	0	1274
Grp Sat Flow(s),veh/h/ln	1781	0	1588	1781	0	1596	1781	0	1860	1781	0	1851
Q Serve(g_s), s	5.5	0.0	5.4	3.0	0.0	1.6	5.5	0.0	61.3	0.2	0.0	80.0
Cycle Q Clear(g_c), s	5.5	0.0	5.4	3.0	0.0	1.6	5.5	0.0	61.3	0.2	0.0	80.0
Prop In Lane	1.00		0.99	1.00		0.95	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	216	0	139	160	0	106	142	0	1311	166	0	1234
V/C Ratio(X)	0.88	0.00	0.54	0.42	0.00	0.21	1.26	0.00	0.90	0.07	0.00	1.03
Avail Cap(c_a), veh/h	216	0	139	160	0	106	142	0	1311	197	0	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.1	0.0	52.4	52.4	0.0	53.0	42.3	0.0	14.3	20.1	0.0	20.0
Incr Delay (d2), s/veh	30.6	0.0	7.5	1.8	0.0	2.0	162.9	0.0	10.0	0.2	0.0	34.2
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(95%),veh/ln	8.5	0.0	4.4	3.8	0.0	1.3	14.9	0.0	30.1	0.3	0.0	49.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.7	0.0	59.9	54.2	0.0	55.1	205.2	0.0	24.3	20.3	0.0	54.2
LnGrp LOS	F		E	D		E	F		C	C		F
Approach Vol, veh/h		264			90			1358			1285	
Approach Delay, s/veh		77.6			54.4			48.1			53.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	90.6	7.5	16.5	10.0	86.0	10.0	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.0	82.5	3.0	10.5	5.5	80.0	5.5	8.0
Max Q Clear Time (g_c+I1), s	2.2	63.3	5.0	7.4	7.5	82.0	7.5	3.6
Green Ext Time (p_c), s	0.0	17.3	0.0	0.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.4
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1	70	65	1	20	170	1085	35	10	1140	70
Future Volume (veh/h)	180	1	70	65	1	20	170	1085	35	10	1140	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	1	74	68	1	21	179	1142	37	11	1200	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	216	2	137	160	5	101	142	1270	41	166	1163	72
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
Prop Arrive On Green	0.05	0.09	0.09	0.03	0.07	0.07	0.05	0.71	0.71	0.01	0.67	0.67
Unsig. Movement Delay												
Ln Grp Delay, s/veh	84.7	0.0	59.9	54.2	0.0	55.1	205.2	0.0	24.3	20.3	0.0	54.2
Ln Grp LOS	F		E	D		E	F		C	C		F
Approach Vol, veh/h		264			90			1358			1285	
Approach Delay, s/veh		77.6			54.4			48.1			53.9	
Approach LOS		E			D			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	5.4	90.6	7.5	16.5	10.0	86.0	10.0	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green (Gmax), s	3.0	82.5	3.0	10.5	5.5	80.0	5.5	8.0
Max Allow Headway (MAH), s	3.6	8.7	3.9	7.7	3.6	8.7	3.9	7.7
Max Q Clear (g_c+I1), s	2.2	63.3	5.0	7.4	7.5	82.0	7.5	3.6
Green Ext Time (g_e), s	0.0	17.3	0.0	0.1	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	0.31	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1801		21		1743		73

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		58		1567		108		1524

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	11	0	68	0	179	0	189	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.2	0.0	3.0	0.0	5.5	0.0	5.5	0.0
Cycle Q Clear Time (g_c), s	0.2	0.0	3.0	0.0	5.5	0.0	5.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	476	0	1325	0	434	0	1390	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	80.0	0.0	8.0	0.0	82.0	0.0	8.0	0.0
Perm LT Serve Time (g_u), s	23.3	0.0	5.0	0.0	0.0	0.0	6.4	0.0
Perm LT Q Serve Time (g_ps), s	1.3	0.0	2.0	0.0	0.0	0.0	6.4	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	166	0	160	0	142	0	216	0
V/C Ratio (X)	0.07	0.00	0.42	0.00	1.26	0.00	0.88	0.00
Avail Cap (c_a), veh/h	197	0	160	0	142	0	216	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	20.1	0.0	52.4	0.0	42.3	0.0	54.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.8	0.0	162.9	0.0	30.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	20.3	0.0	54.2	0.0	205.2	0.0	84.7	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	2.0	0.0	2.7	0.0	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	6.4	0.0	1.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.64	0.00	1.74	0.00
%ile Back of Q (95%), veh/ln	0.3	0.0	3.8	0.0	14.9	0.0	8.5	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.20	0.00	1.58	0.00	0.44	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	9.3	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1179	0	75	0	1274	0	22
Grp Sat Flow (s), veh/h/ln	0	1860	0	1588	0	1851	0	1596
Q Serve Time (g_s), s	0.0	61.3	0.0	5.4	0.0	80.0	0.0	1.6
Cycle Q Clear Time (g_c), s	0.0	61.3	0.0	5.4	0.0	80.0	0.0	1.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.99	0.00	0.06	0.00	0.95
Lane Grp Cap (c), veh/h	0	1311	0	139	0	1234	0	106
V/C Ratio (X)	0.00	0.90	0.00	0.54	0.00	1.03	0.00	0.21
Avail Cap (c_a), veh/h	0	1311	0	139	0	1234	0	106
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.3	0.0	52.4	0.0	20.0	0.0	53.0
Incr Delay (d2), s/veh	0.0	10.0	0.0	7.5	0.0	34.2	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.3	0.0	59.9	0.0	54.2	0.0	55.1
1st-Term Q (Q1), veh/ln	0.0	18.7	0.0	2.2	0.0	26.3	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	3.7	0.0	0.3	0.0	11.7	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.35	0.00	1.80	0.00	1.30	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	30.1	0.0	4.4	0.0	49.6	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	1.07	0.00	0.23	0.00	3.61	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	9.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.4
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1285	1230	25
Future Vol, veh/h	0	10	0	1285	1230	25
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	0	1353	1295	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1308	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	195	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	195	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.52	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	195	-	-
HCM Lane V/C Ratio	-	0.054	-	-
HCM Ctrl Dly (s/v)	-	24.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	1285	1180	60
Future Vol, veh/h	0	40	0	1285	1180	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	0	1353	1242	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1274	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	204	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	204	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	27.16	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	204	-	-
HCM Lane V/C Ratio	-	0.206	-	-
HCM Ctrl Dly (s/v)	-	27.2	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	60	0	1290	1255	20
Future Vol, veh/h	0	60	0	1290	1255	20
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	63	0	1358	1321	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1332	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	189	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	189	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	33.38	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	189	-	-
HCM Lane V/C Ratio	-	0.335	-	-
HCM Ctrl Dly (s/v)	-	33.4	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	1.4	-	-







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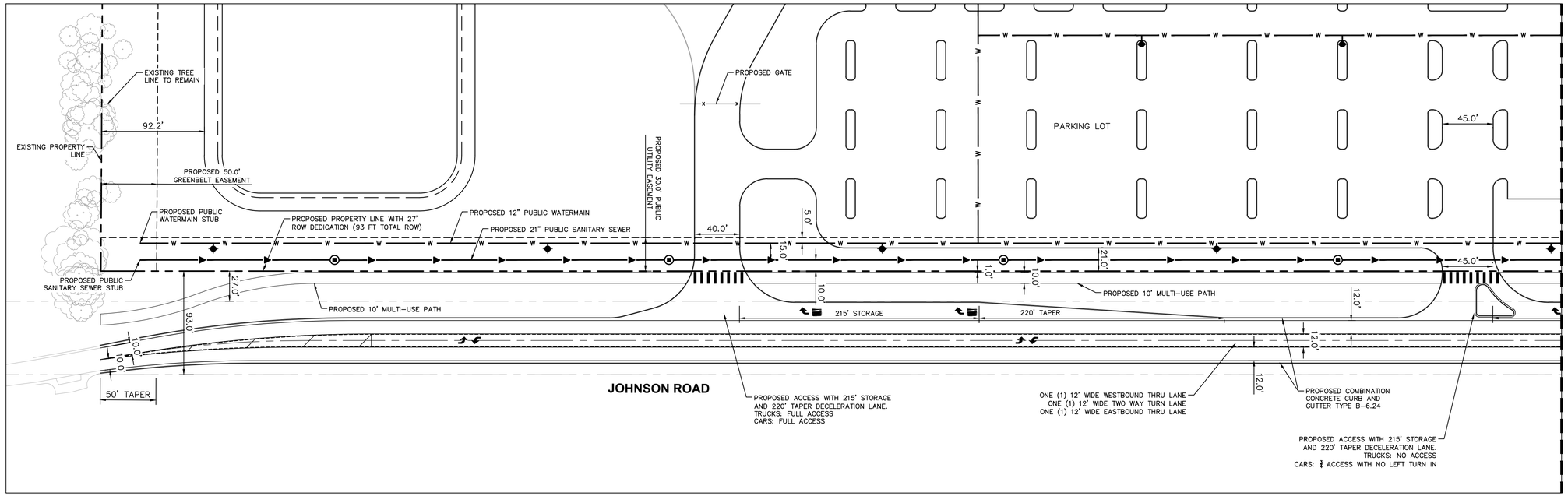
4201 Winfield Road | Suite 600 | Warrenville, IL 60555
630-487-5550

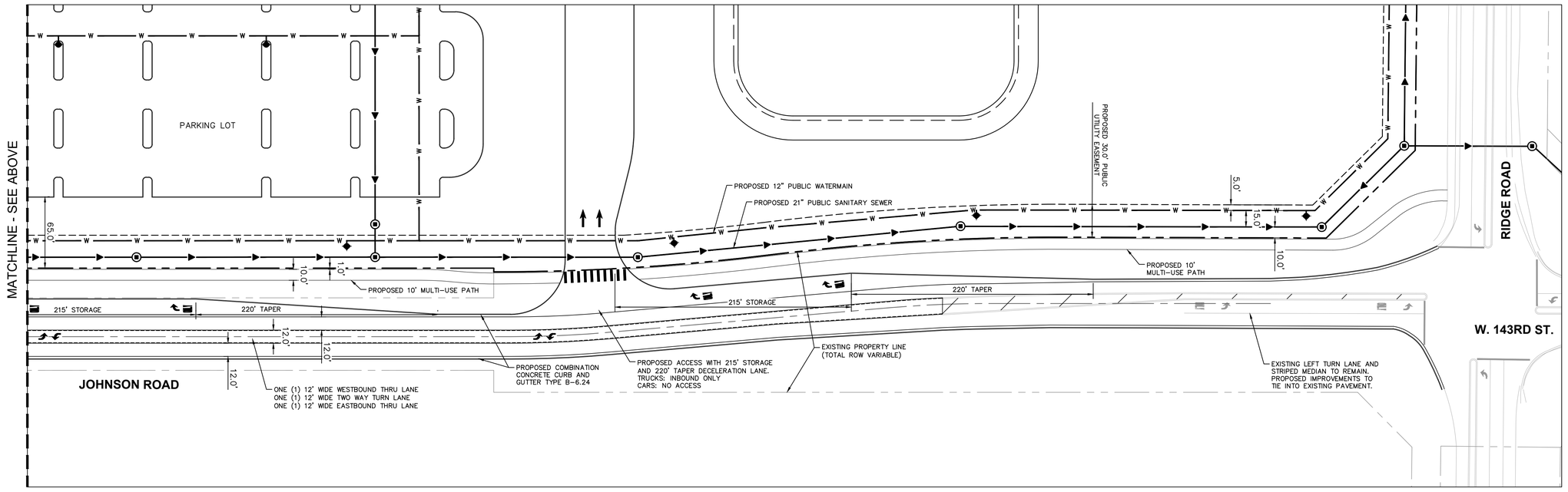
Drawing name: K:\CHS_LDEV\36B023000_CORE5_Plainfield_IL\2 Design\CAD\Exhibits\Johnson Road Improvements Exhibit.dwg EXH 1 Apr 22, 2026 5:35pm by: Allison.Schultz
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NORTH

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GRAPHIC SCALE IN FEET
0 25 50 100





No.	REVISIONS	DATE	BY

Kimley»Horn

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4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PHONE: (630) 487-9500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: ALS
DRAWN BY: ALS
CHECKED BY: JMP

CORE5 INDUSTRIAL PARTNERS

CORE5 INDUSTRIAL JOHNSON ROAD IMPROVEMENTS

JOHNSON ROAD
PLAINFIELD, IL 60543

ORIGINAL ISSUE: 12/10/2025

KHA PROJECT NO. 36B023000

SHEET NUMBER

EXH

ZONING CONSULTING REPORT

Industrial Distribution Warehouse Facility

NWC Ridge & Johnson Roads

Plainfield, Illinois

As of
March 18, 2026

Prepared at the Request of

Mr. Liam Logan

Core5 Industrial Partners

15660 North Dallas Parkway

Dallas, Texas 75248

LaSalle Appraisal Group, Inc.

March 18, 2026

Mr. Liam Logan
Core5 Industrial Partners
15660 North Dallas Parkway
Dallas, Texas 75248

Re: Zoning Consulting Report – Prosed Industrial Building
Plainfield Map Amendment/Rezoning
NWC Johnson & Ridge Roads
Plainfield, Illinois

Dear Mr. Logan:

Pursuant to your request, I have inspected the subject property and surrounding environments to complete an analysis as to whether the property meets the standards required for the granting of a map amendment/rezoning by the Plainfield Plan Commission. The site is currently farmland with the applicant proposing an industrial warehouse building with access from Johnson Road with four commercial zoned parcels along Ridge Road.

Property Description

The subject property is comprised of a 161.75-acre parcel located on the north side of Johnson Road and the west side of Ridge Road. The site is currently farmland in unincorporated Kendall County and the proposed industrial and commercial uses would be annexed into the Village of Plainfield, initially as R-1 zoning. The applicant proposes to build a 1,256,540 square foot industrial distribution center with access from Johnson Road and create 4 commercial zoned lots along the west side of Ridge Road; two lots would be 3.0 acres, two lots would be 4.1 acres.

Nature of the Special Use

The applicant is seeking a map amendment/rezoning for a parcel annexed in Plainfield as an R-1 zoning district. Based on our inspection of the subject property and the surrounding environs, we have determined that:

A. ***The amendment promotes public health, safety, comfort, convenience and general welfare and complies with the policies and official plan of the village.*** The applicant will make every effort to deliver a project that benefits the applicant and the surrounding community. According to the village's comprehensive plan the site is withing the industrial area. The industrial uses established within the village have not had a negative impact on the public health, safety comfort, convenience or general welfare of the village residents. The proposed use will contribute to the property tax base for the village as well as the school districts and provide employment opportunities.

B. ***The trend of development in the area of the subject property is consistent with the amendment.*** There are several industrial warehouse buildings either completed or under construction along either side of 143rd Street east of the subject property. A list below indicates there are 17 buildings within 15 miles of the subject property with a building area exceeding 450,000 square feet.

1	740 N Prologis Pky	805,912	Industrial	Distribution	2006/-
2	775 N Prologis Pky	750,485	Industrial	Distribution	2007/-
3	160 Southcreek Pky	648,960	Industrial	Distribution	2008/2017
4	1601 Remington Blvd	591,748	Industrial	Warehouse	2002/-
5	1120-1140 Remington Blvd	453,568	Industrial	Distribution	1997/-
6	325 State Rt	1,008,095	Industrial	Warehouse	1993/-
7	325 State Rt	1,124,982	Industrial	Warehouse	1992/-
8	2350 Frieder Ln	503,244	Industrial	Warehouse	2019/-
9	21225 Lidice Parkway	577,442	Industrial	Distribution	2025/-
10	21520-21540 SW Frontage Rd	757,880	Industrial	Distribution	2019/-
11	23647 W Eames St	442,000	Industrial	Warehouse	2018/-
12	1010 Taylor Rd	824,723	Industrial	Distribution	2006/2009
13	700 S Weber Rd	602,820	Industrial	Distribution	2015/-
14	21100 SW Frontage Rd	1,000,053	Industrial	Distribution	2007/-
15	901 W Bluff Rd	684,320	Industrial	Distribution	2019/-
16	3901 Brandon Rd	826,755	Industrial	Distribution	2019/-
17	1151 E Laraway Rd	736,780	Industrial	Distribution	2008/-

Projects in this size range are built to conform to the demands of the market. These large buildings would not be built if there was no users for them. The first modern industrial warehouse building was built in the I-55 South submarket in 1995. The submarket now has an inventory of 920 buildings with 104,000,000 square feet of building area. DHL is building a 1,200,000 square foot facility at the SEC of this

intersection. A 788,000 square foot industrial warehouse is near completion a ¼ mile east of the subject. Prologis has plans for a 1,200,000 square foot, an 879,000 square foot and a 714,000 square foot square foot buildings at the NEC of this intersection.

C. ***The requested zoning classification permits uses which are more suitable than the uses permitted under the existing zoning classification.*** The proposed use complies with the current comprehensive plan adopted by the Village in 2025. Under the village annexation procedure, all annexed land is default zoned to R-1. The map amendment/rezoning application merely realigns the zoning to match the villages comprehensive plan.

D. ***The proposed use cannot yield a reasonable use if permitted only under the conditions allowed under the existing zoning classification.*** The proposed use will conform to the trend of development along either side of West 143rd Street and be in conformity with the current village comprehensive plan.

E. ***The amendment, if granted, will not alter the essential character of the neighborhood and will not be a substantial detriment to the adjacent property.*** The proposed use will conform to the village comprehensive plan, conform to the trend of development along West 143rd Street which is all industrial warehouse uses, and have no negative impact on the adjacent properties. The NEC and SEC of the intersection are being developed with the same type of buildings proposed for the subject site. The SWC is in the same condition as the subject but is proposed for industrial use per the village's comprehensive plan. West of the subject is farmland. The granting of the amendment will not alter the essential characteristics of the area, but conform to them.

Based on our inspection of the property, the surrounding neighborhood, and my understanding of the nature of the application, I have concluded that the subject application does meet the standards of the requirements for approval of a map amendment/zoning change from residential to industrial zoning district upon annexation of the property into the Village of Plainfield. The proposed project will meet all of the criteria required by the Plainfield Plan Commission to enact the zoning change.

Respectfully submitted,
LaSalle Appraisal Group, Inc.

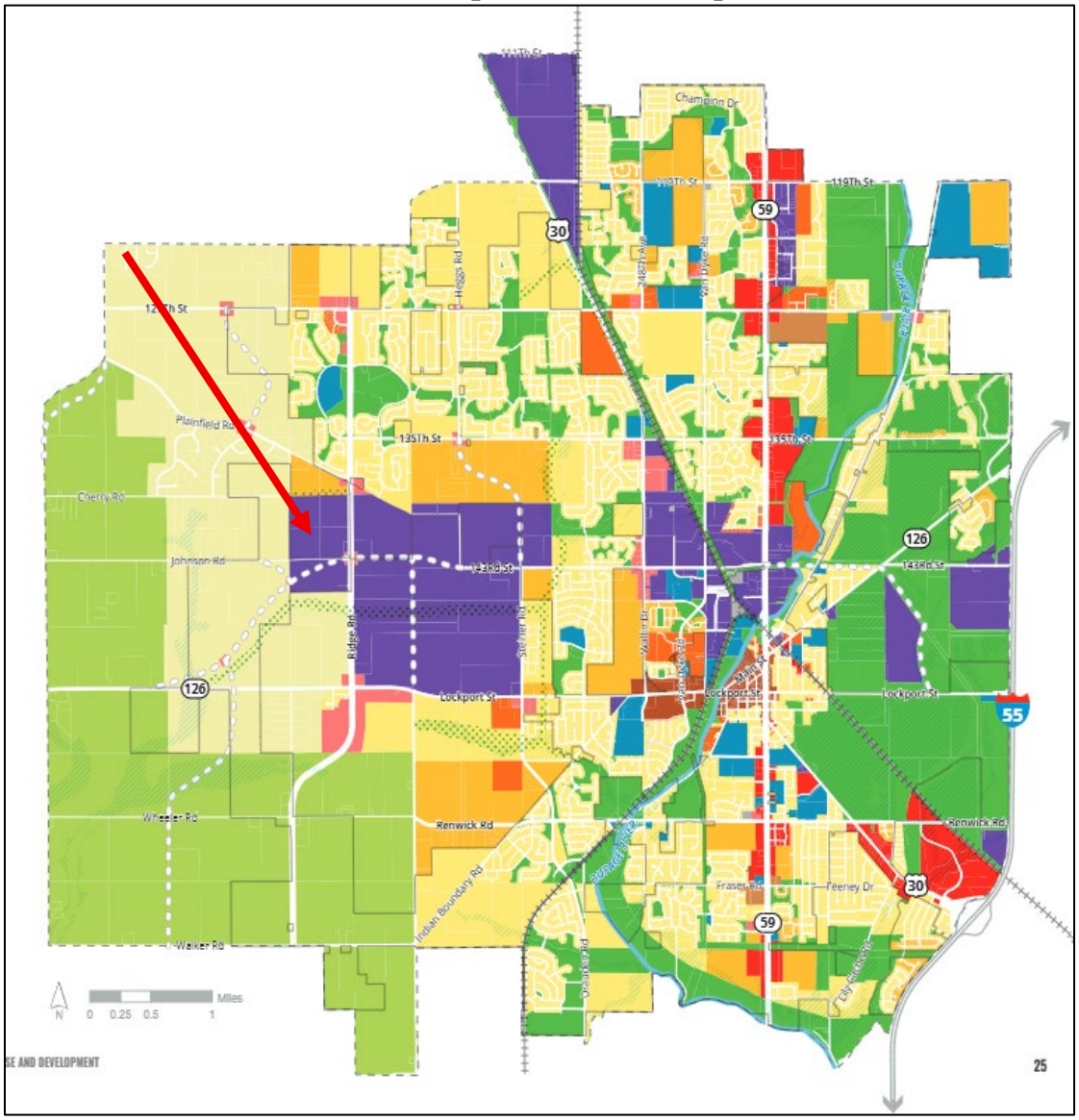


Joseph M. Ryan, MAI
State Certified General Real Estate Appraiser
License No. 553.000864, Expires 09/30/27

Subject Property



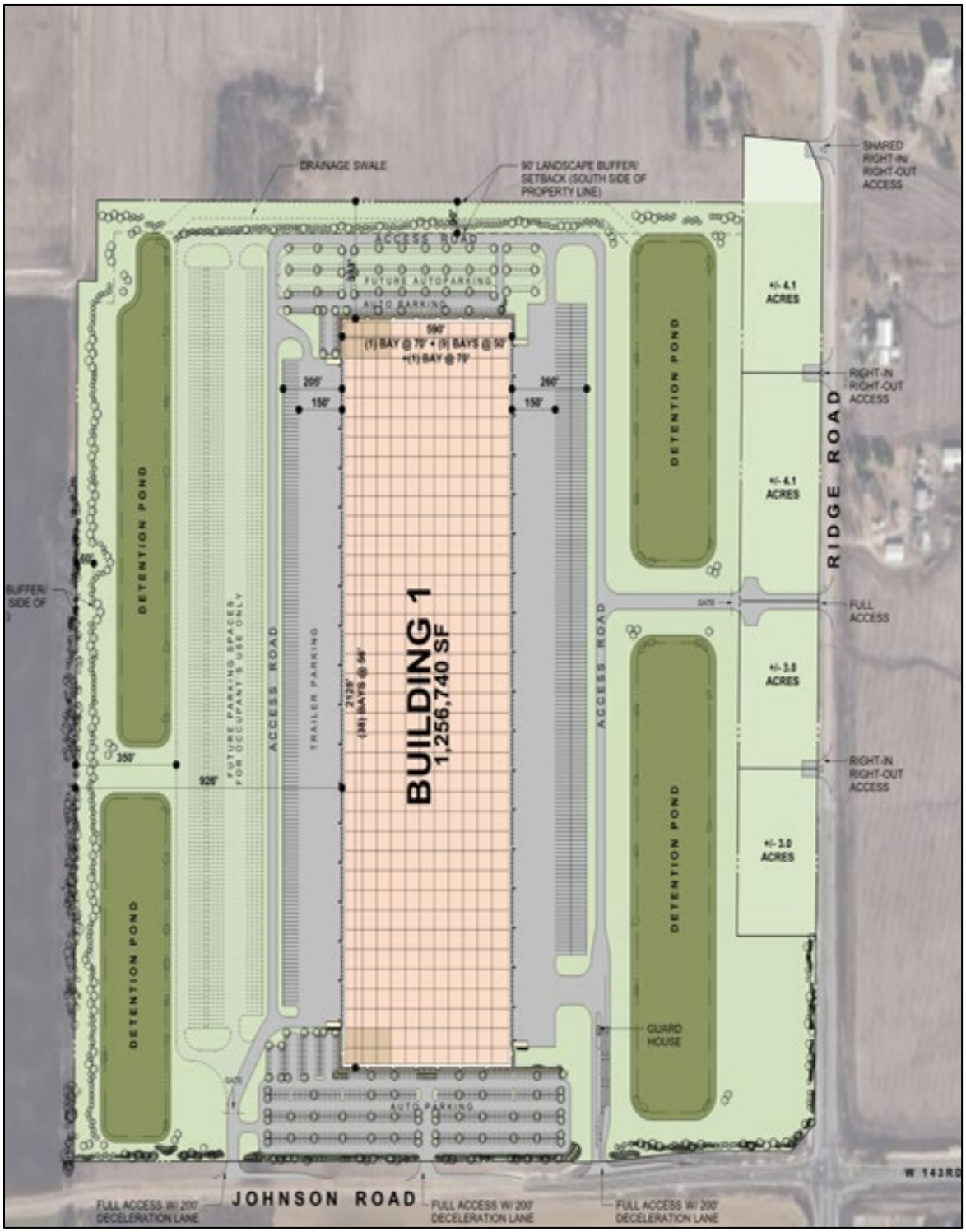
2025 Comprehensive Plan Map



Future Land Use

- Agriculture
- Rural Residential
- Single-Family Neighborhoods
- Mixed Residential
- Multifamily
- Mixed-Use
- Downtown District
- Local Commercial
- Corridor Commercial
- Industrial
- Civic and Institutional
- Parks and Open Space
- Transportation and Utilities

Site Plan


DRAINAGE SWALE
90' LANDSCAPE BUFFER/ SETBACK (SOUTH SIDE OF PROPERTY LINE)
SHARED RIGHT-IN/ RIGHT-OUT ACCESS
ACCESS ROAD
FUTURE AUTO PARKING
590'
(1) BAY @ 70' + (9) BAYS @ 50'
+(1) BAY @ 70'
205'
150'
260'
150'
DETENTION POND
+/- 4.1 ACRES
RIGHT-IN/ RIGHT-OUT ACCESS
+/- 4.1 ACRES
RIDGE ROAD
BUILDING 1
1,256,740 SF
2128'
(34) BAYS @ 64'
TRAILER PARKING
FUTURE PARKING SPACES FOR OCCUPANT'S USE ONLY
ACCESS ROAD
ACCESS ROAD
GATE
FULL ACCESS
+/- 3.0 ACRES
RIGHT-IN/ RIGHT-OUT ACCESS
+/- 3.0 ACRES
BUFFER/ SIDE OF
350'
926'
DETENTION POND
DETENTION POND
GUARD HOUSE
GATE
AUTO PARKING
W 143RD
FULL ACCESS W/ 200' DECELERATION LANE
JOHNSON ROAD
FULL ACCESS W/ 200' DECELERATION LANE
FULL ACCESS W/ 200' DECELERATION LANE

ADDENDA

Professional Qualifications

JOSEPH M. RYAN, MAI

Education: Quincy College, Quincy, Illinois, Bachelor of Arts - 1976.

Professional: American Institute of Real Estate Appraisers Course 1A-Basic Appraisal Principals, Methods and Techniques; Course 1B - Capitalization Theory and Techniques; Course 2-1, Case Studies in Real Estate Valuation; Course 2-2, Valuation Analysis and Report Writing.

Illinois Property Assessment Institute Course B 100 - Basic Assessment Practices; Course I-Fundamentals of Real Property Appraisal; Course II - Income Approach to Valuation; Course III - Development and Writing of Narrative Appraisal Reports; Course 302 -Mass Appraisal of Income Producing Property.

Current: President, LaSalle Appraisal Group, Inc., a Chicago, Illinois real estate appraisal, analysis, and consulting firm.

1987-1991: Independent fee appraiser associated with Vestor Realty Consultants. Appraisal assignments include a variety of residential, commercial, industrial and special purpose type properties.

1985 - 1987: Independent fee appraiser - Buchaniec & Co., Chicago, Illinois - Appraisal assignments include a variety of commercial, industrial and special purpose type properties.

1980 - 1985: Employed at Cook County Assessor's Office. The last position held was the Director of the Technical Review Department. Responsibilities include setting and maintaining assessment parameters for commercial/industrial properties. Served as deputy commission of Cook County Board of Tax Appeals to the Hon. Harry Semrow.

Professional Affiliations

Member, Appraisal Institute, MAI #9518. Certified Illinois Assessing Officer.
Illinois License #553-000864

Sample Properties Appraised

Large Industrial

All Steel Inc.	-	Aurora, IL
Lyon Metal	-	Aurora, IL
Hoffer Plastics	-	Carpentersville, IL
Calumet Business Center	-	Chicago, IL
Borg Warner	-	Bellwood, IL
Lands' End	-	Dodgeville, WI
Barr Company	-	Niles, IL
W. W. Grainger	-	Michigan, Indiana, Ohio, Illinois, Kansas Greenville, SC
Ashland Oil Co.	-	Chicagoland Area
FDL Foods	-	Dubuque, IA/Rochelle, IL
Eagle Foods	-	Rock Island, IL
Sunbeam Park	-	Chicago, IL
National Gypsum	-	Renneslaer, Indiana
Burlington Industry Hosiery Mills	-	North and South Carolina
Gillette Warehouse	-	St. Paul, MN
Johnson Wax	-	Kenosha, WI
First Safety	-	Janesville, WI

Office Buildings

Board of Trade	-	Chicago, IL
33 North LaSalle Street	-	Chicago, IL
225 North Michigan Avenue	-	Chicago, IL
Time-Life Building	-	Chicago, IL
120 South LaSalle Street	-	Chicago, IL
181 West Madison Street	-	Chicago, IL
200 West Madison Street	-	Chicago, IL
Rookery Building	-	Chicago, IL
Westbrook Corp. Center	-	Lisle, IL
Unisys Center	-	Lombard, IL
200 North LaSalle Street	-	Chicago, IL
IBM Plaza	-	Chicago, IL
221 North LaSalle	-	Chicago, IL
One Century Plaza	-	Chicago, IL
AT&T Building	-	Chicago, IL
US Gypsum Building	-	Chicago, IL
11 South LaSalle	-	Chicago, IL
AMA Building	-	Chicago, IL

Hospitality

Marriott Courtyards	-	Chicagoland Area
Marriott Suites	-	O'Hare, Elk Grove and Downtown
Marriott O'Hare Hotel	-	O'Hare
Marriott Michigan Avenue	-	Chicago, IL
Westin River North	-	Chicago, IL
Swissôtel	-	Chicago, IL
Gwen Hotel	-	Chicago, IL
Sofitel Water Tower Hotel	-	Chicago, IL
Embassy Suites, Lake Shore	-	Chicago, IL
Ramada Inn	-	Rockford, IL
Holiday Inn	-	Janesville, Wisconsin

Multi-Family

McClurg Court	-	Chicago, IL
Spruce Hill Apartments	-	DeKalb, IL
Lakeside Square	-	Chicago, IL
Wingate Apartments	-	Indianapolis, IN
Presidential Towers	-	Chicago, IL
Wood Forest Apartments	-	Houston, TX
Grand-Ohio Apartments	-	Chicago, IL
440 North Wabash	-	Chicago, IL
Belden Center	-	Chicago, IL
Ghiribaldi Square	-	Chicago, IL
Village by the Sea	-	Galveston, TX
Savannah Trace	-	Schaumburg, IL
Kingsboro Apartments	-	Atlanta, GA
Apartment Complexes	-	Dana Point, Laguna Niguel, CA

Retail/Commercial

Lord and Taylor Stores	-	Woodfield, Northbrook, Fox Valley Malls
Wal-Mart Stores	-	Greater Chicago Area
KMart Stores	-	Greater Chicago Area, Wisconsin
Best Buy Stores	-	Greater Chicago Area
Macy's Department Stores	-	Illinois, Indiana, Michigan & Wisconsin
Sears Department Stores	-	Illinois, Wisconsin & Michigan
Cub Foods	-	Chicagoland Area
IKEA	-	Schaumburg, IL
One Schaumburg Place	-	Schaumburg, IL
North Pier Terminal	-	Chicago, IL
Spring Hill Mall	-	West Dundee, IL
Neiman Marcus	-	North Michigan Avenue
Saks 5th Avenue	-	North Michigan Avenue

Golf Courses

Turnberry Country Club	-	Lakewood, IL
Ridge Country Club	-	Chicago, IL
Odyssey Golf Club	-	Tinley Park, IL
Beverly Country Club	-	Chicago, IL
North Shore Country Club	-	Glenview, IL
Antioch Golf Club	-	Antioch, IL
Medinah Country Club	-	Medinah, IL
Hilldale Golf Club	-	Hoffman Estates, IL
The Rail Golf Course	-	Springfield, IL
Olympia Fields CC	-	Olympia Fields, IL
Cog Hill Golf Club	-	Lemont, IL
Idlewild CC	-	Flossmoor, IL
Crystal Tree CC	-	Orland Park, IL
LaGrange CC	-	LaGrange, IL
Ridgemoor CC	-	Chicago, IL
Edgewood Valley CC	-	Willow Springs, IL
The Grove Country Club	-	Long Grove, IL
Royal Fox Country Club	-	St. Charles, IL

Special Use

World Music Theatre	-	Tinley Park, IL
Sportsman's Park Racetrack	-	Cicero, IL
Chicago Motor Speedway	-	Cicero, IL
CITGO Petroleum Refinery	-	Lemont, IL
Shell Oil Storage Terminal	-	Des Plaines, IL
Mobil Oil Storage Terminal	-	Des Plaines, IL
Marathon Oil Storage Terminal	-	Des Plaines, Champaign IL
Buckeye Oil Storage Terminal	-	Des Plaines, Kankakee, IL
Ameritech Switching Stations	-	Chicagoland
Halas Hall	-	Lake Forest, IL
Lufthansa Cargo Facility	-	O'Hare Airport
Airplane Hangars	-	Midway Airport, Palwaukee Executive
Ultimate Sports Dome	-	Oswego, IL
Dominican Priory	-	River Forest, IL

Parking Garages

Chicago, IL	Atlanta, GA
Boston, MA	Philadelphia, PA
Charlotte, NC	San Diego, CA
Los Angeles, CA	Providence, RI
Baltimore, MD	Pittsburg, PA
Milwaukee, WI	Hartford, CN

Health Care

Fairfax Nursing Home	-	Berwyn, IL
Warren Barr Pavilion	-	Chicago, IL
Sunset House	-	Burbank, IL
Fairmont Nursing Home	-	Oak Park, IL
Concord Nursing Home	-	Oak Lawn, IL
Briar Place Nursing Home	-	Indian Head Park, IL
Lexington Health Care Center	-	Wheeling, IL
Fairview Nursing Home	-	LaGrange, IL
Lexington Health Care Center	-	LaGrange, IL
Colonial Manor Nursing Home	-	LaGrange, IL
Forest Hospital	-	Des Plaines, IL
Geneva Care Center	-	Geneva, IL
Peace Memorial Nursing Home	-	Evergreen Park, IL
Pineview Nursing Home	-	St. Charles, IL
Heartland Health Care Center	-	Homewood, IL
Edgewater Nursing Center	-	Chicago, IL
Margaret Manor Home	-	Chicago, IL
Lexington Health Care Center	-	Streamwood, IL
Lexington Health Care Center	-	Schaumburg, IL
Church Creek Senior Living Center	-	Arlington Heights, IL
Hampton Plaza Nursing Center	-	Niles, IL
McAllister Nursing Home	-	Tinley Park, IL
Lexington Health Care Center	-	Chicago Ridge, IL
Prairie Manor Nursing Home	-	Chicago Heights, IL
Buckingham Pavilion Nursing	-	Chicago, IL
Margaret Manor Home North	-	Chicago, IL

Mobile Home Parks

Kings Manor	-	Largo, FL
Shadow Hills	-	Orlando, FL
Beacon Hills	-	Lakeland, FL
Crystal Lake & Golf Course	-	Avon Park, FL
Sunset Palms	-	Pinellas Park, FL
Suburban Woods	-	Union City, GA
Shadowood	-	Acworth, GA
Creekside	-	Dallas, TX

Expert Witness

Illinois Property Tax Appeal Board, Michigan Tax Tribunal, Wisconsin Courts
Cook, Du Page, Will and Lake County Circuit Court
Federal Bankruptcy Court
Chicago Zoning Board of Appeals

ASSUMPTIONS AND LIMITING CONDITIONS

1. The value estimated in this report is for the "As Is" Market Value, in fee simple subject to existing leases and assumes that there are no encumbrances, encroachments, restrictions or liens except for normal utility easements.

2. No responsibility is assumed by the appraiser for matters legal in nature, nor is any opinion on the title, which is assumed to be good and marketable, rendered herewith. This appraisal assumes good title, held in fee simple except where specified, as well as responsible ownership and competent management. If a legal description or property index numbers were furnished, they are assumed to be correct. Any unknown liens or encumbrances that may exist have been disregarded, and the property has been appraised as though no delinquency in the payment of ad valorem taxes or special assessments exists.

3. The physical condition of improvements as described herein was based upon a visual inspection, or if proposed construction, from architectural drawings and/or specifications if provided with this assignment. Electrical, heating, cooling, plumbing, sewer, mechanical equipment, and water supply were not specifically tested and were assumed to be in good working order and adequate unless otherwise stated.

4. While we observed no evidence of unsuitable soil conditions, we did not make an engineering study of the soil composition or bearing capacity. It is assumed that soil and subsoil conditions are stable. The appraisal is of the surface rights only and no analysis has been made of the value of sub-surface rights, if any.

5. We assume that all data provided by the client is correct and not misrepresented. Land and building areas were taken from the plat of survey, if provided. Otherwise, these areas were derived from field measurements or public records.

6. We specifically assume that the property is not operated in violation of any applicable codes, ordinances, statues, or other government regulations. We further assume that the property is held under responsible ownership and is competently managed and is available for its highest and best use.

7. We assume that there are no hidden or unexpected conditions of the property which would adversely affect its value. No offer has been made to determine the impact of possible energy shortages or the effect on this project of present or future federal, state or local legislation, including any environmental or ecological matters or interpretation thereof.

8. In this assignment, the existence of potentially hazardous material used in the construction or maintenance of the improvements, such as the presence of urea

formaldehyde foam insulation, asbestos, and/or existence of toxic waste or random which may or may not be present on the property has not been considered. We, as appraisers, are not qualified for or charged with the responsibility to detect such substances. We urge that if desired, the client retains experts in these fields.

9. This appraisal is based on the condition of the local and national economies, the purchasing power of the dollar, and financing rates prevailing at the effective date of the value estimate.

10. Information contained in this report relating to the subject's occupancy levels, rental and operating expenses were based upon comparable market data and benchmark statistics. It is assumed that the property will be competently managed and operated.

11. In our review and analysis, we have relied upon and assumed accuracy and completeness of the data and conditions described in detail in this report. The opinion of value expressed herein is a result of and subject to this information which has been secured from sources believed to be reliable. However, the appraiser is unable to accept any liability as to their validity.

12. The services provided by LaSalle Appraisal Group, Inc. were performed in accordance with recognized professional appraisal standards. We have acted as an independent contractor. We have assumed the accuracy of all data provided to us, in some cases, without independent verification. Although it is not our normal practice, we reserve the right to use subcontractors. All files, workpaper or documents developed during the course of the assignment shall be our property. We will retain this data for at least 5 years.

13. The appraiser herein, by reason of this appraisal, shall not be rallied to give testimony or attendance in court or at any governmental hearing with reference to the property in question, except as agreed upon.

14. The value estimated is for the entire property, considered as single unit of ownership and use. The approaches utilized are guides to the appraiser in forming a final value estimate, and should not be considered as individual representations of market value, or used to indicate the value of any part of the property. If our value conclusion reported is for part of a larger holding, or is for a partial or fractional interest, it should not be combined with other interests or portions of the property in order to derive the value of the unencumbered fee simple interest, as a whole.

15. Our appraisal is valid only for the purpose(s) for which it is stated herein. The use and distribution of this appraisal report is subject to the By Laws and Regulation of the Appraisal Institute. Without our prior written consent,

selected portions of this report shall not be distributed to third parties, nor shall any part of this report be disseminated to the general public through advertising or other media. You agree not to reference our name or our report, in whole or in part, in any document distributed to third parties without our prior written consent. We will, subject to legal orders, maintain the confidentiality of all conversations, documents provided to use, and our report. These conditions can only be modified in writing by both parties.

16. Americans with Disabilities Act (ADA) became effective January 26, 1992. Notwithstanding any discussion of possible readily achievable barrier removal construction items in this report, LaSalle Appraisal Group has not made a specific survey and analysis of this property to determine whether or not it is in compliance with the various detailed requirements of the ADA. It is possible that a compliance survey of the property together with a detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more of the requirements of the ADA. If so, this fact could have a negative effect on the value estimated herein. Since LaSalle Appraisal Group, Inc. does not have specific information relating to this issue, nor is LaSalle Appraisal Group, Inc. qualified to make such an assessment, the effect of any possible non-compliance with the requirements of the ADA was not considered in estimating the value of the subject property.

17. Client will indemnify, hold harmless or defend LaSalle Appraisal Group, Inc., for all costs, expenses, fees, judgments, claims and liabilities which may arise out of, or result from, the use of this appraisal for any other intent, than the express purpose for which it was written.

CERTIFICATION

I certify that to the best of my knowledge and belief....

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- I have ( ) have not (x) preformed any services, as an appraiser or in any other capacity, regarding the property which is the subject of this report within the three year period immediately preceding acceptance of this assignment.
- The engagement in this assignment was not contingent upon developing or reporting predetermined results.
- The compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- The analysis, opinions and conclusions were developed and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- No one provided significant professional assistance to the persons signing this report.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- The reported analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- As of the date of this report, I have completed the continuing education program of the Appraisal Institute.



Joseph M. Ryan, MAI
State Certified General Real Estate Appraiser
License No. 553.000864
License Expiration Date: 9/30/27
Did (x) Did not ( ) observe subject property

John F. Argoudelis
PRESIDENT

Michelle Gibas
VILLAGE CLERK

TRUSTEES
Margie Bonuchi
Richard Kiefer
Siv Panicker
Tom Ruane
Vanessa Sula
Brian Wojowski

TO: **PRESIDENT ARGOUDELIS and BOARD OF TRUSTEES**
FROM: **JONATHAN PROULX, DIRECTOR OF PLANNING**
DATE: **JULY 2, 2026**
SUBJECT: **REPORT TO THE BOARD OF TRUSTEES**
NOBLE COURT FINAL PLAT
CASE NUMBER 2129-042326.FP

REQUEST: Final Plat

LOCATION: North of 127th Street, west of 248th Avenue

APPLICANT: M/I Homes of Chicago, LLC

ZONING: TN – Traditional Neighborhood

COMP. PLAN: *Multi-Family (15+ du/ac)*

DISCUSSION

The applicant is the contract-purchaser of the approved development known as Noble Court and is seeking approval of a final plat of subdivision, as well as a development agreement to establish and extend impact fees beyond the expiration of the annexation agreement. The project previously received approval of a preliminary plat and rezoning to the Traditional Neighborhood (TN) zoning district, which allows for new development with more traditional forms of neighborhood layout with unique site design standards intended, in part, to promote walking and biking. Noble Court is located generally north of 127th Street and west of 248th Avenue.

Existing Conditions/Site Context

The subject property was annexed in the mid 2000's and originally planned for a church. The parcel is approximately 14.5 acres and is undeveloped, although it was previously partially improved with stormwater detention and a water main crossing the site for the original, planned church development. The adjacent land uses, zoning, and street classifications are as follows:

North: Single-family detached (R-1)
East: Daycare, vacant commercial land (B-1)
South: 127th Street (Minor Arterial)
West: Single-family detached (R-1)

ANALYSIS

The requested Village Board approvals include approval of a final plat and development agreement and also approval to vacate and/or abrogate a setback alon 127th Street and interior public utility and drainage and stormwater management easements that were granted with the prior Grace Point Church subdivision plat. Staff has analyzed the final plat to evaluate substantial conformance with the preliminary plat and compliance with the Village's Zoning and Subdivision Codes. Staff's analysis is provided below.

Land Plan

The Noble Court final plat proposes 41 single-family detached home lots ranging in size from 6,074 sf to 12,625 sf, with an average lot size of 7,673 sf. The minimum lot size in the TN zoning district is 6,000 sf. The number of home lots has been reduced from 48 in the preliminary plat to 41 on the final plat to accommodate the home sizes and lot dimensions required for the M/I Homes product lineup. In the TN zoning district, front and corner side yard building setbacks are 20 feet, interior setbacks are 7 feet, and the rear yard setbacks are 30 feet. A large outlot for stormwater management is located in the southeast corner of the subdivision.

Access / Circulation

Noble Court is served by two access points. A new right-in / right-out access point is proposed on 127th Street and a second, full access point is provided via the existing access to 248th Avenue at the northeast corner of the development. The lots are oriented around a main loop street in the center of the development. Regarding pedestrian access, a sidewalk is proposed on the north side of 127th Street along the project's frontage. As part of the final engineering review, staff is evaluating the potential to request a path in lieu of a sidewalk and, separately, considering the opportunity to complete a small, offsite gap in pedestrian connectivity just west of the subject site where the Park District is extending a regional trail.

Landscaping

The applicant submitted a landscape plan with the final plat and final engineering for the development. A unique aspect of this site is that the subject site includes a 20-foot landscape easement along the north and west property lines of the subject property for the benefit of the adjacent Canterbury Woods neighborhood. The Noble Court development plans continue this landscape easement, including maintaining all healthy and specimen-grade trees and supplementing the landscaping in the landscape buffer where appropriate. Seperately, a dense landscape buffer is proposed along the north side of 127th Street. The detention pond at the southwest corner of the subdivision is proposed as a native-planted, wet-bottom pond.

Open Space / Recreation

The development includes a pocket park within the neighborhood. Lot 34 will be landscaped and improved as an HOA-maintained park. The overall public park obligation will be met via payment of cash in lieu of land donation to the Plainfield Park District.

Final Engineering

The applicant has submitted final engineering plans for review. The TN zoning district has unique design standards, including a reduced road right-of-way (ROW, minimum 52 feet) and a reduced local street pavement width (26 feet). Based on the reduced street width, staff recommends restricting parking to one side of the street. To help meet the right-of-way needs for public sidewalks, staff is requesting an additional one-foot (1') public right-of-way easement on each side of the 52-foot public ROW to allow for sidewalk construction and future maintenance.

Recapture

The subject site is within the benefit area of several recapture agreements that have been approved by ordinance and resolution. Staff notes that the recapture obligations has been satisfied by the previous land owner at the time the Grace Point Church subdivision was recorded.

Concurrent Platting Considerations

Staff notes that the site has some existing encumbrances, related to the prior church subdivision and development plans, that will require abrogation or modification. Specifically, the applicant is seeking Village Board approval to approve a plat of vacation of the public utility easement for an existing water main that will be removed/relocated; to vacate the stormwater management easement for the existing detention pond that will be reconfigured, and to abrogate a setback that was established along the north side of 127th Street as part of the Grace Point Church subdivision plat.

Development Agreement

Since the subject property was originally intended to be developed with a church, the annexation agreement did not fully address residential impact fees. In addition, the annexation agreement is set to expire early next year, early in the overall development and sales process. As such, the applicant has agreed to enter into a development agreement to establish residential impact fees for the project that would extend beyond the expiration of the annexation agreement. The proposed impact fees include payment to the Village and other units of government (school, fire, library and park districts). The total impact fees range from approximately $18,000 to $23,000 per home depending on the home size (number of bedrooms).

CONCLUSION/RECOMMENDATION

In conclusion, staff finds the final plat to be in substantial conformance with the preliminary plat and to meet the requirements of the Zoning and Subdivision Codes. The plats of vacation and abrogation are appropriate based on the redevelopment from the prior church plan to the proposed residential neighborhood. The development agreement provides cost certainty to the builder and provides impact fees to the Village and other units of government. Based on the foregoing analysis, prior to discussion by the Village Board, staff and the Plan Commission recommend approval. Should the Village Board concur, the following motion is offered for your consideration:

Plats of Vacation and Abrogation

I move we authorize the abrogation and vacation of public utility and drainage easements and a 30-foot building setback on the north side of 127th Street established by the Grace Point Church Subdivision (Document No. R2009-048950).

Development Agreement

I move we adopt Ordinance No. ____, authorizing the execution of a Development Agreement for the Noble Court Subdivision.

Final Plat of Subdivision

I move we approve the Final Plat of Noble Court, subject to the following three (3) stipulations:

1. ***Compliance with the requirements of the Village Engineer;***
2. ***Compliance with the requirements of the Plainfield Fire Protection District; and***
3. ***Approval of development name and street names prior to recording of the final plat.***

Dormant Special Service Area

I move we approve Ordinance No. _____, an Ordinance Proposing the Establishment of a Special Service Area Number 55, Noble Court Subdivision, Will County, in the Village of Plainfield and Providing for a Public Hearing and Other Procedures in Connection Therewith.

EXISTING
LANDSCAPE BUFFER

15
20
25
BROOKMERE PLACE
PARK
30
29
SINGLE FAMILY
MAPLETON WAY
KINGSWELL COURT
35
28
10
37
40
41
STONEGATE DRIVE
DETENTION
6
5
1
7

ENTRANCE
MONUMENT

LANDSCAPE
BUFFER

SITE DATA

LAND USE	UNITS	AREA	% OF SITE
SINGLE FAMILY	41	9.6 AC.	83.5%
DETENTION / PARK / OPEN SPACE		1.9 AC.	16.5%
TOTAL	41	11.5 AC.	100.0%

0 50' 100' 200'
SCALE: 1"=100'
NORTH

ILLUSTRATIVE PLAN
NOBLE COURT
PLAINFIELD, ILLINOIS

05/04/2026

M/I HOMES

GARY R. WEBER
ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

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DEVELOPMENT AGREEMENT

FOR

NOBLE COURT SUBDIVISION

Revision Date: _____

THIS DEVELOPMENT AGREEMENT ("**Agreement**") is entered into this ____ day of _____, 2026 ("**Effective Date**"), by and between the **VILLAGE OF PLAINFIELD**, an Illinois municipal corporation, located in Will County, Illinois ("**Village**"), and **M/I HOMES OF CHICAGO, LLC**, a Delaware limited liability company ("**Developer**"). The Village and Developer may sometimes be referred to individually as a "**Party**" and collectively as the "**Parties**".

WITNESSETH:

WHEREAS, the Village is an Illinois municipal corporation;

WHEREAS, Naperville Bible Church, an Illinois Not-For-Profit Religious Corporation ("**Owner**"), is the owner of the parcel of real estate located near the northwest corner of 127th Street and 248th Avenue as legally described on **Exhibit A**, a copy of which is attached hereto and incorporated herein by reference ("**Subject Property**");

WHEREAS, the Subject Property consists of approximately 11.5 acres of vacant, undeveloped land situated within the corporate limits of the Village;

WHEREAS, Developer is the contract purchaser of the Subject Property;

WHEREAS, Developer intends to purchase the Subject Property for its development with 41 single-family homes to be known as the Noble Court Subdivision ("**Development**");

WHEREAS, the Subject Property is subject to a certain Annexation Agreement for Grace Point Church dated June 7, 2007, and recorded in Will County as Document No. R2007096739 on June 25, 2007 ("**Annexation Agreement**"), which relates to approximately twenty (20) acres of land consisting of two (2) subdivided lots, shared detention and cross access to 248th Avenue;

WHEREAS, this Agreement shall supersede the provisions of the Annexation Agreement and control with respect to development of the Subject Property;

WHEREAS, the Subject Property was previously approved as a planned unit development, which planned unit development the Parties agree is no longer applicable to the Subject Property;

WHEREAS, the Village granted a rezoning of the Subject Property from R-1 (Low Density Single Family District) Planned Unit Development to TN (Traditional Neighborhood District) pursuant to Ordinance No. 3734 approved by the Village Board on June 16, 2025;

WHEREAS, the Village granted approval of a preliminary plat of subdivision for the Subject Property ("**Preliminary Plat of Subdivision**") on June 16, 2025 by Village Board Resolution No. _____;

WHEREAS, the Developer submitted an application to the Village and subsequently appeared before the Village Plan Commission on May 5, 2026 in connection with consideration of a final plat of subdivision for the Subject Property, a copy of which is attached hereto as **Exhibit B** ("**Final Plat of Subdivision**");

WHEREAS, the Village Plan Commission found the Final Plat of Subdivision to be in substantial conformance with the Preliminary Plat of Subdivision and unanimously recommended approval thereof;

WHEREAS, the Corporate Authorities of the Village have received the report of the recommendation of the Village's Plan Commission with respect to approval of the aforesaid application and Final Plat of Subdivision;

WHEREAS, concurrent with approval of this Agreement, the Village has granted approval of the Final Plat of Subdivision;

WHEREAS, pursuant to Article VII, Section 10, of the Constitution of the State of Illinois, which permits Units of Local Government to contract with individuals, associations or corporations in any manner not prohibited by law or by ordinance, the Village and Developer desire to enter into this Agreement to regulate certain matters pertaining to the development of the Subject Property in the manner and upon the terms and conditions contained in this Agreement;

WHEREAS, the Village acknowledges that this executed Agreement will permit orderly growth, planning and development of the Village, will increase the tax base of the Village, and will promote and enhance the health, safety and welfare of the Village;

WHEREAS, the Village enters into this Agreement with Developer in the exercise of its authority as a home rule municipal corporation pursuant to Article VII, Section 6 of the Constitution of the State of Illinois; and

NOW THEREFORE, in consideration of the foregoing premises and in further consideration of the mutual covenants, conditions and agreements herein contained, Developer and Village hereby agree as follows:

1. INCORPORATION OF RECITALS AND EXHIBITS.

The recitals contained in the Preamble hereto are material and are hereby incorporated as a part of this Agreement. Developer and the Village shall fully cooperate with each other in carrying out the terms of this Agreement. The parties represent that they have full authority to enter into this Agreement pursuant to law.

2. TERM, CLOSING NOTICE, RECORDATION, & EFFECTIVENESS

a. This Agreement shall be valid and binding for a period of twenty (20) years commencing on the Effective Date of this Agreement.

b. The Parties acknowledge that as of the date of approval of this Agreement, Developer is the contract purchaser of the Subject Property. At the time the Corporate Authorities approve this Agreement, this Agreement and all entitlement approval ordinances approved herewith shall be held in escrow until such time as Developer or its assign takes title to the Subject Property as hereafter provided. This Agreement and all entitlement ordinances shall not be recorded unless Developer or its assignee takes title to the Subject Property. This Agreement may be executed by the Developer within three hundred sixty-five (365) days of the date of the ordinance approving this Agreement. In the event Developer does not execute the Agreement within such three hundred sixty-five (365) day period, then this Agreement shall be null and void. The Village Clerk shall cause the Agreement to be recorded against the Subject Property only after receipt of written notice that the Developer has acquired the Subject Property ("**Closing Notice**"). If the Village Clerk does not receive a Closing Notice prior to said three hundred sixty-five (365) day period, then this Agreement shall be null and void, and the Village Clerk shall not thereafter record the Agreement.

3. APPLICABLE CODES AND ORDINANCES.

a. The Subject Property shall be developed pursuant to the provisions set forth in the Village's Zoning Ordinance, Subdivision Ordinance, Building Code, and any other applicable Village codes, ordinances, rules or regulations as from time to time amended (collectively, "**Village Ordinances**"), the terms of this Agreement, and the Development Plans as defined herein.

b. If during the first ten (10) years of the term of this Agreement, the provisions of the existing Village Ordinances as they relatee to the Subject Property are amended to impose more stringent requirements in the subdivision, development, or construction on the Subject Property, then such more stringent requirements shall not be effective as applied to the Subject Property unless such change is agreed to by the Parties.

c. The Village warrants to Developer that the Village has not, during the one hundred and eighty (180) days immediately prior to the date of this Agreement, adopted any ordinances or resolutions, nor amended any ordinances or resolutions that would change or adversely impact development of the Subject Property in accordance with this Agreement.

4. DEVELOPMENT PLANS.

a. The Village has examined the following, which shall collectively comprise the "**Development Plans**":

i. Final Plat of Subdivision prepared by CAGE Engineering Inc., dated April 20, 2026 and last revised _____, 2026, attached hereto as Exhibit B;
ii. Site Development Plans prepared by CAGE Engineering Inc., dated April 20, 2026 and last revised _____, 2026, attached hereto as **Exhibit C** ("**Final Engineering Plans**");
iii. Final Landscape Plan prepared by Gary R. Weber and Associates, dated April 17, 2026 and last revised _____, 2026, attached hereto as **Exhibit D** ("**Final Landscape Plan**"); and
iv. Elevations prepared by Developer attached hereto as **Exhibit E** ("**Elevations**");

b. The Village has reviewed the Development Plans, this Agreement, and other submissions and documentation provided or required in connection therewith, and find that they are in compliance with this Agreement and Village Ordinances as may be modified herein.

c. Notwithstanding anything herein to the contrary, in the event of a conflict between Village Ordinances, the Final Plat of Subdivision, the Final Engineering Plans, the Final Landscape Plan, and the Elevations, the Final Engineering Plans shall prevail.

d. Throughout the term of this Agreement, any preliminary or final plats or plans that are in substantial conformance with the Development Plans shall be approved by the Village as if approved by the Village concurrent with the approval of this Agreement.

e. The Village agrees to grant those deviations from the Village Ordinances as specified in this Agreement and depicted on the Development Plans.

f. Throughout the term of this Agreement, the zoning, including any land uses, setbacks, lot sizes, lot widths, coverage ratios, parking ratios, and landscaping incorporated in the Development Plans, shall remain in effect and shall govern the development of the Subject Property.

5. **ELEVATIONS**. Modification to the approved Elevations attached hereto as Exhibit E may be proposed by Developer and shall be approved by staff with no requirement of Plan Commission or Village Board review provided said additional elevations are consistent with the established character of the approved Elevations. Any additional elevations which staff determines are inconsistent with the established character of the approved Elevations shall be subject to Village Board approval without the need to appear before the Plan Commission.

6. **EXCEPTIONS TO VILLAGE ORDINANCES.** Exceptions to the strict adherence of the Village Ordinances are permitted and approved as identified on the attached **Exhibit F**. The Village further hereby confirms that bay windows are permitted encroachments up to 2' into the required 7' interior side yard setbacks.

7. **FEES AND RECAPTURE**.

a. This Paragraph 7 and **Exhibit G** ("**Fees**") attached hereto set forth comprehensively all of the fees, charges and costs that will be assessed by the Village associated with the development of the Subject Property and construction of the Development, which fees shall not be modified without the written consent of the Parties. No other fees, except those outlined in the Agreement, shall be applicable. The fees established herein shall be frozen for the term of ten (10) years from the Effective Date of this Agreement, after which time the fees shall be payable at the prevailing rate as set forth in the Village Ordinances. Additionally, the provisions of this Agreement shall prevail in the event this Agreement is inconsistent with or contrary to the provisions of the Annexation Agreement. Developer shall pay all fees on a pro rata basis at the time of issuance of a building permit for each lot to be improved with a dwelling unit.

b. **Sanitary Sewer Oversizing Impact Fee**. The Village hereby agrees that no oversizing or off-site improvements are required except as otherwise depicted on the Development Plans.

c. **Water Meter Fee**. The water meter fee shall be reimbursed by the Developer to the Village based on the actual cost of the water meter cost incurred by the Village at the time of building permit issuance for each unit.

d. **Recapture Fees**.

i. The Village hereby represents and warrants that there are no recapture obligations associated with the ownership and development of the Subject Property and that the Village shall not collect or demand payment under any other recapture agreement or other agreement, including, but not limited to, the Annexation Agreement and Exhibit C to the Annexation Agreement listing King's Crossing Recapture for 127th Street Roadway, Kings Crossing Recapture for 127th Street Sanitary Sewer, Tuttle Estates Recapture for 127th Street Water Main which are all inapplicable to the Subject Property and for which payment shall not be required.

ii. Village may adopt any necessary ordinances to provide for recapture to Developer for streets, water, sanitary sewer or storm sewer lines constructed by Developer, which benefit other properties by the installation and/or over sizing of said improvements. Such recapture ordinances shall only be adopted upon satisfactory demonstration by the Developer that the recapture is fair and equitable and that provision of notice of the proposed recapture fees is provided to affected property owner. The determination that a proposed recapture is fair and equitable shall be solely that of the Village.

e. **Building Permit Fees**. Developer shall pay all building permit fees in accordance with the prevailing rates in the Village applicable at the time of the building permit application.

f. **Other Fees**. No other fees aside from those outlined in this Agreement shall be applicable to the Subject Property. In the event fees or donation requirements as set forth in this Agreement are reduced or eliminated prior to fees or donations being paid by Developer, the Developer shall receive the benefit of said reduction/elimination.

8. **EASEMENTS**. The Village hereby agrees to assist Developer in vacating all public utility easements as reflected on the Plat of Subdivision for Grace Point Church recorded as Document No. R2007149379 that interfere with the Development Plans, including, but not limited to release of the Stormwater Management Easement, vacation of the 30' setback as reflected on the Development Plans, and release of the 15' wide Public Utility and Drainage easements reflected on the final plat of subdivision for Grace Pointe Church.

9. **OFF-SITE IMPROVEMENTS**. The Village shall not require the Developer to install any oversized utilities, off-site utility extensions, roadway improvements, path and sidewalk connections or other public improvements not generally depicted on the Development Plans. Any improvements not reflected on the Development Plans or required within this Agreement shall be the responsibility of other parties and not the Developer.

10. **PERMITS**

a. The Developer may request a full building permit to authorize all required work on the Subject Property or Developer may stage the permitting of the project into the following general phases: i) grading, ii) site utility, iii) foundation, iv) core and shell, v) tenant build-out. The Village shall issue applicable permits to Developer upon application therefore with all required documentation and payment of applicable fees, and, with respect to grading and site utility permits, posting of development security in accordance with this Agreement and the applicable ordinances of the Village.

b. In the event Developer seeks a grading permit prior to final engineering approval, Developer shall first submit to Village for Village's review and approval a mass grading plan for the Subject Property including plans for interim detention, erosion and sedimentation control. Developer shall assume all risk for grading activities performed pursuant to such a grading permit and shall be responsible to modify grades or perform other corrective work at its sole cost and expense to conform the work to the Development Plans. In connection with the issuance of such a grading permit, Developer shall provide the Village with a letter of credit or surety bond ("**Surety**") in an amount reviewed and approved by the Village as being equal to one hundred and twenty-five percent (125%) of the cost of the restoration of the site or correction of any noncompliant conditions that may exist in connection with Developer's grading and earthmoving and clearing activities to secure the costs of performing any necessary site restoration work or correction of noncompliant conditions. The Village and Developer hereby agree to the form of Surety

attached hereto as **Exhibit H**.

c. No site utility permit shall be issued without final engineering approval and Illinois EPA permit approval for the proposed water and sewer improvements. No foundation or core and shell building permits shall be issued for the construction of any building or structure wholly or partially within floodplain, provided, however, that if a conditional letter of map revision ("**CLOMR**") has been issued removing all mapped floodplain from the Subject Property, Developer may apply for and receive foundation and core and shell building permits otherwise in accordance with this Agreement and the applicable ordinances of the Village, but the undertaking by Developer of any construction activities pursuant to any such foundation or core and shell building permits issued prior to the issuance of the final letter of map revision ("**LOMR**") shall be at the sole risk of Developer, and in the event that any building foundation or building core and shell constructed pursuant to any such permits shall be determined by the Federal Emergency Management Agency ("**FEMA**") to have been constructed in any location or in any manner not authorized by the terms of any LOMR ultimately issued with respect to or applicable to the Subject Property, Developer acknowledges that it shall be solely responsible at its own cost and expense to demolish, remove, relocate, move or substantially alter or modify such any building foundation or building core and shell so as to bring the development of the Subject Property into compliance with the LOMR applicable to the Subject Property, and as may be necessary to properly indemnify, defend and hold harmless the Village in accordance with the requirements of Section 23(i) of this Agreement.

11. ROADWAY AND PUBLIC IMPROVEMENTS CONSTRUCTION

a. Any on or off-site roadway or other public improvements required by the development of the Subject Property as depicted on the Development Plans shall be constructed by Developer at no cost to the Village, in accordance with the standards for the same established by the applicable Village Ordinances, and the Village shall have no responsibility for the construction of any such roadway or public improvements. Said public improvements shall include, but not be limited to, soil erosion and sedimentation control, earthwork, sanitary sewer, potable water main, storm sewer, storm water management facilities, public roadway improvements, streetlights, required landscaping (excluding on lot and private landscaping and for the Subject Property), sidewalks, and multipurpose paths. The completion of the construction of all such roadway or other public improvements shall be secured by a letter of credit or surety bond (in form and substance consistent with the approved form of Surety attached hereto as Exhibit H) posted with the Village by the Developer in accordance with the requirements of the

Village Ordinances and as set forth in this Agreement. The Developer shall be responsible for providing the Village with copies of all engineering drawings and plans for any roadway or other public improvements required or contemplated hereunder prior to the commencement thereof, for review and approval by the Village, in such form as the Village may require from time to time. Upon completion of all on and off-site roadway or other public improvements necessitated by the development of the Subject Property, the Village, after its inspection and approval thereof, shall accept the dedication of such improvements (together with the necessary easements and rights-of-way therefor) from the Developer, free and clear of all liens and encumbrances, and shall thereafter be responsible for the operation, maintenance, repair and replacement thereof, subject, however, to all maintenance and repair obligations of Developer under the Village Ordinances, and provided, further, that the Developer shall additionally be responsible to repair or replace any roadway or other public improvements damaged by the use of such improvements in conjunction with construction within the Subject Property. Notwithstanding any other term or provision of this Agreement, Developer's obligations under Section 23(i) hereof shall expressly extend to all construction of public improvements undertaken by Developer hereunder.

12. RIGHT-OF-WAY DEDICATIONS. The Developer shall dedicate at its sole expense, or cause to be dedicated by each Developer, to the Village, at the request of the Village or concurrent with recording of the Final Plat of Subdivision, all necessary rights-of-way as provided for herein as depicted on the Final Plat of Subdivision.

13. UTILITY CAPACITY AND EXTENSIONS.

a. The Village has determined and represents to the Developer that the Village's potable water, fire flow and water storage currently has sufficient capacity to adequately serve the anticipated uses of the Subject Property when developed pursuant to the terms of this Agreement and Development Plans, and that Developer shall not be required to donate any land or construct any improvements, including, but not limited to, water tanks, booster pumps, or other water service related infrastructure to serve the Subject Property other than as depicted on the Development Plans.

b. To the best of the Village's knowledge and belief, there are no administrative, judicial, or legislative actions pending or being threatened that would result in a reduction of, or limitation upon, any Party's right to use the sanitary sewer and potable water supplies and systems serving the Village, and the Village will notify

the Developer and use best efforts to promptly take remedial action if such reduction or limitation is threatened in the future.

14. PUBLIC UTILITIES.

a. The Developer shall locate all on-site utilities located on the Subject Property as depicted on the Development Plans. Other than as shown on the Development Plans, the Village shall not require that any existing utilities be buried and agrees to allow the Developer to install the necessary utilities in phases, as from time to time approved by Village upon review and approval by the Village engineer, and agrees to cooperate with the Developer to permit the extension of all such utilities along existing public rights-of-way and otherwise allow the extension of all necessary utilities to the Subject Property. However, the Village's agreement to cooperate with the Developer to allow the extension of utilities to the Subject Property shall in no way relieve the Developer of its obligation to obtain any and all easements and permits necessary at its sole cost and expense

15. CONNETION TO VILLAGE SERVICES. The Village owns, operates, and maintains a potable water supply and distribution system within its borders and will allow Developer and its assigns to connect the Subject Property to the existing Village water main at locations as depicted on the Development Plans. Notwithstanding the foregoing, no users shall be permitted to connect to the sewer and water mains until the Village has inspected and approved all such mains, the mains have received final regulatory approval from the Illinois Environmental Protection Agency, if required, and all applicable Village fees have been paid. The Village shall cooperate with the Developer in a timely manner to obtain all approvals from the Illinois Environmental Protection Agency.

16. TEMPORARY SIGNAGE. All signage shall meet the Village Ordinances applicable to signage, except as otherwise modified herein. The Village agrees to allow the temporary marketing signage to be used in the Subject Property as depicted on the marketing signage plan attached hereto as **Exhibit I** ("**Temporary Signage Plan**"). The Temporary Signage Plan attached hereto shall be the controlling document with regard to permitted signage for the Subject Property. Said temporary signs shall be removed within six (6) months of ninety-five percent (95%) issuance of certificates of occupancy within the Subject Property or the expiration of this Agreement, whichever is first.

17. MODELS, MODEL AREAS, TEMPORARY TRAILERS.

a. Construction. The Village agrees to allow Developer to construct, maintain, and

use up to 3 (3) model homes or model units for each type of housing product being constructed. The Developer shall submit to the Village for its review and approval plans and specifications for each model home or model unit intended to be constructed within the model area. The model(s) may be constructed only after (a) the Final Plat of Subdivision has been reviewed and approved by the Village; (b) approval by the Fire District; (c) construction of a hard, aggregate surface acceptable to the Village in order to provide adequate emergency services to and adjacent to the said model(s); (d) stormwater improvements supporting impervious surfaces, potable water systems for firefighting; and (e) posting of the necessary Surety guaranteeing completion of public improvements.

b. It is agreed that all model homes and model units shall not be used as a model until they are connected to all utilities that will then serve the homes. Notwithstanding anything herein to the contrary, Developer shall be permitted to operate model homes on temporary power and/or with generators. The Developer agrees that the party constructing the model home shall release, and to the extent permitted by law, indemnify, and hold harmless the Village and its officers and employees from any liability for any losses caused as a result of lack of complete utilities, water, or other public improvements connected to or available for said model homes or model units.

c. It is agreed that all model homes or model units may be used as a model until one hundred percent (100%) of the homes have received approval of a final occupancy permit.

d. Model Area. The Village agrees to permit temporary fencing, lighting, signage, parking lots, and promotional structures in the model area upon submission of appropriate plans to, and approval by, the Village. Said temporary fencing shall be allowed up to four feet (4') in height and shall otherwise be subject to Village fence ordinance and permit requirements and shall be accessible for the provision of emergency services. Said temporary parking lot lighting and/or building lighting shall not generate obtrusive glare or create a nuisance for any occupied dwellings and shall be in compliance with approved lighting standards and Village Ordinances. Said temporary model signage shall be as per Exhibit I. Said temporary parking lot shall be paved and partially screened on all sides by a combination of trees, shrubs, flowers, groundcover, or ornamental grasses. Further, said temporary parking lot shall be designed to provide circulation and striping in accordance with Village requirements. Said promotional structures shall be limited to a maximum of six (6) flags per model home unit containing flags of nations, states or cities and/or solid color flags or flags containing the company logos representing the Developer and/or or flags containing the

development name and/or logo within the Subject Property.

e. The Village agrees to accept all public improvements required to be constructed with respect to the Subject Property in which a fenced-in model area is located prior to the Developer removing all model area amenities including temporary fencing, lighting, signage, parking lots, and promotional structures. Said amenities shall be removed prior to issuance of a residential certificate of occupancy for the permanent occupant.

f. Temporary Sales Office Trailer. The Village agrees to allow the Developer to use a temporary sales and leasing office trailer, subject to the submission of plans and specifications to the Village and approval of the same. Said temporary sales office trailer may be used only after the Final Plat of Subdivision has been reviewed, approved and recorded by the Village. Said temporary sales office trailer shall be removed at such time as all model home(s) being served by said sales office trailer are available for model occupancy. Said Developer shall release, indemnify, and hold harmless the Village and its officers and employees from any liability for any losses caused as a result of water not being available to or connected to said temporary sales office trailer.

g. Model Occupancy. Prior to the Developer occupying any model home, said Developer shall schedule a final inspection of said model home with the Village. Upon approval of said final inspection, the respective model home may be used accordingly with a model home occupancy permit.

h. Temporary Construction Office Trailer. The Village agrees to allow the Developer to use temporary construction office trailers, subject to the submission of plans and specifications to the Village and receiving approval of the same. Said temporary construction office trailers may be installed on the Subject Property only after the Final Plat of Subdivision has been reviewed and approved by the Village. There shall be no more than one (1) temporary construction office trailer. The Party requesting the temporary construction office trailer shall release, indemnify, and hold harmless the Village and its officers and employees from any liability for any losses caused as a result of water not being available to or connected to said temporary construction office trailer.

i. Temporary Construction Storage Trailers. The Village agrees to allow the Developer to use temporary construction storage trailers, subject to submission of plans (including locations) and specifications to the Village and receiving approval of the same. Said temporary construction storage trailers may be installed on the Subject Property only after the Final Plat of Subdivision has been

reviewed and approved by the Village. There shall be no more than one (1) temporary construction storage trailer per contractor providing construction services to said Subject Property. However, no more than five (5) temporary construction storage trailers shall be permitted. The Party requesting the construction storage trailer shall release, indemnify, and hold harmless the Village and its officers and employees from any liability for any losses caused as a result of water not being available to or connected to said temporary construction trailer. Said trailers shall be removed upon issuance of ninety five percent (95%) of the certificates of occupancy or expiration of the construction permits related to the trailers, whichever comes first.

18. CERTIFICATE OF OCCUPANCY.

a. The Village shall not be obligated to issue a certificate of occupancy for any residential dwelling constructed within the Subject Property until the unit for which a certificate of occupancy is being sought is connected and is otherwise fully capable of being served by sanitary sewers, storm sewers, water mains, public streets, natural gas lines and electric utilities, is in conformance with the Village Ordinances and other applicable State laws, and all applicable fees have been paid.

b. The above notwithstanding, the Village agrees to issue a conditional occupancy permit in the event that weather conditions prohibit the installation of certain subdivision improvements such as sidewalks, driveways, and required landscaping.

19. VILLAGE ASSISTANCE. The Village agrees to cooperate and provide any reasonable assistance requested by the Developer in applying for and obtaining any and all approvals or permits necessary for the development of the Subject Property as long as the Developer reimburses whatever costs and expenses the Village incurs in assisting the Developer, including, but not limited to, those required from the Illinois Department of Natural Resources, Illinois Department of Transportation, the Illinois Environmental Protection Agency, the Army Corps of Engineers, and the Federal Emergency Management Agency. The Village further agrees to reasonably cooperate with the Developer in obtaining all other permits and approvals required by the applicable county and other governmental units having jurisdiction over the Subject Property or development of the Subject Property.

20. INTERIM USES. Interim uses set forth below shall be permitted anywhere on the Subject Property during the term of this Agreement:

a. Parking lots for model homes;
b. Stock piling of dirt, for the duration of an active subdivision construction permit, subject to Village engineer's approval which shall not be unreasonably withheld so long as the location of said stock piling does not negatively impact the storm water drainage of any adjacent residences, active farmland crops, and/or future park sites, or impede the sight distance at intersections. All dirt stockpiles shall comply with NPDES requirements;
c. Temporary storm water management which is in compliance with approved regulatory permitting, including, but not limited to, temporary detention, retention and stormwater structures; and
d. Construction storage, construction materials, and office/sales trailers, during active construction as permitted in this Agreement.

21. AMENDMENTS. This Agreement, including the attached exhibits, may be amended only with the mutual consent of the parties by a duly executed written instrument. In the case of the Village, the written instrument may only be in the form of an ordinance duly adopted in accordance with applicable laws.

22. DORMANT SPECIAL SERVICE AREA (SSA). Developer agrees to the Village enacting a dormant Special Service Area (SSA) to act as a back-up in the event that the Homeowners' or Property Owners' Association fails to maintain the private common areas, private detention ponds, perimeter landscaping features, and entrance signage within the Subject Property. The special service area will be completed as part of the first phase of development.

23. GENERAL PROVISIONS

a. Security for Public Improvements. Developer shall provide adequate security, as provided by ordinance, for the construction and installation of the public improvements and utilities required in connection with the development of the Subject Property under this Agreement and the applicable ordinances of the Village in an amount not less than 125% of the estimated cost thereof, as approved by the Village. This Agreement shall not be assigned nor shall any successor, sublessee or other transferee of Developer's interest in the Agreement or the Subject Property exercise any rights hereunder or engage in any development, use or occupancy of the Subject Property without adequate security for any public improvements and utilities then remaining being provided to and approved by the Village.

b. Developer's Faithful Performance. It is understood and agreed by the Parties hereto that, in the event that Developer shall assign, convey or otherwise transfer its interest in the Subject Property at any time during the term of this Agreement, all the obligations and responsibilities of the Developer, as herein set forth shall devolve upon and be assumed by such assignee, grantee or transferee, and the Developer shall be released from all obligations which relate to any portion of the Subject Property as may have been sold or conveyed, but only upon the posting of financial security by the proposed assignee, grantee or transferee for any remaining public improvements not then completed by the Developer as contemplated by Section 23a of this Agreement. In the event Developer defaults on all or any part of this Agreement, Developer shall be given a thirty (30) day period to cure said default. If Developer does not cure or substantially commence a cure of said default during the thirty (30) day cure period, the Village may take any and all steps necessary to address such default, including, but not limited to, instituting any necessary legal action.

c. No Waiver or Relinquishment of Right to Enforce Agreement. The failure of any party to this Agreement to insist upon strict and prompt performance of the terms, covenants, agreements and conditions herein contained, or any of them, upon any other party imposed, shall not constitute or be construed as a waiver or relinquishment of any party's rights, to enforce any such term, covenant, agreement, or condition, but the same shall continue in full force and effect. No waiver by the Village shall be valid or binding on the Village unless it is in writing signed by the Village President after being approved by the Village Board and only to the extent therein set forth.

d. Cumulative Remedies. Unless expressly provided otherwise herein, the rights and remedies of the parties provided for herein shall be cumulative and concurrent and shall include all other rights and remedies available at law or in equity, may be pursued singly, successively or together, at the sole and absolute discretion of either party and may be exercised as often as occasion therefore shall arise.

e. Other Ordinances, Codes, Rules, Regulations, Resolutions and Applicable Law. Except as explicitly set forth herein this Agreement and as depicted on the Development Plans, nothing herein contained is intended to relieve Developer of its obligations under the ordinances, codes, rules, regulations, and/or resolutions of the Village, provided, however, that in the event of any conflict between the terms of this Agreement and the terms of any such ordinance, code, rule regulation or resolution, the terms of this Agreement shall prevail. In addition, wherever this Agreement provides that a particular ordinance, code, rule, regulation or resolution is applicable, said provisions shall also automatically

include any amendments thereto, except as expressly set forth in this Agreement.

f. Singular and Plural. Wherever appropriate in this Agreement, the singular shall include the plural, and the plural shall include the singular.

g. Section Headings and Subheadings. All section headings or other headings in this Agreement are for the general aid of the reader and shall not limit the plain meaning or applicability of any of the provisions thereunder whether covered by or relevant to such heading or not.

h. Recording. All ordinances, plats, and any other agreements and/or documents shall be recorded by the Village at the sole cost and expense of the Developer.

i. Indemnification. In the event that, as a result of this Agreement, or actions taken as required hereunder, the Village is made a party defendant in any litigation, arbitration or other proceeding other than litigation, arbitration or other proceeding between the Developer and the Village or litigation, arbitration or other proceeding between the Village, Developer and another municipality, Developer agrees to defend, indemnify and hold harmless the Village, its president, trustees, officers, and agents thereof, individually and collectively, from any suits and from any claims, demands, setoffs or other actions including, but not limited to judgments arising therefrom. The obligation of the Developer hereunder shall include and extend to payment of reasonable attorneys' fees and reasonable consultants' fees for the representation of the Village and its said officers and agents in such litigation and shall include expenses, court costs and fees; it being understood that the Village shall have the right to employ all such attorneys to represent the Village and its officers and agents in such litigation. Developer shall have the right to request that the Village appeal to courts of appellate jurisdiction any judgment taken against the Village or its officers or agents in this respect, and the Village shall join in any such appeal taken by the Developer.

j. Public Improvements. Unless otherwise provided herein, the construction and installation of all public improvements shall conform to and be in compliance with the Village Ordinances then in effect at the time of the construction and installation of the same, and shall be at the sole cost and expense of the Developer. The Village shall have no financial responsibility or obligation of any kind with respect to the construction of public improvements in connection with Developer's development of the Subject Property.

k. Covenants to Run with Land. The covenants, agreements, indemnities and other terms and provisions contained in this Agreement touch and concern and shall be appurtenant to and shall run with the Subject Property and any portion thereof. Each and every person and entity that, from time to time, acquires any interest or estate in all or any portion of the Subject Property from Developer shall acquire such interest or estate subject to said covenants, agreements, indemnities and other terms and provisions and, during the period of time that he, she or it owns such interest or estate, he, she or it shall be obligated to pay and perform any and all obligations of the Developer applicable to that portion of the Subject Property in which he, she or it holds any estate or interest. Such obligations shall be continuing personal obligations of the Developer and shall constitute personal obligations of any person or entity other than the Developer who from time to time acquires title to all or any portion of the Subject Property, solely and exclusively with respect to obligations that arise, accrue or occur during the time that such person or entity holds any interest or estate in and to such portion of the Subject Property, and otherwise rather shall run with and shall constitute a burden on the Subject Property and each portion thereof. All rights under this declaration shall touch and concern the Subject Property and each portion thereof, and shall run with the title to the Subject Property and each portion thereof. Such rights shall be personal to each and every person or entity who, from time to time, may acquire title to any portion of the Subject Property, solely and exclusively during the time that such person or entity holds any interest or estate in and to such portion of the Subject Property. Notwithstanding the foregoing, nothing in this Agreement shall be construed so as to place any financial liability or any responsibility for the performance of any obligation under this Agreement upon Owner so long as it remains the record owner of the Subject Property.

l. Actions by Parties/Right to Cure. In the event of an alleged default on all or any part of this Agreement, prior to and as a condition of instituting legal proceedings, the non-defaulting party shall give the defaulting party specific written notice of such default, in the manner provided herein. The alleged defaulting party shall have thirty (30) days to cure said default. If the defaulting party does not cure said default during the thirty (30) day period, the non-defaulting party may take any and all steps necessary to address such default, including, but not limited to, instituting any necessary legal action. Developer shall not have a right to recover a judgment for monetary damages against any elected or appointed official of the Village for any breach of any of the terms of this Agreement. The Village reserves the right to maintain an action to recover damages or any sums which Developer has agreed to pay pursuant to this Agreement and which have become due and remain unpaid. In the event the Village maintains such an action and judgment is entered in favor of the Village or the Village accepts a settlement,

then the Village is entitled to repayment of its reasonable attorneys' fees for prosecuting said action.

m. No Personal Liability of Corporate Authorities. The parties acknowledge and agree that the individuals who are members of the group constituting the corporate authorities of the Village are entering into this Agreement in their corporate capacities as members of such group and shall have no personal liability in their individual capacities.

n. Notices. Any notice or demand hereunder from one party to another party or to an assignee or successor in interest of either party or from an assignee or successor in interest of either party to another party, or between assignees or successors in interest, shall be provided in writing and shall be deemed duly served if mailed by prepaid registered or certified mail addressed as follows:

If to the Village:

John F. Argoudelis
Village President
24401 W. Lockport St.
Plainfield, IL 60544

Josh Blakemore
Village Administrator
24401 W. Lockport St.
Plainfield, IL 60544

With copies to:

Matthew M. Welch
Montaa & Welch, LLC
11950 S. Harlem Ave., Ste. 102
Palos Heights, IL 60463

If to Developer:

Scott Barenbrugge
Vice President of Land
M/I Homes of Chicago, LLC
2135 City Gate Lane, Suite 620
Naperville, IL 60563

With copies to:

Vincent M. Rosanova
Rosanova & Whitaker, Ltd.
445 Jackson Avenue, Suite 200
Naperville, Illinois 60540

Notices shall be deemed received on the third business day following deposit in the U.S. Mail, if given by certified mail as aforesaid, and upon receipt if personally delivered or delivered by a nationally recognized overnight carrier.

o. Amendments. This Agreement sets forth all the promises, inducements, agreements, conditions and understandings between Developer and the Village relative to the subject matter hereof, and there are no promises, agreements, conditions or understandings, either oral or written, express or implied, between them, other than are herein set forth. Except as herein otherwise provided, no subsequent alteration, amendment, change or addition to this Agreement shall be binding upon the parties hereto unless authorized in accordance with law and reduced in writing and signed by them. In the event such amendment applies only to a portion of the Subject Property, then only the owners of the portion of the Subject Property proposed to be affected by such amendment shall be required to consent to and execute such amendment. Notwithstanding the foregoing, the parties acknowledge that the ordinances to be adopted pursuant to this Agreement approving the Development Plans for the Subject Property may hereinafter be amended without amending this Agreement.

p. Invalidity of any Provision. If any provision, clause, word or designation of this Agreement is held to be invalid by any court of competent jurisdiction, such provision, clause, word or designation shall be deemed to be excised from this Agreement and the invalidity thereof shall not affect any other provision, clause, word or designation contained herein.

q. Survival. The agreements contained herein shall survive the development of the Subject Property, and shall not be merged or expunged by the development of the Subject Property or any part thereof.

r. No Third-Party Beneficiaries. Nothing in this Agreement is intended to confer any rights, remedies or benefits whatsoever upon any person or entity that is not a party to this Agreement, and the existence of any such rights, remedies or benefits is hereby expressly disclaimed. Without otherwise limiting the generality of the foregoing, nothing contained within this Agreement shall serve to alter, modify, release or negate any rights, duties and/or obligations contained in any agreement or undertaking between Developer and Owner.

s. Time is of the Essence. Time is of essence of this Agreement and all documents, agreements, and contracts pursuant hereto

t. Successors and Assigns. This Agreement is assignable by Developer. This Agreement shall inure to the benefit of, and be valid and binding upon, the Developer, its successors and assigns, and is further intended to be binding upon any future Developer. It is understood and agreed by the Parties hereto that in the event all or any portion of the Subject Property is sold or conveyed at any time during the term of this Agreement, all unaccrued obligations and responsibilities of the Developer as herein set forth shall be released and be assumed by such successor owner/developer with respect to the portion of the Subject Property conveyed, and the Developer herein, upon the posting of a substitute surety, shall be fully released from all obligations which relate to any portion of the Subject Property as may have been sold or conveyed. Notwithstanding the foregoing, the Village shall not be required to release any Surety to the Developer until the successor developer has posted replacement Surety for the improvement obligations being assumed by said successor developer, which Surety shall be in a form and amount acceptable to the Village.

u. Integration and Amendment.

i. This Agreement supersedes all prior agreements and negotiations between the Parties and sets forth all promises, inducements, agreements, conditions, and understandings between and among the Parties relative to the subject matter hereof, and there are no promises, agreements, conditions, or understandings, either oral or written, express or implied, between or among them, other than are herein set forth.

ii. Except as herein otherwise provided, no subsequent alteration, amendment, change, or addition to this Agreement shall be binding upon the Parties unless reduced to writing and signed by the Village and Developer or their successor in interest or their assigns. It is agreed by the Village and Developer that any future amendments to this Agreement or the Development Plans shall not require the approval of any parties other than the Developer and Village or their successors in interest or their assigns. Additionally, in the event of an amendment to this Agreement, then in addition to the Village, only the Developer shall be required to sign said amendment. In no event shall any third-party homebuyers be required to consent to an amendment to this Agreement.

iii. The Village may approve changes or deviations to the Development Plans or this Agreement that do not require any amendment to this Agreement, any public hearing, or any other Developer's signature or approval

v. Governing Law; Enforcement; Remedies.

i. The laws of the State of Illinois shall govern the validity, performance and enforcement of this Agreement. Enforcement shall be by an appropriate action or actions to secure the specific performance of this Agreement or to secure any and all other remedies available at law or in equity in connection with the covenants, agreements, conditions, and obligations contained herein. Venue for any action is in the Circuit Court of Will County, Illinois.

ii. In the event the performance of any covenant to be performed hereunder by either Developer or Village is delayed for causes which are beyond the reasonable control of the Party responsible for such performance (which causes shall include, but not be limited to, acts of God; pandemics, inclement weather conditions; strikes; material shortages; lockouts; the revocation, suspension, or inability to secure any necessary governmental permit, other than a Village license or permit; and any similar case), the time for such performance shall be extended by the amount of time of such delay.

iii. The failure of the Parties to insist upon the strict and prompt performance of the terms, covenants, agreements, and conditions herein contained, or any of them upon any other party imposed, shall not constitute or be construed as a waiver or relinquishment of any Party's right thereafter to enforce any such term, covenant, agreement, or condition, but the same shall continue in full force and effect.

iv. In the event a lawsuit is filed in order to enforce the terms of this Agreement, the substantially non-prevailing Party in the lawsuit shall pay all litigation costs, including reasonable attorneys' fees and court costs.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their proper officers duly authorized to execute same, the day and year first above written.

THE VILLAGE OF PLAINFIELD,
A Municipal Corporation

BY _____
Village President

ATTEST:

BY _____
Village Clerk

M/I HOMES OF CHICAGO, LLC:
a Delaware limited liability company

By: _____

Its: _____

Exhibit A
Legal Description

LOT 1 IN GRACE POINT CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 29, TOWNSHIP 37 NORTH, RANGE 9 EAST.

PIN: 07-01-29-401-065-0000

Exhibit B
Final Plat of Subdivision

FINAL PLAT
OF
NOBLE COURT

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS



AREA TABLE

LOTS 1–46:	320,990 SQUARE FEET (7.368 AC±)
TRACTS:	76,464 SQUARE FEET (1.755 AC±)
R.O.W.:	102,386 SQUARE FEET (2.350 AC±)
TOTAL:	499,840 SQUARE FEET (11.475 AC±)

LEGAL DESCRIPTION

LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENTED NO. R2007149379, IN WILL COUNTY, ILLINOIS.

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT
4. EASEMENTS AND SETBACKS AS SHOWN ON THIS PLATTED SUBDIVISION ARE HEREBY GRANTED TO THE VILLAGE OF PLAINFIELD.
5. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, PRE–EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENT OF RECORD AND MAY NOT BE SHOWN OR PLOTTABLE.

OWNER/CLIENT

WINGSPAN DEVELOPMENT GROUP
1001 FREEHANDVILLE DRIVE
MT PROSPOECT, IL 60056

CURRENT P.I.N.:

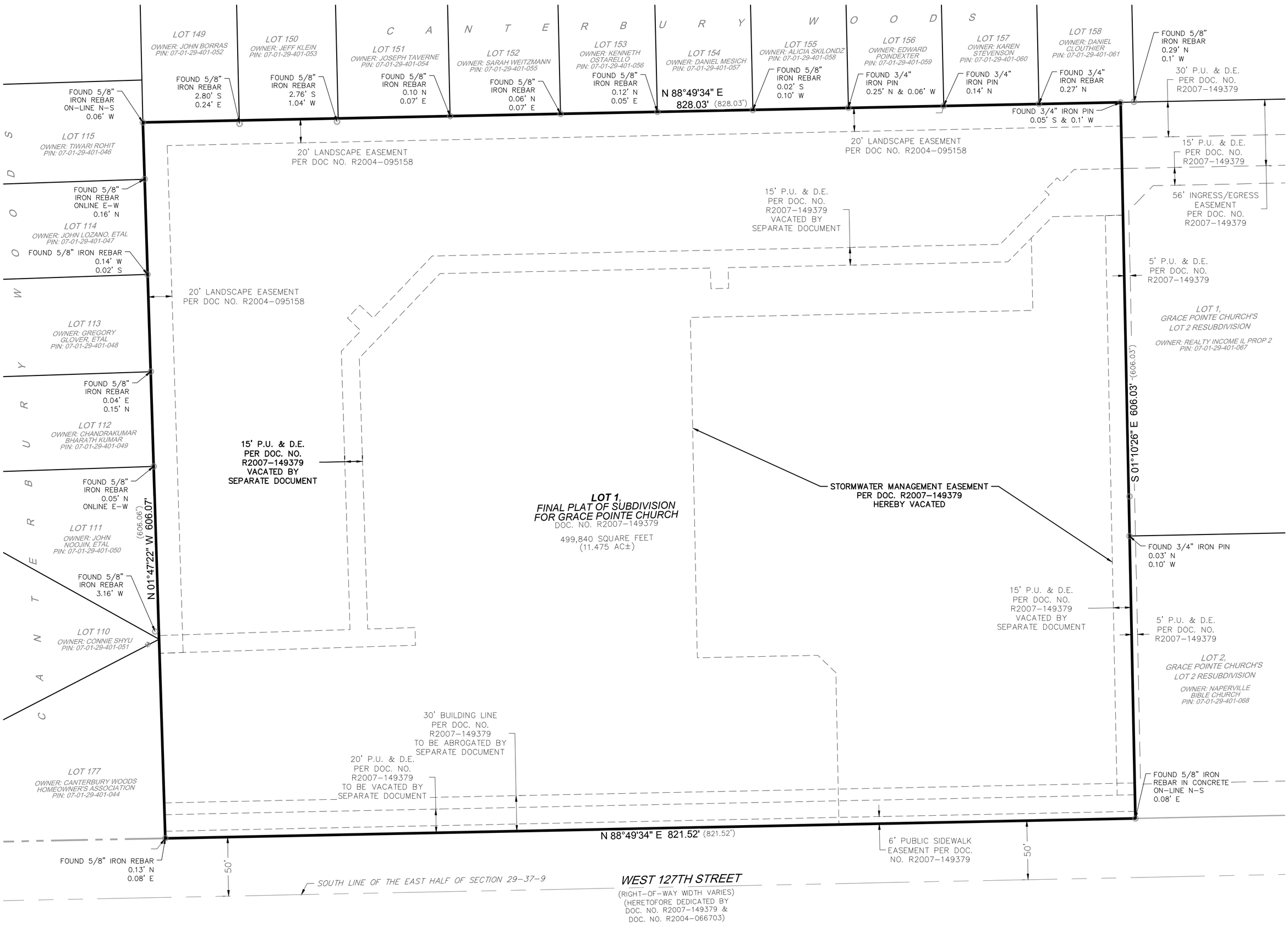
01–29–401–065

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL–TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS

SHEET INDEX

SHEET 1	LEGAL, EXISTING LOT, AND EASEMENTS
SHEET 2	WEST PART PROPOSED LOTS AND EASEMENTS
SHEET 3	EAST PART PROPOSED LOTS AND EASEMENTS
SHEET 4	CERTIFICATIONS



LEGEND

FOUND IRON PIPE/ROD =	○
BOUNDARY LINE =	———
R.O.W. LINE =	———
LOT LINE =	———
SECTION LINE =	—— — — ——
EASEMENT LINE =	— — — — — —
CENTERLINE =	——— — ———
PUBLIC UTILITY & DRAINAGE EASEMENT =	P.U. & D.E.
PUBLIC UTILITY EASEMENT =	P.U.E.
MEASURED INFORMATION =	XXX.XX
RECORD INFORMATION =	(XXX.XX)

0 50' 100'
1" = 50' (HORIZONTAL)

SHEET NUMBER 1 OF 4

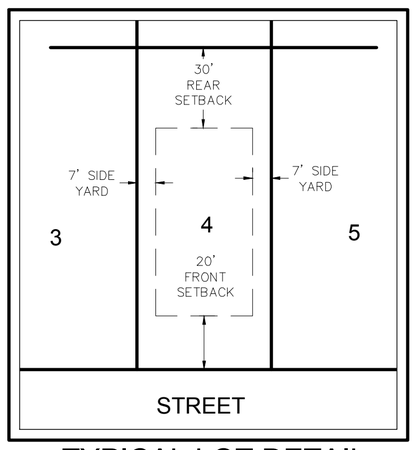
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DATE: 04/20/2026
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NOBLE COURT
PLAINFIELD, ILLINOIS
FINAL PLAT OF SUBDIVISION

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. AND SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

REVISIONS △

CAGE CIVIL ENGINEERING



TYPICAL LOT DETAIL

FINAL PLAT
OF
NOBLE COURT

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

0 30' 60 '
1" = 30' (HORIZONTAL)

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C4	41.67'	126.00'	18°56'54"
C5	32.72'	126.00'	14°52'46"

AREA TABLE

LOTS 1–46:	320,990 SQUARE FEET (7.368 AC±)
TRACTS:	76,464 SQUARE FEET (1.755 AC±)
R.O.W.:	102,386 SQUARE FEET (2.350 AC±)
TOTAL:	499,840 SQUARE FEET (11.475 AC±)

BASIS OF BEARINGS

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SHEET INDEX

SHEET 1	LEGAL, EXISTING LOT, AND EASEMENTS
SHEET 2	WEST PART PROPOSED LOTS AND EASEMENTS
SHEET 3	EAST PART PROPOSED LOTS AND EASEMENTS
SHEET 4	CERTIFICATIONS

SHEET NUMBER 2 OF 4

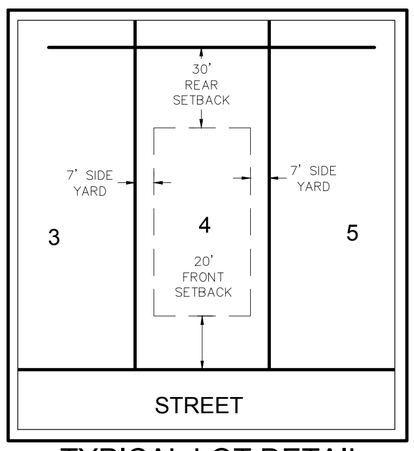
SCALE : 1" = 30'
DATE : 04/20/2026
PM : GP
PROJ.NO 240515

NOBLE COURT
PLAINFIELD, ILLINOIS
FINAL PLAT OF SUBDIVISION

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. AND SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

REVISIONS △

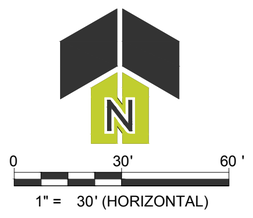
CAGE
CIVIL ENGINEERING



TYPICAL LOT DETAIL

FINAL PLAT
OF
NOBLE COURT

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS



CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C1	37.69'	24.01'	89°56'02"
C2	64.97'	76.21'	48°50'50"
C3	61.74'	126.00'	28°04'34"
C6	83.79'	126.00'	38°06'13"
C7	22.23'	26.00'	48°59'18"

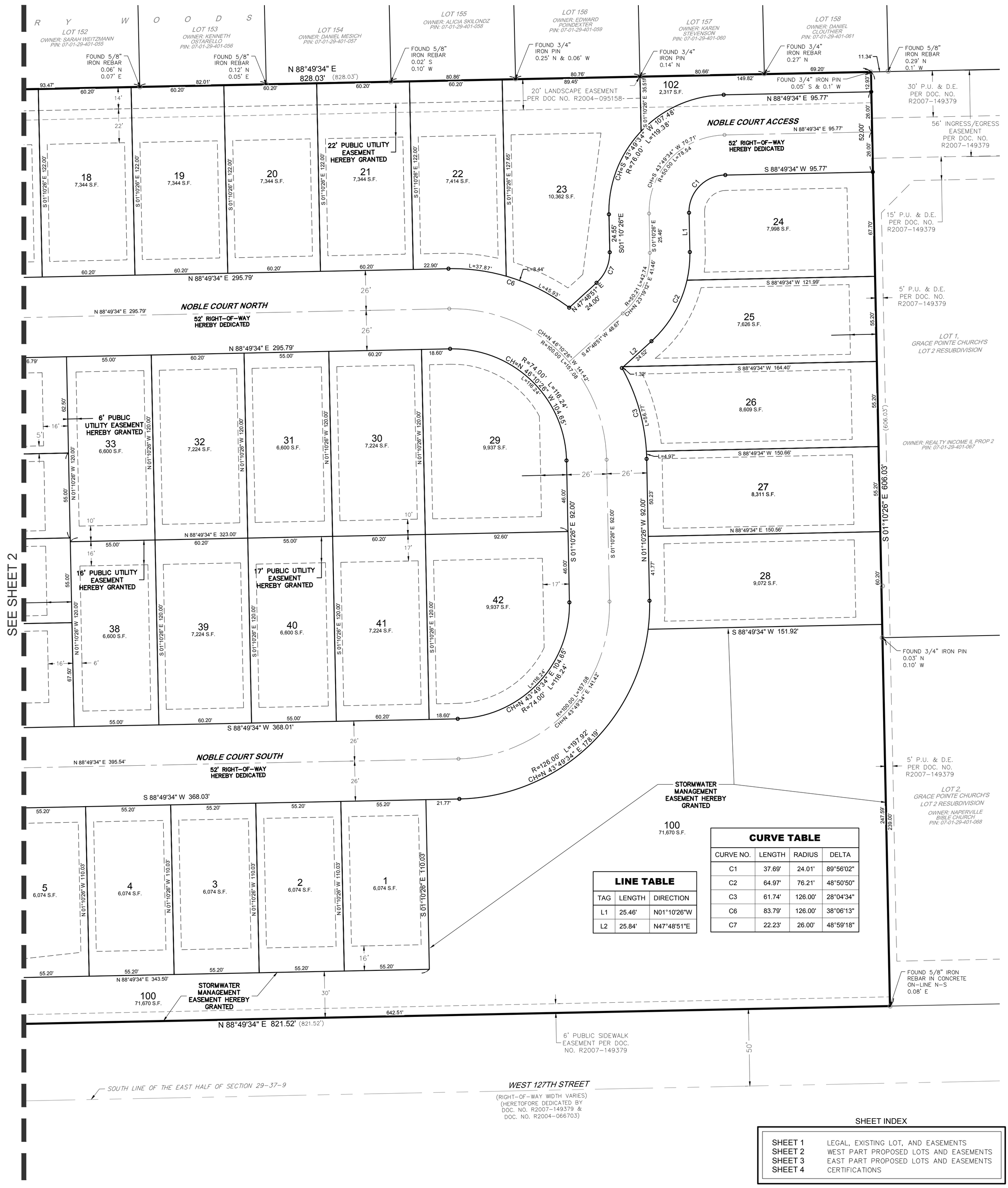
LINE TABLE		
TAG	LENGTH	DIRECTION
L1	25.46'	N01°10'26"W
L2	25.84'	N47°48'51"E

AREA TABLE

LOTS 1–46:	320,990 SQUARE FEET (7.368 AC±)
TRACTS:	76,464 SQUARE FEET (1.755 AC±)
R.O.W.:	102,386 SQUARE FEET (2.350 AC±)
TOTAL:	499,840 SQUARE FEET (11.475 AC±)

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL–TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS



CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C1	37.69'	24.01'	89°56'02"
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LINE TABLE		
TAG	LENGTH	DIRECTION
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SHEET INDEX

SHEET 1	LEGAL, EXISTING LOT, AND EASEMENTS
SHEET 2	WEST PART PROPOSED LOTS AND EASEMENTS
SHEET 3	EAST PART PROPOSED LOTS AND EASEMENTS
SHEET 4	CERTIFICATIONS

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REVISIONS △

CAGE CIVIL ENGINEERING

FINAL PLAT
OF
NOBLE COURT

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ATTACHED PLAT OF SUBDIVISION , AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USED AND PURPOSED THEREIN HAS CAUSED AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATED FOR THE PUBLIC USE THE LANDS SHOWN ON THE THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS, AND PUBLIC SERVICES: AND HEREBY ALSO RESERVES FOR THE ILLINOIS BELL TELEPHONE COMPANY AND THE COMMONWEALTH EDISON COMPANY, AND THE VILLAGE, THE EASEMENT PROVISIONS WHICH ARE STATED ON THEIR STANDARD FORM WHISH IS ATTACHED HERETO.

TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20_____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20_____.

_____
NOTARY PUBLIC SIGNATURE

SCHOOL DISTRICT BOUNDARY STATEMENT

BEING DULY SWORN, UPON HIS/HER OATH DEPOSES AND STATES AS FOLLOWS:

1. THE OWNER OF THE PROPERTY LEGALLY DESCRIBED ON THIS PLAT OF SUBDIVISION, WHICH HAS BEEN SUBMITTED TO THE VILLAGE OF PLAINFIELD FOR APPROVAL, WHICH LEGAL DESCRIPTION IS INCORPORATED HEREIN BY REFERENCE: AND

2. TO THE BEST OF THE OWNER'S KNOWLEDGE, THE SCHOOL DISTRICT IN WHICH TRACT, PARCEL, LOT OR BLOCK OF THE PROPOSED SUBDIVISION LIES IS LOCATED IN:

PLAINFIELD COMMUNITY CONSOLIDATED SCHOOL DISTRICT 202
500 W. FORT BEGGS DRIVE, PLAINFIELD, ILLINOIS 60544

DATED THIS _____ DAY OF_____ A.D., 20_____.

BY: _____ ATTEST: _____
SIGNATURE SIGNATURE

TITLE: _____ TITLE: _____
PRINT TITLE PRINT TITLE

SUBSCRIBED AND SWORD BEFORE ME THIS _____ DAY OF_____ A.D., 20_____.

_____
NOTARY PUBLIC SIGNATURE

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS

SHEET INDEX

SHEET 1	LEGAL, EXISTING LOT, AND EASEMENTS
SHEET 2	WEST PART PROPOSED LOTS AND EASEMENTS
SHEET 3	EAST PART PROPOSED LOTS AND EASEMENTS
SHEET 4	CERTIFICATIONS

WILL COUNTY TAX MAPPING CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, DIRECTOR OF MAPPING AND PLATTING OFFICE DO HEREBY CERTIFY THAT I HAVE CHECKED THE PROPERTY DESCRIPTION ON THIS PLAT AGAINST THE PROPERTY HEREIN DESCRIBED IS LOCATED ON TAX MAP NO._____ AND IS IDENTIFIED AS PERMANENT REAL ESTATE TAX INDEX NUMBERS (P.I.N.) _____ AND _____.

DATED THIS _____ DAY OF_____ A.D., 20_____

_____
DIRECTOR

WILL COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, COUNTY CLERK OF WILL COUNTY, ILLINOIS DO HEREBY CERTIFY THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.
I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

THIS _____ DAY OF_____ A.D., 20_____

_____
COUNTY CLERK

WILL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS INSTRUMENT _____, WAS FILD FOR RECORD IN THE RECORDER'S OFFICE OF WILL COUNTY, ILLINOIS ON THE _____ DAY OF_____ A.D., 20_____ AT _____ O'CLOCK A.M./P.M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____

_____
RECORDER OF DEEDS

SURFACE WATER STATEMENT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

TO THE BEST OF MY KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE OF THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, A.D., 20_____

_____
OWNER OR ATTORNEY

_____
ILLINOIS PROFESSIONAL ENGINEER

STATE REGISTRATION NUMBER _____

REGISTRATION EXPIRATION DATE _____

PUBLIC UTILITY EASEMENT PROVISIONS

EASEMENTS FOR PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF PLAINFIELD INCLUDING BUT NOT LIMITED TO, AMERITECH, COMMONWEALTH EDISON COMPANY, NICOR, ATT BROADBAND, COMCAST, AND THEIR SUCCESSORS AND ASSIGNS, OVER ALL OF THE AREAS MARKED "PUBLIC UTILITY EASEMENTS" OF "P.U." ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RE-CONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, COMMUNITY, ANTENNA TELEVISION SYSTEMS AND INCLUDING MANHOLES, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY PERSONS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK, THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENTS THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES, NO PERMANENT BUILDING SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS, WHERE AN EASEMENT IS USED BOTH FOR SEWERS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF PLAINFIELD .

UTILITY EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATIONS SERVICE WAS RESERVED FOR COMMONWEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY (AMERITECH), GRANTEES, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO INSTALL, OPERATE, MAINTAIN AND REMOVE, FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND SOUND AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DOTTED LINES ON THE PLAT AND MARKED "EASEMENT", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF THE DESIGNATED EASEMENT AREAS THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHT HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES, OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DOTTED LINES MARKED "EASEMENT" WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES, AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

EASEMENT PROVISIONS

A PERMANENT NONEXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF PLAINFIELD, ILLINOIS AND TO ITS SUCCESSORS AND ASSIGNS, IN, UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "EASEMENTS" ON THE ATTACHED PLAT OF SUBDIVISION FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, RENEWING, ALTERING, ENLARGING, REMOVING, REPAIRING, CLEANING, AND MAINTAINING STORM AND FLOOD WATER CHANNELS, BASINS, SEWERS, STORM SEWERS AND SANITARY SEWERS, WATER TRANSMISSION MAINS AND LINES, VALVE VAULTS AND HYDRANTS, AND ANY AND ALL MANHOLES, HYDRANTS, PIPES, CONNECTIONS, CATCH BASINS, BUFFALO BOXES AND WITHOUT LIMITATION, SUCH OTHER STRUCTURES AND APPURTENANCES AS MAY BE NECESSARY OR CONVENIENT FOR THE FURNISHING OF PUBLIC UTILITY SERVICES, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS ACROSS AND THROUGH THE EASEMENTS FOR PERSONS AND EQUIPMENT TO DO ANY OR ALL OF THE ABOVE WORK. THE RIGHT IS ALSO HEREBY GRANTED TO THE VILLAGE TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENTS AS WELL AS REMOVE ANY OTHER FENCE OR STRUCTURE THAT INTERFERE WITH THE OPERATION OF THE ABOVE OR WITH THE EXERCISE OF ANY RIGHTS UNDER THIS PARAGRAPH. ALL THE EASEMENTS INDICATED SHALL BE PERPETUAL, EXCEPT THOSE IDENTIFIED AS "TEMPORARY." THE EASEMENT AREAS SHOWN AS DETENTION OR RETENTION EASEMENTS SHALL INCLUDE, IN ADDITION TO THE ABOVE RIGHTS, THE RIGHT TO FLOOD SUCH AREA WITH STORM WATERS, AND SHALL ALSO INCLUDE THE RIGHT TO INSTALL AND MAINTAIN STORM WATER DETENTION AND RETENTION STRUCTURES. NO FENCES, STRUCTURES OR TREES SHALL BE PLACED IN EASEMENTS LABELED "EMERGENCY OVERLAND RELEASE ROUTES."

CERTIFICATE AS TO SPECIAL ASSESSMENT

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I,_____, TREASURER OF THE VILLAGE OF PLAINFIELD DO HEREBY CERTIFY THAT THERE ARE NOT DELINQUENT OF UNPAID CURRENT OF FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.
.
DATED IN PLAINFIELD, WILL COUNTY, ILLINOIS, THIS _____ DAY OF_____ A.D., 20_____.

_____
TREASURER

BOARD OF TRUSTEES

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED AND ACCEPTED BY THE BOARD OF TRUSTEES OF PLAINFIELD, WILL COUNTY, ILLINOIS.
DATED THIS _____ DAY OF_____ A.D., 20_____.

_____
VILLAGE PRESIDENT

ATTEST: _____

PLAN COMMISSION

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I,_____, CHAIRPERSON OF THE VILLAGE OF PLAINFIELD PLAN COMMISSION DO HEREBY CERTIFY THAT ON THE _____ DAY OF _____ A.D., 20_____, THIS PLAT OF SUBDIVISION WAS DULY APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF PLAINFIELD.

_____
CHAIRPERSON

SURVEYOR'S AUTHORIZATION TO RECORD

I HEREBY DESIGNATE _____, AND/OR REPRESENTATIVES THEREON, TO RECORD THIS PLAT, A TRUE COPY OF WHICH HAS BEEN RETAINED BY ME TO ASSURE NO CHANGES HAVE BEEN MADE TO SAID PLAT.

DATED THIS _____ DAY OF_____ A.D., 20_____.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

ALL OF LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENTED NO. R2007149379, IN WILL COUNTY, ILLINOIS.

SUBDIVIDED PROPERTY CONTAINS 11.475 ACRES MORE OR LESS AND ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

AS SHOWN BY THE PLAT WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. I FURTHER CERTIFY THAT THE SAID PROPERTY WAS SURVEYED WITHIN THE LAST 18 MONTHS. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE VILLAGE BOARD RELATIVE TO PLATS AND SUBDIVISION HAVE BEEN COMPILED WITH IN THE PREPARATION OF THIS PLAT. THE PROPERTY INCLUDED IN THIS PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF PLAINFIELD, WILL COUNTY, ILLINOIS.

ALSO, I DO FURTHER CERTIFY THAT THIS SITE FALLS WITHIN "OTHER AREAS: ZONE X" (AREA OF MINIMAL FLOOD HAZARD) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17197C0038G, HAVING A REVISED DATE OF FEBRUARY 15, 2019.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS, THIS ___ DAY OF _____ A.D., 20__.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2027.

DATE OF FIELD SURVEY: OCTOBER 17, 2025

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY

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REVISIONS △
CAGE CIVIL ENGINEERING

Exhibit C
Final Engineering Plans

SITE DEVELOPMENT PLANS FOR

NOBLE COURT

24950 W 127TH STREET
PLAINFIELD, IL 60585

LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENTED NO. R2007149379, IN WILL COUNTY, ILLINOIS.

LOCATION MAP



SECTION 8, TOWNSHIP 36N, RANGE 9E

Sheet List Table

Sheet Number	Sheet Description	Sheet Title
1	C0.0	SITE LOCATION MAP & CIVIL LEGEND
2	C0.1	GENERAL NOTES & SPECIFICATIONS
3	C0.2	VOP SPECIFICATIONS
4	C0.3	VOP SPECIFICATIONS
5	C1.0	EXISTING CONDITIONS & DEMOLITION PLAN
6	C2.0	SITE LAYOUT PLAN
7	C3.0	GRADING & STORMWATER MANAGEMENT PLAN
8	C3.1	ADA GRADING PLAN
9	C3.2	ADA GRADING PLAN
10	C4.0	EROSION CONTROL PLAN
11	C5.0	UTILITY PLAN
12	C6.0	PLAN AND PROFILE - NOBLE COURT NORTH
13	C6.1	PLAN AND PROFILE - NOBLE COURT SOUTH
14	C6.2	PLAN AND PROFILE - NOBLE COURT ACCESS
15	C6.3	PLAN AND PROFILE - ST-200A
16	C6.4	PLAN AND PROFILE - ST-200B
17	C6.5	PLAN AND PROFILE - ST-300A
18	C6.6	PLAN AND PROFILE - ST-300B
19	C6.7	PLAN AND PROFILE - ST-400
20	C7.0	CONSTRUCTION DETAILS
21	C7.1	CONSTRUCTION DETAILS
22	C7.2	CONSTRUCTION DETAILS
23	C7.3	CONSTRUCTION DETAILS
24	C7.4	CONSTRUCTION DETAILS
25	C7.5	CONSTRUCTION DETAILS
26	C7.6	CONSTRUCTION DETAILS

OWNER/DEVELOPER
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LN., SUITE 620
NAPERVILLE, IL
PHONE: 630.425.1416
ANNA SUTTON

ENGINEER
CAGE ENGINEERING
2200 CABOT DR., SUITE 325
LISLE, IL 60532
PHONE: 630.598.0007
FRED THAETE, P.E.

SURVEYOR
CAGE ENGINEERING
2200 CABOT DR., SUITE 325
LISLE, IL 60532
PHONE: 630.598.0007
GABY PTASINSKA, P.L.S.

LANDSCAPE
GARY R. WEBER ASSOCIATES
402 W. LIBERTY DR.
WHEATON, IL
PHONE: 224.760.1261
DOUG SHANNON

VILLAGE OF PLAINFIELD
PUBLIC WORKS DEPARTMENT
1400 COIL PLUS DR.
PLAINFIELD, IL 60544
PHONE: 815.436.3577
TOM TOPOR, P.E.

EXISTING LEGEND

- EXISTING TREE
- CURB & GUTTER
- EXISTING BUILDING
- PCC SIDEWALK
- G — GAS SERVICE
- E — ELECTRIC SERVICE
- STORM SEWER
- SANITARY SEWER
- W — WATER MAIN
- CABLE LINE
- OH — OVERHEAD UTILITY LINE
- T — COMMUNICATION LINE
- FO — FIBER OPTIC LINE
- X — FENCE
- STORM STRUCTURE
- SANITARY MANHOLE
- CLEANOUT
- WATER METER
- VALVE VAULT
- VALVE BOX
- HYDRANT
- GAS METER
- ELECTRIC METER
- PARKING LOT LIGHT
- UTILITY POLE
- GUY WIRE
- TRANSFORMER
- FIBER OPTIC BOX
- FIBER OPTIC PEDESTAL
- CABLE PEDESTAL
- PHONE PEDESTAL
- ELECTRIC PEDESTAL
- 100 — MAJOR CONTOUR
- 100 — MINOR CONTOUR

PROPOSED LEGEND

- CURB & GUTTER
- REVERSE PITCH CURB & GUTTER
- DEPRESSED CURB & GUTTER
- PROPOSED BUILDING
- PCC SIDEWALK
- STANDARD DUTY ASPHALT PAVEMENT
- ASPHALT PATHWAY
- G — GAS SERVICE
- E — ELECTRIC SERVICE
- STORM SEWER
- SANITARY SEWER
- W — WATER MAIN
- X — FENCE
- STORM STRUCTURE
- DOWNSPOUT CONNECTION
- SANITARY MANHOLE
- CLEANOUT
- WATER METER
- VALVE VAULT
- VALVE BOX
- HYDRANT
- GAS METER
- ELECTRIC METER
- PARKING LOT LIGHT
- FLOW ARROW
- OVERLAND FLOOD ROUTE
- 100.00 TW — TOP OF SIDEWALK GRADE
- 100.00 TC — TOP OF CURB GRADE
- 100.00 P — PAVEMENT GRADE
- 100.00 G — GROUND GRADE
- 100 — MAJOR CONTOUR
- 100 — MINOR CONTOUR

VILLAGE NOTIFICATION

THE VILLAGE OF PLAINFIELD PUBLIC WORKS AND BUILDING DEPARTMENTS SHALL BE NOTIFIED AT (815) 436-7093 A MINIMUM OF 48 HOURS PRIOR TO BEGINNING OR RESUMING ALL CONSTRUCTION ACTIVITIES.

BENCHMARKS

SITE BENCHMARK 401:
SQUARE CUT IN EXISTING CURB
ELEVATION: 653.07 (NAVD88)

SITE BENCHMARK 402:
SQUARE CUT IN EXISTING CURB
ELEVATION: 652.70 (NAVD88)

SITE BENCHMARK 403:
SQUARE CUT IN EXISTING CURB
ELEVATION: 654.67 (NAVD88)

DRAINAGE STATEMENT

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF THE SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS PROJECT OR ANY PART THEREOF, OR, THAT IF DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS RIGHT TO USE, AND THAT THE SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTIES BECAUSE OF THE CONSTRUCTION OF THIS PROJECT.

DATE

OWNER

04.20.2026

DATE

ENGINEER

Know what's below. Call before you dig.

Call Before You Dig — JULIE — ILLINOIS ONE-CALL SYSTEM

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.598.0007
WWW.CAGECIVIL.COM

CAGE

FREDERICK W. THAETE
062-055840
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

REVISIONS

USE DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

M/I HOMES OF CHICAGO, LLC
NOBLE COURT
24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
SITE LOCATION MAP & CIVIL LEGEND

SHEET NUMBER
C0.0
1 OF 26

GENERAL REQUIREMENTS:

1. ALL WORK SHALL BE IN CONFORMANCE WITH THE APPLICABLE SECTIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (HEREIN AFTER REFERRED TO AS STANDARD SPECIFICATIONS) ADOPTED APRIL 1, 2016 AND SUPPLEMENTAL SPECIFICATIONS. WITHIN THE STANDARD SPECIFICATIONS, ARTICLES 105.01, 105.09, 105.10, 105.11, 105.12, 105.13 AND SECTION 109 SHALL NOT BE INCORPORATED INTO THIS CONTRACT.
2. SCOPE OF WORK: THE PROPOSED IMPROVEMENTS CONSIST OF SUPPLYING ALL THE NECESSARY LABOR, MATERIAL AND EQUIPMENT TO SATISFACTORILY CONSTRUCT AND INSTALL ALL IMPROVEMENTS ACCORDING TO THE PLANS DESIGNATED HEREIN.
3. CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO LOCATE AND PROTECT ALL UNDERGROUND FACILITIES/UTILITIES DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS AND CONTACT THE OWNER. ANY DAMAGE TO ANY UTILITIES SHALL BE PROMPTLY REPORTED TO THE OWNER. REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE UNDERGROUND UTILITIES SHOWN HEREIN ARE APPROXIMATE AND BASED ON THE ACTUAL LOCATION OF SURFACE STRUCTURES AND PLANS PROVIDED BY THE OWNER. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS.
4. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED HAZARD WARNING LIGHTS, DELINEATOR FENCE, AND OTHER ASSOCIATED FACILITIES AS REQUIRED FOR OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCK PILES, AND PARKED CONSTRUCTION EQUIPMENT THAT MAY POSE A POTENTIAL HAZARD AS PART OF THE DAILY OPERATIONS AT THIS SITE. CONTRACTOR IS SOLELY RESPONSIBLE FOR SITE SAFETY.
5. CONTRACTOR SHALL CONTINUOUSLY COMPARE ALL LINES, GRADES, AND OTHER INFORMATION APPEARING ON THE PLANS WITH THE ACTUAL LINES, GRADES, AND SITE CONDITIONS. ANY DISCREPANCIES THAT MAY AFFECT THE PERFORMANCE OF THE WORK IN ACCORDANCE WITH THE INTENT OF THE CONTRACT DOCUMENTS SHALL BE IMMEDIATELY REPORTED TO THE OWNER AND ENGINEER IN WRITING FOR DISPOSITION BEFORE CONTRACTOR PROCEEDS WITH THE WORK. CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR THE WORK COMPLETED PRIOR TO THE REPORT TO THE OWNER AND ENGINEER, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR CORRECTION OF THE WORK PRIOR TO THE REPORT TO THE OWNER AND ENGINEER.
6. CONTRACTOR PARKING AND LAYDOWN AREAS SHALL BE COORDINATED WITH THE OWNER.
7. PRIOR TO PERFORMING ANY WORK IN OR ON THE RIGHT OF WAY OF ANY CITY OR STATE ROADWAY, THE CONTRACTOR SHALL NOTIFY THE CITY / STATE TRAFFIC ENGINEER'S OFFICE. THE CONTRACTOR SHALL ERECT WARNING SIGNS AND BARRICADES TO PROTECT THE TRAVELING PUBLIC AND HIS WORKERS. THE SIGNING AND BARRICADING SHALL CONFORM TO THE APPROPRIATE APPLICATIONS OUTLINED IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES OR AS OTHERWISE DIRECTED BY THE CITY / STATE TRAFFIC ENGINEER. IF PERMITS ARE REQUIRED TO CONDUCT THE WORK, THE CONTRACTOR SHALL SECURE THE PERMITS AND SUPPLY THEM TO THE OWNER AT NO ADDITIONAL COST. ALL FULL WIDTH LANE CLOSURES, PARTIAL LANE CLOSURES, AND CONSTRUCTION ADJACENT TO PAVEMENT SHALL BE IDENTIFIED, SIGNED, AND BARRICADES ERECTED IN CONFORMANCE WITH THE APPLICABLE ARTICLES OF SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE VILLAGE OF PLAINFIELD'S REQUIREMENTS. ALL TRAFFIC PROTECTION, BOTH ONSITE AND OFFSITE, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. CONTRACTOR SHALL REMOVE EARTHEN MATERIALS, EXISTING SURFACES, AND STRUCTURES AS REQUIRED. ALL WASTE MATERIAL SHALL BE PROPERLY DISPOSED OFF-SITE AND SHALL BE INCIDENTAL TO THE CONTRACT.
9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, UNLESS NOTED. THIS WILL INCLUDE BUT NOT BE LIMITED TO MUNICIPAL BUILDING PERMIT. THE OWNER WILL SECURE THE N.P.D.E.S. PERMIT. THE CONTRACTOR SHALL PROVIDE ANY FINANCIAL SURETIES REQUIRED AS PART OF ANY PERMIT.
10. WHEN CONCRETE IS PLACED ABUTTING STRUCTURES, FOUNDATIONS OR EXISTING SIDEWALKS, A BOND BREAKER CONSISTING OF 1" P.J.F. AND ELASTOMERIC JOINT SEALANT SHALL BE USED FULL DEPTH UNLESS OTHERWISE NOTED.
11. MAXIMUM CONTRACTION JOINT SPACING ON CONCRETE CURB AND GUTTER OR CONCRETE GUTTER SHALL NOT EXCEED 25'.
12. SIDEWALK RAMPS FOR ADA SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN HEREIN. DETECTABLE WARNINGS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
13. HOT-MIX ASPHALT PAVEMENT PATCHING SHALL BE IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING ELECTRONIC AS-BUILT DRAWINGS, FOR UTILITIES AND DETENTION AREAS, TO THE OWNER AND ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PROJECT ACCEPTANCE.
15. CONSTRUCTION STAKING, LAYOUT, AND GRADING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR USING THE BASIC TOPOGRAPHIC SURVEY CONTROLS PROVIDED IN THE PLANS. CONTRACTOR SHALL VERIFY SURVEY CONTROLS PRIOR TO BEGINNING CONSTRUCTION. ANY DISCREPANCIES IN THE SURVEY CONTROLS SHALL BE REPORTED TO THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION. ANY ADDITIONAL SURVEY CONTROLS REQUIRED FOR CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
16. CONTRACTOR SHALL COORDINATE ALL UTILITY LINE CROSSINGS TO ENSURE ALL PIPES MAINTAIN MINIMUM COVER, MINIMUM CLEARANCES, AND PROPER SEPARATION. GRAVITY LINES SHALL HAVE PRECEDENCE OVER PRESSURIZED LINES.
17. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL ITEMS INCORPORATED INTO THE WORK FOR ENGINEER REVIEW AND APPROVAL A MINIMUM OF 4 WEEKS PRIOR TO ORDERING.
18. REFERENCES TO "INSPECTION" OR "INSPECTOR" IN THE SPECIFICATIONS SHALL NOT CREATE, IMPOSE, OR GIVE RISE TO ANY DUTY OWED BY THE OWNER OR ENGINEER TO THE CONTRACTOR, ANY SUBCONTRACTOR, OR ANY SUPPLIER. ALL IMPROVEMENTS SHALL BE SUBJECT TO INSPECTION BY A DULY AUTHORIZED AND QUALIFIED OWNER'S REPRESENTATIVE BOTH DURING THE COURSE OF CONSTRUCTION AND AFTER CONSTRUCTION IS COMPLETE. THE INSPECTOR SHALL HAVE AUTHORITY OVER MATERIALS OF CONSTRUCTION, METHODS OF CONSTRUCTION AND WORKSMANSHIP TO ENSURE COMPLIANCE WITH WORKING DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE FOR REASONABLE TESTS AND PROOF OF QUALITY OF MATERIALS AS REQUESTED BY THE INSPECTOR. UPON DUE CAUSE, WHICH SHALL INCLUDE WEATHER CONDITIONS, WORKMANSHIP OR NON-ADHEREANCE TO THE APPROVED PLANS AND SPECIFICATIONS, THE INSPECTOR SHALL HAVE THE AUTHORITY TO STOP CONSTRUCTION.
19. WHERE SECTION, SUB-SECTION, SUBDIVISION, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN OWNER OR AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION.
20. ALL TRENCH BACKFILL SHALL BE IMPORTED GRANULAR MATERIAL UNLESS EXISTING GRANULAR MATERIALS ARE SPECIFICALLY APPROVED BY THE OWNER'S REPRESENTATIVE.
21. ALL AGGREGATE BASE COURSE SHALL BE COMPACTED TO 98% STANDARD PROCTOR DENSITY.
22. ALL AGGREGATE BASE AREAS TO BE PAVED (PAVEMENT, SIDEWALK, CURB, OR STRUCTURES) SHALL BE PROOF-ROLLED WITH SEVERAL PASSES OF A FULLY LOADED DUMP TRUCK. CONTRACTOR SHALL NOTIFY THE OWNER AND/OR ENGINEER 24 HOURS PRIOR TO PROOF ROLL AND SHALL MAKE ALL CORRECTIONS TO PROVIDE A SATISFACTORY SUBGRADE.
23. ANY UNCONTROLLED CRACKING THAT OCCURS IN CONCRETE PAVEMENT, SIDEWALK, CURB, OR CURB AND GUTTER PRIOR TO FINAL ACCEPTANCE SHALL BE ROUTED OR SAWED AND SEALED ACCORDING TO THE STANDARD SPECIFICATIONS.
24. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO ANY WORK IN AND AROUND UTILITY-OWNED INFRASTRUCTURE AND MAKE THEM AWARE OF WORK TO BE PERFORMED.
25. ALL SIDEWALKS SHALL BE 4 INCHES IN THICKNESS AND CONSTRUCTED TO THE WIDTH SHOWN ON THE PLANS. ALL SIDEWALKS SHALL BE CONSTRUCTED WITH A MIN. CROSS SLOPE OF 1% AND A MAX. CROSS SLOPE OF 2%. SIDEWALK THICKNESS SHALL BE INCREASED TO A MINIMUM 6" AT DRIVEWAYS OR AS REQUIRED BY THE VILLAGE OF PLAINFIELD.
26. ANY SIDEWALKS, FENCES, AND OTHER ITEMS NOT SHOWN TO BE REMOVED, BUT DAMAGED DURING CONSTRUCTION, SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
27. CONTRACTOR SHALL NOTIFY THE APPROPRIATE AGENCY A MINIMUM OF 48 HOURS PRIOR TO CONNECTING TO OR INSTALLING ANY PUBLIC SEWER OR WATER MAINS.
28. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE PROJECT SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY PROVIDE THE INFORMATION TO THE ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK EFFECTED BY OMISSIONS OR DISCREPANCIES. IF THE CONTRACTOR FAILS TO SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL.

EXISTING TOPOGRAPHY:

1. ALL UTILITIES SHOWN ARE APPROXIMATE ONLY AND ARE DERIVED FROM EXISTING UTILITY MARKINGS, OLD SITE PLANS, UTILITY COMPANY MAPS, PRIVATE LOCATOR AND OBSERVED EVIDENCE.
2. ALL PIPE SIZES REFERENCED HEREON ARE SHOWN ACCORDING TO UTILITY COMPANY MAPS, OLD SITE PLANS AND OBSERVED EVIDENCE. ALL PIPE SIZES AND INVERTS SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION.
3. PRIOR TO ANY EXCAVATION CONTRACTORS SHALL CALL THE TOLL FREE J.U.L.I.E. TELEPHONE NUMBER 1-800-892-0123. ALLOW 48 HOURS FOR LOCATIONS OTHER THAN EMERGENCY ASSISTANCE.

SITE DEMOLITION:

1. EXISTING UTILITIES TO REMAIN, WHICH ARE DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, SHALL BE REPAIRED AND/OR REPLACED WITHOUT ADDITIONAL COMPENSATION. CONFLICTS WITH PROPOSED CONSTRUCTION AND UTILITIES TO REMAIN ARE TO BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONSTRUCTION MANAGER FOR COORDINATION WITH THE OWNER'S REPRESENTATIVE, ENGINEER, AND UTILITY COMPANY.
2. NO DEMOLITION OR CONSTRUCTION ACTIVITIES SHALL TAKE PLACE WITHIN PUBLIC RIGHT-OF-WAY UNTIL ALL PERMITS ARE SECURED.
3. ALL PAVEMENT TO BE REMOVED SHALL BE SAWCUT FULL DEPTH.
4. CONTRACTOR SHALL EMPLOY ALL MEASURES NECESSARY DURING DEMOLITION TO CONTROL EROSION AND INSURE THAT SEDIMENT DOES NOT LEAVE THE SITE. TRACKING OF DIRT ONTO PUBLIC STREETS AND EXISTING PARKING LOT SHALL BE CLEANED IMMEDIATELY, AND ALL SEDIMENT AND EROSION CONTROL ITEMS SHALL BE INSTALLED PRIOR TO CLEARING AND DEMOLITION WORK.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING SITE CONDITIONS AND BECOMING FAMILIAR WITH ALL CONSTRUCTION DOCUMENTS.
6. ITEMS INDICATED TO BE REMOVED SHALL BE COMPLETELY REMOVED UNLESS INDICATED OTHERWISE.
7. ALL TREES AND BRUSH INDICATED TO BE REMOVED SHALL BE REMOVED COMPLETELY, INCLUDING ROOT BALLS.
8. UNLESS OTHERWISE IDENTIFIED AND/OR NOTED ON THE DEMOLITION PLAN, CONTRACTOR SHALL FULLY DEMOLISH, REMOVE, AND LAWFULLY DISPOSE OF ALL EXISTING BUILDINGS, IMPROVEMENTS, AND RELATED APPURTENANCES AT THIS SITE AND PROPERTY. CONTRACTOR SHALL ALSO DEMOLISH, REMOVE, AND LAWFULLY DISPOSE OF EXISTING IMPROVEMENTS AND CONSTRUCTIONS IN THE PUBLIC RIGHT-OF-WAY NECESSARY TO ACCOMPLISH THE NEW PROJECT WORK DESCRIBED ELSEWHERE IN THESE BIDDING AND CONSTRUCTION DOCUMENTS. CONTRACTOR SHALL PROCURE ALL NECESSARY PERMITS AND APPROVALS FOR SUCH DEMOLITION WORK (BOTH INSIDE THE PROPERTY LINE AND IN THE PUBLIC RIGHT-OF-WAY) PRIOR TO COMMENCING ANY DEMOLITION OPERATIONS.
9. CONTRACTOR SHALL FULLY PROTECT ALL SURROUNDING PROPERTIES FROM ANY AND ALL DAMAGE DURING DEMOLITION OPERATIONS; AND SHALL BE FULLY RESPONSIBLE FOR REPAIRING (TO A CONDITION ACCEPTABLE TO THE OWNER AND ARCHITECT) ANY AND ALL DAMAGE THAT DOES OCCUR.
10. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROLS AND RELATED APPURTENANCES THAT ARE REQUIRED BY ANY APPLICABLE CODES AND ORDINANCES, DURING ALL DEMOLITION OPERATIONS.
11. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE SAFETY AND SECURITY OF THE PROJECT SITE AND ITS SURROUNDINGS DURING DEMOLITION OPERATIONS.
12. ALL DEMOLISHED EXISTING MATERIALS, SYSTEMS, AND CONSTRUCTIONS SHALL BE DISPOSED OF IN A LAWFUL MANNER, AND WRITTEN RECORDS OF THE FINAL DESTINATION FOR THESE MATERIALS, SYSTEMS, AND CONSTRUCTIONS SHALL BE PROVIDED TO THE OWNER AND ENGINEER.
13. EXISTING SITE SHALL BE CLEANED ON A DAILY BASIS THROUGHOUT THE DURATION OF DEMOLITIONS OPERATIONS; AND NO DEBRIS OR PRODUCTS OF DEMOLITION SHALL BE ALLOWED TO ACCUMULATE OUTSIDE THE BOUNDARIES OF THE SITE.
14. CONTRACTOR SHALL FULLY COORDINATE ALL PROJECT DEMOLITION OPERATIONS, INCLUDING THE REMOVAL AND LAWFUL DISPOSAL OF ALL MATERIALS AND SYSTEMS.

SITE LAYOUT:

1. JOINTS IN SIDEWALK SHALL BE TOOLED AT 5' MAX. INTERVALS, UNLESS INDICATED OTHERWISE.
2. NORTHING-EASTING COORDINATES AND DIMENSIONS FOR CURB AND GUTTER ARE TO FACE OF CURB.
3. CONTRACTOR SHALL COORDINATE ALL WORK WITHIN PUBLIC RIGHT-OF-WAY WITH THE APPROPRIATE PUBLIC AGENCY. NOTIFICATION SHALL OCCUR A MINIMUM OF 48 HOURS PRIOR TO COMMENCING WORK WITHIN PUBLIC RIGHT-OF-WAY. ALL PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
4. P.C. CONCRETE PAVEMENT AND SIDEWALKS SHALL BE CLASS PV AND CLASS SI, RESPECTIVELY, IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING SITE CONDITIONS AND BECOMING FAMILIAR WITH ALL CONSTRUCTION DOCUMENTS.
6. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND DOOR LOCATIONS.
7. CONTRACTOR SHALL COORDINATE EQUIPMENT PADS WITH EQUIPMENT MANUFACTURERS.

SITE GRADING AND EROSION CONTROL:

1. ALL SUBGRADE EXCAVATION AND COMPACTION SHALL BE COMPLETED IN ACCORDANCE WITH THE "FINAL - SOIL EXPLORATION AND ANALYSIS" PREPARED BY MIDLAND STANDARD ENGINEERING & TESTING, INC.
2. ENGINEERED STRUCTURAL FILLS SHALL BE INCLUDED IN OVERALL SITE DEVELOPMENT TO PROVIDE ADEQUATE STRUCTURAL SUPPORT FOR THE FLOOR SLABS ON GRADE AND ADJOINING PAVEMENT AREAS. REFER TO THE GEOTECHNICAL REPORT FOR APPROVED FILL MATERIALS.
3. WHERE FIRM FOUNDATION MATERIAL IS NOT ENCOUNTERED AT THE GRADE ESTABLISHED, DUE TO UNSUITABLE SOIL, ALL SUCH UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH APPROVED COMPACTED GRANULAR MATERIAL.
4. TOPSOIL SHALL BE STRIPPED IN ALL STRUCTURAL FILL AREAS BEFORE PLACEMENT OF FILL MATERIAL AND SHALL BE STOCKPILED IN AREAS DESIGNATED BY THE OWNER OR PER PLAN.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM EARTHWORK CALCULATIONS BASED ON THE PROVIDED PLANS AND TO LAWFULLY DISPOSE OF AND REMOVE ANY EXCESS MATERIAL FROM THE PROJECT SITE, OR TO PROVIDE ANY NECESSARY FILL MATERIAL THAT MAY BE REQUIRED TO MEET THE FINAL PLAN GRADES. THE DISPOSAL OR PROVIDING OF MATERIAL SHALL BE INCIDENTAL TO THE CONTRACT.
6. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL."
7. THE OWNER/ENGINEER SHALL PROVIDE THE SOIL EROSION AND SEDIMENT CONTROL PLANS INCLUDED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTATION OF THE STORMWATER POLLUTION PREVENTION PLAN BOOKLET AND ASSOCIATED DOCUMENTS IN ACCORDANCE WITH THE "GENERAL NPDES PERMIT FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES," AND A COPY SHALL BE KEPT ONSITE AT ALL TIMES.
8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE INSTALLATION, ALL INSPECTIONS, AND MAINTENANCE OF ALL EROSION CONTROL FACILITIES REQUIRED BY THE GENERAL NPDES PERMIT UNTIL FINAL STABILIZATION OF ALL AREAS DISTURBED BY CONSTRUCTION OCCURS. MAINTENANCE AND REPLACEMENT OF EROSION CONTROL ITEMS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
9. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITY MUST BE SEEDED, SODDED, BLANKETED OR OTHERWISE PROTECTED WITHIN 14 DAYS OF FINAL DISTURBANCE. ALL AREAS DISTURBED BY THE CONTRACTOR DURING THE CONSTRUCTION OF THIS PROJECT WHICH ARE LOCATED OUTSIDE OF THE PROPOSED SEEDING LIMITS SHALL BE GRADED TO DRAIN, FERTILIZED, SEEDED, MULCHED AND WATERED. THE COST ASSOCIATED WITH THE PLACEMENT OF ADDITIONAL FERTILIZER, SEED, MULCH AND WATERING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MINIMUM OF 70% VEGETATIVE COVERAGE IS REQUIRED PRIOR TO ACCEPTANCE. SEE LANDSCAPE PLANS FOR ADDITIONAL REQUIREMENTS.
10. ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN ARE THE MINIMUM MEASURES REQUIRED. UNFORESEEN CHANGES IN SCOPE, SCHEDULE OR CONSTRUCTION METHODS MAY RESULT IN CHANGES OR ADDITIONS TO THIS PLAN AND THE SWPPP. ANY CHANGES OR ADDITIONS NECESSARY TO MAINTAIN COMPLIANCE WITH THE NPDES PERMIT SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE OWNER.
11. SHOULD PROJECT SCHEDULING PROHIBIT THE ABILITY TO SEED DISTURBED EARTH UPON COMPLETION OF GRADING, CONTRACTOR SHALL EMPLOY ALTERNATE SOURCE CONTROLS IN ADDITION TO THOSE ON THIS PLAN, INCIDENTAL TO THE CONTRACT.
12. DUST CONTROL MUST BE PROVIDED AS NEEDED, BY WATERING OR OTHER MEANS.
13. ALL AREAS WITH THE EXCEPTION OF PAVEMENT SHALL BE FINISHED IN ACCORDANCE WITH THE LANDSCAPE PLANS INCLUDED IN THE PLAN SET.
14. CONTRACTOR SHALL INSTALL INLET FILTER PROTECTION BASKETS INSIDE ALL EXISTING AND PROPOSED MANHOLES AND INLET FRAMES.
15. CONTRACTOR IS REQUIRED TO PROVIDE AND USE A CONCRETE WASHOUT AREA FOR RINSING CONCRETE TRUCKS.
16. CONTRACTOR IS REQUIRED TO PROVIDE AND USE A TEMPORARY CONSTRUCTION ENTRANCE FOR ALL CONSTRUCTION TRAFFIC PER PLAN.
17. CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION TRAFFIC ENTERING AND EXITING THE SITE MAINTAIN CLEAN TIRES. ANY SEDIMENT TRACKED ONTO ADJACENT ROADWAYS OR PAVED AREAS SHALL BE REMOVED BY THE CONTRACTOR BY THE END OF THE SAME WORK DAY.
18. ALL ELEVATIONS SHOWN ARE TO FINISHED PAVEMENT UNLESS SPECIFIED OTHERWISE.
19. ALL SLOPES GREATER THAN OR EQUAL TO 4:1 SHALL BE STABILIZED WITH NORTH AMERICAN GREEN BIONET S75BN EROSION CONTROL BLANKET OR EQUIVALENT.
20. CONTRACTOR SHALL PROVIDE A MINIMUM OF 12" TOPSOIL IN ALL ISLANDS, LANDSCAPE AREAS, AND OPEN SPACES.

SITE UTILITIES:

1. THIS CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
   - A. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
   - B. ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION"
   - C. VILLAGE OF PLAINFIELD SUBDIVISION CODE, STANDARDS AND SPECIFICATIONS, LATEST EDITION.
2. ALL UTILITY TRENCHES UNDER OR WITHIN 2' OF EXISTING OR PROPOSED PAVEMENT OR BUILDING SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL IN ACCORDANCE WITH IDOT SPECIFICATIONS. CONTROLLED LOW-STRENGTH MATERIAL (CLSM) SHALL BE USED TO BACKFILL TRENCHES WITHIN PUBLIC RIGHT OF WAY. THE CLSM SHALL EXTEND 2 FT PAST THE PROPOSED PAVEMENT, CURB, OR SIDEWALK.
3. OPEN CUT TRENCHES SHALL BE SHEETED AND BRACED AS REQUIRED BY THE GOVERNING STATE, FEDERAL LAWS AND MUNICIPAL ORDINANCES, AND AS MAY BE NECESSARY TO PROTECT LIFE, PROPERTY OR THE WORK.
4. CONTRACTOR SHALL AT ALL TIMES DURING CONSTRUCTION PROVIDE AND MAINTAIN SUFFICIENT MEANS AND DEVICES TO REMOVE AND PROPERLY DISPOSE OF ALL WATER ENTERING THE EXCAVATIONS. WATER SHALL BE FILTERED AND DISCHARGED IN ACCORDANCE WITH THE NPDES REQUIREMENTS.
5. ALL PIPE SHALL BE INSTALLED ON A BEDDING OF APPROVED, COMPACTED GRANULAR MATERIAL UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE BEDDING MATERIAL SHALL BE INSTALLED PER STANDARD SPECIFICATIONS AND PROVIDED PLAN DETAILS.
6. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET SHALL BE MAINTAINED BETWEEN ALL WATER MAINS AND SEWERS. IF SEPARATION IS NOT POSSIBLE, WATER MAIN ENCASEMENT SHALL BE REQUIRED OR THE SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.
7. WATER MAINS SHALL CROSS ABOVE SEWERS WITH A MINIMUM VERTICAL SEPARATION OF 18 INCHES WHILE STILL MAINTAINING THE REQUIRED DEPTH OF COVER. IF PROPER SEPARATION IS NOT POSSIBLE, OR IF THE WATER MAIN MUST BE ROUTED UNDER THE SEWER, WATER MAIN ENCASEMENT SHALL BE REQUIRED OR THE SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.
8. ALL SANITARY SEWERS SHALL BE TESTED FOR EXFILTRATION OF AIR UNDER PRESSURE, INFILTRATION OF WATER, AND/OR EXFILTRATION OF WATER AS PER STANDARD SPECIFICATIONS. ALL SANITARY SEWERS SHALL BE DEFLECTION TESTED NO SOONER THAN 30 DAYS AFTER INSTALLATION. ALL MANHOLES SHALL BE TESTED FOR WATERTIGHTNESS BY EITHER ASTM C 969 OR ASTM C 1244.
9. SEE SHEET C0.2 VOP SPECIFICATIONS FOR STORM SEWER MATERIALS.
10. SEE SHEET C0.2 VOP SPECIFICATIONS FOR SANITARY SEWER MATERIALS.
11. ALL CLEANOUT RIMS SHALL BE CONSTRUCTED FLUSH WITH THE FINISHED GROUND SURFACE.
12. CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER SERVICES WITH THE DEPARTMENT OF PUBLIC WORKS.
13. CONTRACTOR SHALL COORDINATE WATER MAIN, FIRE AND DOMESTIC WATER SERVICES WITH THE DEPARTMENT OF PUBLIC WORKS.
14. GENERAL CONTRACTOR SHALL COORDINATE ALL UTILITY LINES THAT ENTER THE BUILDING. IN GENERAL, PLUMBING PLANS SHOW ALL INTERIOR BUILDING PIPING AND PIPING UP TO 5-FEET OUTSIDE THE BUILDING. CIVIL PLANS SHOW SITE PIPING BEGINNING FROM 5-FEET OUTSIDE THE BUILDING. GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTIONS.
15. CONTRACTOR SHALL COORDINATE ALL UTILITY LINE CROSSINGS TO ENSURE ALL PIPES MAINTAIN MINIMUM COVER, MINIMUM CLEARANCES, AND PROPER SEPARATION. GRAVITY LINES SHALL HAVE PRECEDENCE OVER PRESSURIZED LINES.
16. ALL TRENCH BACKFILL SHALL BE IMPORTED GRANULAR MATERIAL UNLESS EXISTING GRANULAR MATERIALS ARE SPECIFICALLY APPROVED BY THE OWNER'S REPRESENTATIVE.
17. SEE SHEET C0.2 VOP SPECIFICATIONS FOR ALL WATERMAIN CONSTRUCTION.

INDEMNIFICATION:

1. THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE WINGSPAN DEVELOPMENT GROUP, LLC, THE VILLAGE OF PLAINFIELD, AND CAGE ENGINEERING, INC. FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OF THE CONTRACTOR'S WORK. IN ANY AND ALL CLAIMS AGAINST THE OWNER OR CAGE ENGINEERING, INC. BY ANY EMPLOYEE OF THE CONTRACTOR, OR ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY THE CONTRACTOR, OR ANYONE FOR WHOSE ACTS THE CONTRACTOR MAY BE LIABLE, THE INDEMNIFICATION OBLIGATION SHALL NOT BE LIMITED IN ANY WAY BY ANY LIMITATION ON THE AMOUNT OF DAMAGES, COMPENSATION OR BENEFITS PAYABLE BY OR FOR THE CONTRACTOR UNDER WORKER'S COMPENSATIONS ACTS, DISABILITY BENEFIT ACTS OR OTHER EMPLOYEE BENEFIT ACTS.

CONSTRUCTION MEANS, METHODS, SAFETY

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS, INCLUDING OSHA STANDARDS AND WITH ANY OTHER APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND ORDERS OF ANY PUBLIC BODY HAVING JURISDICTION FOR THE SAFETY OF PERSONS OR PROPERTY OR TO PROTECT THEM FROM DAMAGE, INJURY OR LOSS. THE CONTRACTOR SHALL PROVIDE ALL SAFEGUARDS, SAFETY DEVICES AND PROTECTIVE EQUIPMENT AND SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING, AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS UTILIZED BY THE CONTRACTOR AND HIS SUB-CONTRACTORS IN THE PERFORMANCE OF THEIR WORK AND SHALL TAKE ANY OTHER ACTIONS NECESSARY TO PROTECT THE LIFE AN HEALTH OF EMPLOYEES ON THE JOB AND THE SAFETY OF THE PUBLIC AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION MEANS, METH

VILLAGE OF PLAINFIELD

GENERAL SPECIFICATIONS FOR CONSTRUCTION

It shall be the Developer's sole responsibility for the condition and maintenance of all public improvements, and related site, until such time that the Village allows for the final reduction in the letter of credit and the standard maintenance period has expired. The Developer, contractors, and their subcontractors shall indemnify the Village and Village Engineer from all liability resulting from any negligent act or omission with respect to the design, construction, installation, testing and maintenance work and shall name the Village as additional insured on their commercial general liability policies.

The underground utilities general provisions shall be constructed in accordance with the requirements of Federal and State statutes and regulations; Illinois Environmental Protection Agency regulations; Standard Specifications for Road and Bridge Construction adopted by the Illinois Department of Transportation, latest edition; the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition; Illinois Design Standards for Sewage Works, latest version; and the recommended Standard for Water Works, latest edition; Subdivision Regulations and Plumbing Code of the Village of Plainfield. In addition the following Standards shall apply:

1000. GENERAL:

1010. Design plans will indicate locations of select granular backfill via shading or another design method.

1020. All materials shall be manufactured in the United States of America. Letters of Certification of the country of origin and compliance with applicable specifications must be provided to the Village or authorized representative, upon request.

1030. Contractor's License from the Village of Plainfield is a requirement before beginning any work for all general contractors and all subcontractors. Contractor's license information shall be provided at the preconstruction meetings.

1040. Every unit of development will require a preconstruction meeting prior to commencing construction of earthwork, underground, utility and paving work. A list of Emergency Contact numbers must be provided at this meeting.

1050. Full time inspection may be required by the Village. Inspections shall be performed by the Village staff or an authorized representative during the construction of all public improvements and related appurtenances. The Contractor shall allow the Village, or authorized representative, access to the work site to inspect the quality of material and workmanship. The Village reserves the right to issue a "stop work order" in the event the quality of material and/or workmanship does not meet Village Standards and Specifications.

1060. Observation and testing requests shall be made to the Village of Plainfield Public Works Department or designated representative a minimum of forty-eight (48) hours prior to work or test being performed.

1070. If an existing street is to be partially closed, the developer/contractor is to notify the Fire Dept., Police Dept. and School District forty-eight (48) hours prior to closing after receiving permission for the closure from the Public Works Dept.

1080 Total road closure shall require a detour plan approved by the Public Works Department following the Village of Plainfield road closure requirements

1100. CUTTING EXISTING STREETS/ CLOSURE OF EXISTING STREETS:

1110. Permission is required prior to the start of any construction on Public Easements or Right of Ways that would cut, alter, grade or excavate the surface of any street, road, highway, parkway, alley, curb or sidewalk within the Village of Plainfield.

1120. Permission to open cut a street may be requested through the Village of Plainfield, Department of Public Works 14400 Coil Plus Drive, Plainfield, IL 60544.

1130. In locations where traffic must be maintained on a daily basis, all trenches must be filled with CA-7 stone, steel plate(s) with cold patch protecting the edges.

1140. All trenches must be patched with asphalt (temporary or permanent) within 48 hours of completing the construction operation.

1200. JACKING AND BORING:

1210. This work shall consist of the installation of a steel casing, jacked, for underground Village utilities: watermain, sanitary sewer, storm sewer, etc.

1220. Casing installation under railroad tracks, pipelines, county and state roadways, etc. shall be approved by the appropriate agency which has jurisdiction. Copies of all pertinent permits must be kept on site at all times.

1230. Steel casing pipe shall be in accordance with American National Standards Institute (ANSI) B36.10 with a yield strength of 35,000 psi minimum and a minimum wall thickness per the following table.

MINIMUM WALL THICKNESS FOR STEEL CASING PIPE

Nominal Inside Diameter (in.)	Nominal Wall Thickness (in.)
14 and under	0.188
18	0.312
20 and 22	0.344
24	0.375
26	0.406
28	0.438
30	0.469
32	0.500
34 and 36	0.531
38	0.563

1240. Welds shall be in accordance with the American Welding Society (AWS) D1.1 and be continuous circumferential welds. The steel casing pipe shall have a bituminous coat on the inside and outside surface in accordance with American Association of State Highway and Transportation Officials (AASHTO) M190.

1250. Casing spacers shall be molded high density polyethylene, 304 stainless steel or 14 gauge (minimum) hot rolled and pickled steel. One spacer shall be installed on each side of and a maximum of 12 inches from each joint, and a minimum of one between the joints, with additional spacers and as recommended by manufacturer. Acceptable products shall be Pipeline Seal and Industry, Inc. (PSI), Advance, Cascade or approved equal.

1260. End of casing shall be sealed with brick and mortar to eight (8") inch thickness or casing end seals may be used. Seals shall be synthetic rubber with 304 stainless seal bonding as manufactured by Pipeline Seal and Industry, Inc. (PSI), Cascade Waterworks Mfg. Co. – Model CCES, or approved equal.

1300. DIRECTIONAL BORING:

1310. Directional Boring will not be allowed for pipelines over two inches (2") in diameter, unless approved by the Village of Plainfield or their designated representative.

1400. CONSTRUCTION:

1410. SERVICE LOCATIONS
- Mark with 4" x 4" post
- Paint Appropriately
- Lot number painted on each post or written in black permanent marker

1460. All services shall be constructed prior to roadway and/or curb construction, unless augered (no open cutting after binder installation.)

1470. All construction trenches shall be pumped to keep water out of the pipe, which should also be plugged each day, if necessary.

1500. CAD INFORMATION REQUIREMENTS:

1510. All applications for plat approval shall include USB flash drive or digital file transfer in AutoCad, latest version, (submitted both to the Village Community Development Director and Review Engineer) format showing the following minimum information:

Preliminary Plat
- street and lot layout;
- street names;
- lot numbers;
- watermain layout;
- sanitary sewer layout;
- storm sewer layout; and
- any other information (optional).

Final Plat (Plan View Only)
- same information as Preliminary, including
- watermain sizes;
- watermain valves and hydrants;
- sanitary sewer sizes;
- sanitary sewer manholes;
- storm sewer sizes;
- storm sewer structures; and
- house numbers will not be issued for Village department review until ten (10) working days following receipt of the Final Plat in CAD format and/or Village Board approval of same.

Each item of information shall be included on different layers within the CAD file(s).

1520. Contractor shall mark on a set of Drawings all changes in direction and location of sanitary sewer, storm sewer, watermains, services, etc. including reference coordinates and elevations and provide Record Drawings and CAD files to the Village as described in the CAD information requirements in this section.

1600. CONSTRUCTION ENTRANCES:

1610. Design Engineer shall indicate on plans the entrance locations.

1620. Developer shall maintain at least two separate entrances at all times.

1630. Entrances shall be made using 1 ½"-3" dia. crushed rock, minimum 6-inches thick, and a minimum100 feet in length, 10 feet wide.

1700. COMMON CONTACTS:

Planning Dept.	P	815-439-2824	F	815-436-9785
Building Dept.	P	815-436-2937	F	815-436-9785
Police Dept.	P	815-436-6544	F	815-436-1486
Public Works Dept.	P	815-436-3577	F	815-254-9304
Plainfield Fire District	P	815-436-5335	F	815-436-6420
Plainfield Consolidated School District #202 Transportation Office	P	815-436-7800	F	815-439-4830
Oswego Fire Protection District	P	630-554-2110	F	630-554-8681
Oswego Consolidated School District #308	P	630-554-3447	F	630-554-2168
Plainfield Township Highway Department	P	815-436-6090	F	815-436-5117
Wheatland Township Highway Department	P	630-851-8330	F	630-851-0686
Indian Prairie School District # 204	P	630-375-3000	F	630-375-3001
Oswego Township Highway Department	P	630-554-3211	F	630-554- 2950
NA-AU-SAY Township Highway Department Contact:	P	630-554-3034		
Kendall County Highway Dept.	P	630-553-7616	F	630-553-9583
Will County Dept. of Highways	P	815-727-8476	F	815-727-9806
City of Joliet	P	815-724-4230	F	815-723-7770
Village of Bolingbrook	P	630-226-8400	F	630-226-8409
Village of Romeoville	P	815-886-7200	F	815-886-2724
City of Naperville	P	630-420-6707	F	630-305-5356
City of Yorkville	P	630-553-4350	F	630-553-7575

VILLAGE OF PLAINFIELD

SPECIFICATIONS FOR GRADING AND SOIL EROSION CONTROL

All plans shall incorporate the most current applicable standard details from the Illinois Department of Transportation, the Illinois Urban Manual, or the Standard Specifications for Sewer and Water Construction in Illinois, unless a Village of Plainfield standard is available.

The grading and soil erosion control measures shall be constructed in accordance with the requirements of Federal and State statutes and regulations; Illinois Environmental Protection Agency regulations; Illinois Urban Manual, latest edition; Standard Specifications for Road and Bridge Construction adopted by the Illinois Department of Transportation, latest edition; and the Natural Resources Conservation Service. In addition the following Standards shall apply:

2000. GENERAL:

2010. Construction operations shall be carried out in such a manner that erosion will be controlled and water and air pollution minimized.

2020. Construction plans shall detail erosion and sediment control measures on a Stormwater Pollution Prevention Plan.

2100. SOIL EROSION CONTROL MEASURES:

2110. The excavation and moving of soil materials shall be scheduled to minimize the size of areas disturbed and unprotected from erosion for the shortest reasonable time.

2120. All disturbed areas shall be stabilized within 3 calendar days after the cessation of active disturbance.

2130. Straw bale filters or geotextile sediment fences to trap sediment from areas of limited runoff are required around all inlets and catch basins.

2140. If filter fabric is used under stormwater inlet frames, replace annually. Inspect and clean or replace after each rain event of ½ inch or more. Remove all fabric prior to final acceptance.
*ALTERNATE: AWWA STANDARD C900 PVC CONFORMING TO NSF STD. 14.

2150. Inlet filter baskets shall be installed in all stormwater inlets at low points in road profiles.

2160. Sediment filters shall be properly anchored to prevent erosion under or around them.

2200. NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PHASE II:

2210. All construction sites of one acre or more must comply with the National Pollutant Discharge Elimination System (NPDES) Phase II requirements.

2220. All regulated construction sites are to have a storm water pollution prevention plan that meets the requirements of Part IV of NPDES permit No. ILR10 including management practices, controls and other provisions at least as protective as the requirements contained in the Illinois Urban Manual, most recent edition. This storm water pollution prevention plan must be included in the engineering drawings for review.

2230. General information on the requirements of NPDES Phase II can be found on the internet at the Illinois Environmental Protection Agency (IEPA) http://www.epa.state.il.us/water/permits/storm-water/

2240. NPDES Permits shall be completed by the Owner/Engineer and submitted to the IEPA. Copies of these permits are available at:

General NPDES Permit No. ILR10 – Storm Water Discharges From Construction Site Activities
http://www.epa.state.il.us/water/permits/storm-water/general-construction-permit.pdf

General NPDES Permit No. ILR40 – Discharges from Small Municipal Separate Storm Sewer Systems
http://www.epa.state.il.us/water/permits/storm-water/general-ms4-permit.pdf

2300. STORM WATER POLLUTION PREVENTION PLAN (SWPPP):

2310. All construction sites not regulated by the NPDES Phase II requirements shall have a storm water pollution prevention plan meeting the requirements of the Village of Plainfield. This plan shall be included in the engineering plans for review.

2320. Storm water pollution prevention plans shall be completed prior to the start of construction and shall be available on site for construction use.

2330. Storm water pollution prevention plans shall include, but are not limited to:

a. A description of the construction activities;
b. The intended sequence of major activities which disturb soils for major portions of the site (e.g., grubbing, excavation, grading, utility installation);
c. A site map indicating drainage patterns and approximate slopes anticipated before and after major grading activities;
d. Locations where vehicles enter or exit the site with stabilized construction roads shown in those locations;
e. Locations where silt fence will be used;
f. Temporary and permanent seeding locations;
g. Topsoil stockpile locations;
h. Locations and types of ditch checks;
i. Locations of straw bale filters and sediment fences;
j. Locations of inlets with silt fence between castings and grates;
k. Temporary and final stabilization of all disturbed surfaces;
l. Concrete wash out areas; and
m. Locations where filter baskets or straw bales will be used.

2340. The following details from the Natural Resources Conservation Service (most recent versions) shall be included on the plan:

Construction Road Stabilization	NRCS IL-506
Erosion Blanket Plan	NRCS IL-530
Inlet Protection Straw Bale Barrier Plan	NRCS IL-563
Silt Fence Plan	NRCS IL-620
Stabilized Construction Entrance Plan	NRCS IL-630
Straw Bale Barrier Plan	NRCS IL-635

These details are available at:
www.il.nrcs.usda.gov/technical/engineer/urban/listdraw.html

2400. Grading Requirements

2410. Grading plans shall be submitted per standard details GEC2000 & GEC2010.

2420. Final Grade Surveys shall be submitted per standard detail GEC2020.

2430. Final Plat of Survey shall be submitted per standard detail GEN1190.

2440. Final grading in parkway (back of curb to sidewalk) shall be completed after curb and gutter installation and prior to binder course placement.

VILLAGE OF PLAINFIELD

SPECIFICATIONS FOR STORM SEWER

All plans shall incorporate the most current applicable standard details from the Illinois Department of Transportation, the Illinois Urban Manual, or the Standard Specifications for Sewer and Water Construction in Illinois, unless a Village of Plainfield standard is available.

The storm sewer system shall be constructed in accordance with the requirements of Federal and State statutes and regulations; Illinois Environmental Protection Agency regulations; Standard Specifications for Road and Bridge Construction adopted by the Illinois Department of Transportation latest edition; the Standard Specifications for Water and Sewer Main Construction in Illinois (latest edition) and the Subdivision Regulations of the Village of Plainfield. In addition the following Standards shall apply:

3000. GENERAL:

3010. All material shall be manufactured in the United States of America. A Letter of Certification of the country of origin must be provided to the Village at the preconstruction meeting. If a foreign manufactured product meets ASTM Standards, a contractor may request acceptance by the Village of Plainfield.

3020. All connections shall be made in structures; tees are not allowed.

3030. Structures shall not be placed in driveways, sidewalks, pavement, or front yards.

3040. Structures and pipes shall be free of debris.

3060. Any side yard storm sewer shall be centered within the easement. Pipe bedding and backfill shall be clay, or approved equal, to minimize interaction between the pipe trench and any foundation footing tile.

3090. Storm water drainage should be directed from an inlet to a catch basin to a manhole. All storm water shall be received by a catch basin before it enters the mainline storm sewer.

3091. Storm sewers shall be cleaned and televised, per latest NASSCO Standards, after the development is substantially complete, prior to final acceptance.

3100. STRUCTURES:

3110. Precast fillets required in any structure larger than twenty-four inches (24"), except catch basins.

3120. Mastic or mortar between all joints, i.e., manhole sections, adjusting rings, between castings and precast concrete structures, etc.

3130. Round castings are not allowed in curbs.

3140. All holes and joints shall be tuckpointed with hydraulic cement.

3150. Structure adjustments shall be completed and accepted prior to pouring adjacent curb and gutter. A continuous curb and gutter pour through structures will be acceptable with the prior approval of the Village of Plainfield, or their designated representative.

3160. Steel shims up to one-half inches (1/2") will be allowed for adjustment on structures.

3170. No more than two (2) adjusting rings with a minimum of four inches (4") and a maximum of twelve inches (12") of adjusting rings.

3180. 6" of CA-7 bedding shall be placed for all structures

3200. PIPE MATERIAL:

3210. Reinforced concrete pipe shall be per IDOT Standard Specifications for Road and Bridge Construction Article 550, modified to include gasketed "O" ring joints (mastic joints are not allowed). Profile gaskets Tylox Super Seal by Hamilton Kent or equal are allowed if shop drawings are submitted to the Director of Public Works and Review Engineer (and approved) thirty (30) working days prior to the scheduled work.

3220. For pipes collecting only yard and/or sump pump drainage, outside of right-of-way, in sizes up to twelve inches (12"), corrugated polyethylene pipe with smooth interior or PVC SDR-35 pipe may be substituted for reinforced concrete pipe.

3230. All storm sewer shall be placed on 6-inches of CA-7 bedding and CA-7 haunching. For all plastic pipe material, CA-7 initial backfill 12 inches above the pipe (type 5 trench).

3300. MANHOLES:

3310. Precast reinforced concrete with eccentric cone.

3320. Minimum four feet (4') diameter unless pipe diameter requires larger.

3330. Bedded in six inches (6") of CA-7.

3400. FRAMES AND GRATES:

3410. Roll Curb and Frame and Grate on Inlets and Catch Basins
NEENAH R - 3501 P
EJIW 7525
CertainTeed (DI) Selecta Maxi ECSE75SFX1
Curb Grate A – profile

3420. Barrier Curb Frame on Inlets and Catch Basins
Curb Type B6.12
NEENAH R – 3281A
EJIW 7210, T1 BACK, M1 GRATE
CertainTeed (DI) Selecta 500 ECSE61UF, Curb Grate T - profile
Curb Grate T - profile

Curb Type B6.18
NEENAH R-3278-A
EJIW 7220, T1 BACK, M1 GRATE
CertainTeed (DI) Selecta 500 ECSE61UF, Curb Grate T - profile

Curb Type B6.24
NEENAH R-3278- A
EJIW 7220, T1 BACK, M1 GRATE
CertainTeed (DI) Selecta 500 ECSE61UF, Curb Grate T - profile

3430. Grassed Area Frame and Grate on Inlets in rear yard locations and swales along collector or greater roadways and catch basins
EJIW 6517 N-1
CertainTeed (DI) Rexel EDRX60BF

3440. Grassed Area, except rear yards, on Manholes
NEENAH R-2504, B GRATE
EJIW 1051-Z1, M2 GRATE
CertainTeed (DI) Pamrex EDPA60AF
CertainTeed (DI) Rexus EDRX60BF

3445. Paved areas on Manholes
NEENAH R-2504, D GRATE
EJIW 1051-Z1, M1 Grate
CertainTeed (DI) Pamrex EDPA60AF
CertainTeed (DI) Rexus EDRX60BF

3450. Catch Basins are not allowed in rear yards.

3460. All Flared End Sections require grating per IDOT Standards 542301, 542306 and 542311.

3500. SUMP PUMPS:

3510. Service lines shall connect to the storm sewer system at a drainage structure for all buildings with sump pumps; tees are not allowed.

3520. An inlet shall be provided at every other lot corner in Residential zoning or in a manner that a service line shall connect to the storm sewer on the property of the service line.

3540. Connection between building and inlet shall be continuous. No mission couplings or bends will be allowed. If necessary, the contractor may need to reset the service line at the inlet to obtain proper angle.

VILLAGE OF PLAINFIELD

SPECIFICATIONS FOR WATER SYSTEM

All plans shall incorporate the most current applicable standard details from the Illinois Department of Transportation, the Illinois Urban Manual, or the Standard Specifications for Sewer and Water Construction in Illinois, unless a Village of Plainfield standard is available.

The water system shall be constructed in accordance with the requirements of Federal and State statutes and regulations; Illinois Environmental Protection Agency regulations; Standard Specifications for Road and Bridge Construction adopted by the Illinois Department of Transportation, latest edition; the requirements of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition; Illinois Design Standards for Sewage Works, latest version; the recommended Standard for Water Works, latest edition; the Subdivision Regulations of the Village of Plainfield; and the most recent Illinois Plumbing Code. In addition, the following Standards shall apply:

4000. GENERAL:

4010. A Village approved Illinois Environmental Protection Agency Permit Application to construct new Public Watermain Extension must be submitted to the IL EPA. The permit authorizing construction of the water system must be received by the Director of Public Works before starting construction.

4011. All AWWA, ASTM etc. standards referred to here-in shall be latest revision unless otherwise noted.

4012. All watermain and fire hydrants shall be owned and maintained by the Village of Plainfield unless determined by Village Representatives. Generally, mains used as single service lines shall be private.

4030. When connecting to an existing watermain, the Contractor shall verify the size and type of pipe used for existing watermain prior to scheduling the connection.

4035. When replacing existing water services, the existing service size shall be determined at the Buffalo Box by the Contractor prior to scheduling the replacement.

4040. New or replacement water services shall be sized according to the latest plumbing codes but shall not be less than one inch (1") diameter for single or two family dwellings and one and one half inch (1 ½") diameter for multi unit, commercial or industrial buildings.

4045. Permanent water sampling hydrants conforming to the Village of Plainfield specifications shall be installed on new watermain as directed by the Water Superintendent.

4050. WATERMAIN COORDINATION AND STAGING:

4051. The Contractor shall coordinate all work on watermain systems with the Village of Plainfield. Construction shall be staged to maintain service to adjacent properties. Temporary system shutdowns shall be of short duration and have prior written approval from the Village of Plainfield or an authorized representative.

4052. No disconnection from existing or connection to the proposed watermain is to be performed until testing, chlorination, and sampling is complete.

4053. Only an authorized representative of the Village of Plainfield can open, close, or operate any water system valves.

4054. At locations where the watermain will be extended in the future, a fire hydrant shall be placed on the live side of the valve vault followed by the valve vault, and minimum six (6) feet (maximum twenty feet) pipe stub that shall be capped and blocked. (See Village Standard Detail WAT4060).

4090. CHLORINATION STANDARDS:

4090. The Village of Plainfield requires all contractors disinfecting water system components using gas chlorine to abide with the following requirements:

Procedure

Any water main that exceeds twenty (20) feet in length shall be chlorinated.

Minimum 24 hour notice before chlorinating. Public Works or an authorized representative will schedule and witness the chlorination.

Only authorized Village of Plainfield employees operate all water system valves.

Equipment

All chlorination and safety equipment must meet or exceed the standards and recommendations set by The Chlorine Institute, Inc.

Requirements for Chlorinating Contractors

Chlorinator must be properly trained and licensed with a minimum 5 years experience working with chlorine disinfection of water supply systems.

The Contractor must have two people present to chlorinate: One to monitor the cylinder and the other to monitor the flow of chlorine in the field.

All chlorination contractors must be bonded and insured, and have proof of both on file with the Village.

All chlorination contractors must have up to date emergency phone numbers on file with the Village.

All chlorination contractors must comply with state and federal regulations regarding transportation and handling of chlorine cylinders.

a. Shipping and emergency papers for every job location.
b. Proof of insurance for hauling and handling chlorine gas.
c. Commercial Drivers License with Hazmat endorsement and medical card.
d. Copy of Emergency Response Guidebook in vehicle.
e. Hazmat certificate of registration.
f. Hazardous material placards displayed on vehicle.
g. Cylinder strapped upright in truck.

Under no circumstances will chlorine contractors be allowed to apply heat to the chlorine cylinder (i.e. hot baths, propane torches, etc.) While the cylinder is being used it must be in a vertical position, as well as affixed to a solid object.

At any time, the Village, or its authorized representative, may ask for proof of any or all of the above information.

4100. WATERMAIN:

4110. Watermain shall be ductile iron, Special Thickness Class 52, in accordance with AWWAC150/C151. The watermain shall be seal coated with a cement lining in accordance with AWWA C104.

4111. Watermains shall be a minimum diameter of eight inches (8").

4112. All watermains shall be placed on 6-inches of CA-7 bedding, CA-7 haunching, and CA-7 initial backfill 12 inches above the pipe (type 5 trench).

4120. Joints shall be push-on in accordance with AWWA C111 latest revision. Restrained joint shall be provided per the design. Thrust blocking shall be used, in addition to restrained joints, at all hydrants and ninety degree fittings.

4130. Mechanical fittings shall be cement lined ductile or cast iron with Mega-Lug retaining glands in accordance with AWWA C110 or C153 latest revision and rated 350 psi.

4140. Enhanced polyethylene encasement with antimicrobial and corrosion inhibitor shall be installed on all watermain per DIPRA modified method A. All joints, fittings, and hydrants must be lapped and taped. Polyethylene wrap must also include the companion stop and copper services within 3 feet of the main. Tape shall be polyethylene compatible adhesive and a minimum of 1.5" wide.

4150. All nuts and bolts shall be corrosion resistant Corten or approved equal per AWWA C111.

4155. Duratron Sac-Nuts or approved equal shall be used on every other bolt or as directed by the Water Superintendent.

4160. Watermain depth shall be a minimum of sixty-six inches (66") and a maximum depth of seventy-two inches (72"). Depths greater than seventy-two inches (72") shall be approved by the Village of Plainfield, or authorized representative.

4170. Fire hydrant leads shall meet all IDPH & IEPA requirements. Fire hydrant leads longer than 15 feet shall be eight-inch (8") diameter pipe.

4180. Watermain shall be installed with the high points at hydrants as air release points.

4190. Watermain within cul-de-sac's shall be looped.

4192. Side-yard and rear-yard watermains are discouraged. All side- and rear-yard watermains shall be approved by the Village of Plainfield. Side- and rear-yard watermains shall not be larger than 8-inch diameter.

4193. Watermain, where relocated to avoid conflicts with other utilities, shall have restrained joints approved by the Water Department Superintendent or his designated representative.

4194. Tracer wire shall be installed at locations listed below or as directed by the Village. Tracer wire shall be No. 10 AWG, single strand, single conductor, insulated copper locator wire. All splices shall be encased with a 3M-Gel Pack Model No. 054007-09053 or approved equal. Wire shall be contiguous except at valve boxes, and where splicing is required. Tracer wire access will be at Buffalo Boxes, valve vaults, or access boxes as directed by the Village.
1. All watermain without a valve or hydrant within 300 feet.
2. All creek and river crossings
3. All watermain in casing pipe.
4. All PVC or HDPE pipe.

4200. SOIL TESTING FOR WATERMAIN INSTALLATION:

4210. Soil testing will be performed as directed by the Village. DIPRA or approved testing service shall be used. Testing shall be in accordance with appendix A of ANSI/AWWA C105/A 21.5.

4300. SERVICE LINES:

4310. Service lines shall be Mueller, McDonald, or Ford flarefitting.

4320. All service lines shall be one continuous run from buffalo box to the interior of the building.

4325. For service lines greater than 100 feet in length, splices shall be flarefitting only, and inspected by the Village of Plainfield Building Department Plumbing Inspector prior to backfill.

4330. All duplex and multi-family homes shall have individual 1 ½" services and 1" meters unless otherwise approved by the Water Superintendent and Plumbing Inspector.

4331. All Duplex and multi-family homes shall have individual buffalo boxes.

4332. All multi-level tenant buildings shall have a meter room as approved by the water superintendent.

4333. Single family homes shall have a minimum of a 1" service with a 1" meter.

4334. Buffalo box shall be Tyler 95E with enlarged base or Sigma (two piece only) for 1 ½" services.

4336. All buffalo boxes shall be placed on a stabilizing concrete pad. An extension rod shall be installed on the valve and secured appropriately.

4340. A four by four post (4" x 4") shall be placed along side each B-box extending four feet (4') above finished grade. The post shall be painted blue and the Lot number shall also be written in the post. A "W" shall be stamped in the curb indicating the location of the B-box.

4360. For residential, commercial and industrial buildings, the size of the service shall comply with the latest edition of the Illinois Plumbing Code, and be verified by the Village of Plainfield Plumbing Inspector or their designated representative.

4361. All commercial and industrial buildings that are 2,000 square feet or more shall install a minimum 6" water service line for fire protection purposes. The domestic water service can be connected to this 6" line inside the building. A permanent valve shall be installed on both the fire and domestic branches of the main service before any pressure testing, chlorination and sampling are performed. The lowest flange shall be between 12" and 16" above the building's finish floor.

4365. Only licensed plumbers shall tap watermains, install service lines from the watermain to the buffalo box, and from the buffalo box to the residence.

4370. Service piping shall be Type K, copper water tube, soft temper conforming to ASTM latest standard with flair fittings.

4374. Service taps shall have a service saddle fitting as determined by AWWA C800. Service saddle fittings shall be entirely stainless steel, A.Y. McDonald 8403 or approved equal.

4380. Maximum service depth is sixty-six inches (66"). Minimum service depth is fifty-four inches (54").

4390. Multi-unit residential, commercial, and industrial facilities shall install a heated meter room with an outside access door. Each unit shall be metered separately, and the Public Works Department shall be provided a key to the meter room.

4400. WATER METERS:

4401. All 1" water meters shall be the Sensus IPerl.

4402. All 1-½" and 2" water meters shall be the Sensus Omni.

4403. All 2" – 6" compound water meters shall be the Sensus Omni.

4404. All ¾" and 1" residential backflow preventers shall be Watts model 7-U2-2.

4405. All ¾" through 2" Reduced Pressure Zone (RPZ) commercial backflow preventers shall be Watts Model 909.

4406. Water meters will be installed at time of rough-in.

4407. Flex-Net Conduit and Wiring shall be installed by a certified electrician as follows: An open-ended section of conduit is to be installed from an outside wall of the house/building continuous to the water meter. The location of the outside open end should be at least 1 foot from the corner of the building and at least 3 feet above finished grade. The inside conduit open end shall be within 1 foot of the water meter. 22 gauge 4 conductor solid wire shall be installed in the conduit with at least 3 feet exposed at the water meter and at least 3 feet exposed at the flush mounted conduit on the outside of the house. Conduit outside shall not be obstructed by any structure or utility meter and shall be easily accessible.

4408. A certified plumber shall install all water meters.

4409. All connections shall be flared.

4500. FIRE HYDRANT:

4505. All fire hydrants shall be painted red.

4510. Fire hydrants shall be five and one-quarter inch (5-1/4") valve opening Mueller Super Centurion 200, Mueller Super Centurion 250HS or Clow Medallion F2545. The hydrant shall be for a five and one-half foot (5-1/2') bury with mechanical joint shoe and have two (2) two and one-half inch (2-1/2") hose connections and one four and one-half inch (4-1/2") male pumper connection.

4520. Threads shall be National Standard.

4530. The hydrant shall have a break-away traffic flange and connections.

4540. All fire hydrants not in service shall be bagged or identified with signage.

4550. Hydrant leads shall be six-inch (6") swivel anchoring coupling. Hydrant tees shall be used in lieu of swivel anchoring coupling pipe if necessary.

4555. When requested, permanent water sampling hydrants conforming to Village of Plainfield specifications shall be installed on new watermain.

4560. Hydrant spacing shall be 300 feet maximum with hydrants located at all watermain high points, intersections, cul-de-sacs and at the end of all stubs.

4570. All hydrants shall be rotated to the proper position prior to testing.

4580. All hydrants shall be bed on a minimum 6-inches of CA-7. The concrete base and thrust blocking shall not interfere with the hydrant weephole. Polyethylene encasement shall be installed on the hydrant with a one foot gap on either side of the weep hole and taped tight to the pipe.

4590. Reduced pressure principle backflow preventers and/or double detector check valves shall be installed on fire safety systems connected to the public water supply.

4600. VALVES & VALVE BOXES:

4610. Valves 12-inch and smaller shall be gate valves with the following features: mechanical joint, resilient wedge, cast iron or ductile iron, bronze-mounted, O-ring seal, bronze non-rising stems,constructed in accordance with AWWA latest standard. Valves shall be tested to 500 psi with a 250 psi working pressure.

4615. Valves greater than 12-inches shall be flanged, butterfly valve, cast iron, rubber seated, in accordance with AWWA C504 for pressure class 150B suitable for buried service. The valve shaft shall be either 18.8 or type 304 stainless steel. The valve shaft shall extend through the valve shaft through the valve disc and body into the operator.

4620. Gate valves shall have stainless steel bolts and nuts rated for submerged service on bonnet and stuffing box.

4622. Valves shall have mechanical joint ends for direct bury, and ANSI 125 standard flanges or victaulic coupling ends for valves installed in vaults.

4623. Gate valves shall be provided with a fully enclosed sealed, grease packed internal geared manual operator with a 2-inch square operating nut.

4624. Butterfly valves shall be manufactured by Mueller, Pratt or Clow.

4625. Valves shall have clockwise closing direction.

4630. Valve boxes for six-inch (6") and eight-inch (8") valves shall be adjustable, two piece cast iron, five and one-quarter inch (5-1/4") shaft roadway-type and no-tilt drop cover with "WATER" cast into it.

4640. Valve box stabilizer of PVC manufactured by Valve Box Stabilizer, Inc. or stabilizer of rubber by Valve Box Adapter II manufactured by Adaptor Inc. for six-inch (6") and eight-inch (8") valves shall be provided.

4650. Valve box must have additional upward or downward travel when adjusted to finished grade.

4700. VALVE VAULTS:

4705. All watermain valves shall be placed in a vault unless approved by the Village of Plainfield Water Department.

4710. All valve vaults shall be precast reinforced concrete only with concentric cone.

4715. Provide joints of either flexible watertight rubber gaskets or pre-formed bituminous plastic gaskets consisting of a homogeneous blend of refined hydro-carbon resins and plasticizing compound reinforced with inert mineral filler, such as, K.T. Snyder Co. RAM-NEK, Concrete Sealants Type CS-102, or approved equal.

4720. All valve vaults shall have no more than two adjusting rings with a minimum of four inches (4") and a maximum of twelve inches (12") of adjusting rings.

4730. All lifting holes, joints between precast reinforced concrete sections, gaps between pipes and structures shall be tuckpointed with hydraulic cement.

4740. All castings shall be set on bituminous material.

4750. Bitumastic material shall be placed between precast reinforced concrete sections and all adjusting rings.

4770. Valve vaults shall use a NEENAH R-1713 frame, EJIW 1051-Z1 or CertainTeed (PI) Pamrex CDPA60EH with a heavy duty gasketed, self sealing, closed lid with concealed pickholes and with "water" cast on the lid (see Village Standard Detail WAT4050).

4780. Valve operating nuts shall be accessible through the frame and lid. Pipe holes shall have flexible rubber pipe seals (boot).

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REVISIONS

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PLAINFIELD, ILLINOIS

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
VOP SPECIFICATIONS

SHEET NUMBER
C0.2
3 OF 26

4800. REPLACING WATERMAIN:

4810. The work shall be coordinated to minimize disruption of service. No disconnection from existing or connection to proposed is to be performed until the new watermain is tested and placed into service and all work shall be performed prior to abandoning the existing watermain. In the event that an interruption of service is required, the Contractor shall notify all affected users, in writing, at least 24 hours in advance. All interruptions to service shall be approved in advance by the Village of Plainfield Public Works Department.

4900. CUT IN CONNECTIONS:

4901. Tapping sleeves shall be a two-piece, epoxy coated bolted ductile or cast iron sleeve for connections greater than two inches (2") in diameter.

4902. Stainless steel sleeves will not be permitted.

4903. Tapping sleeves must be placed a minimum of 3 feet from any existing watermain joint.

4904. All tapping sleeves must be tested for water tightness prior to starting tap.

4905. 48-hour notification is required for all pressure or non pressure connections. Notification should be to the Village of Plainfield Water Department superintendent or their designated representative.

4906. Pressure connections shall be placed in a valve vault with concentric cone.

4907. Tapping valves shall be fully ported, mechanical joint type complying with AWWA latest standard.

4950. TESTING DURING CONSTRUCTION:

4951. All plugged or capped watermain stubs must be included in hydrostatic testing.

4952. Pretesting watermain is suggested to check for quality of workmanship and to limit developer expense.

4953. Testing against existing valves is allowed at the contractor's own risk. A new valve at the source may be required to pass the required testing. A new source valve shall be at the expense of the development pressure testing the watermain.

4954. All watermains shall be pressure tested in accordance with AWWA C600 and the Standard Specifications for Water and Sewer Main Construction in Illinois, Latest Edition.

4955. All watermains shall be disinfected in accordance to methods stated in AWWA Standard C651 latest revision.

4956. All disinfection shall be under the direct supervision of a Licensed Village of Plainfield Water Operator or designated representative.

4957. All watermains shall be flushed per AWWA 651 to remove any solids or contaminated material that may have become lodged in the pipe. Arrangements must be made prior to flushing with the Village of Plainfield Public Works Department.

4958. Bacteriological samples shall be taken by the contractor under the supervision of a licensed IL EPA Water Operator or a designated representative employed by the Village of Plainfield. This representative also takes the sample to the lab.

4959. All Bacteriological sampling fees shall be reimbursed to the Village of Plainfield by the Contractor.

4960. Sampling locations will be determined by the Village of Plainfield Water Department or designated representative during construction.

4960a. Water valves shall not be operated without a Village Representative present.

4961. The initial flush, fill, chlorination and sampling of a newly installed watermain will incur a water charge. The water cost will be calculated based on the size and length of the watermains on the design plans and the number of times the system is flushed. The minimum charge will be $100.00 per flushing.

4962. The watermain being tested will be tested as a unit. There will be no partial approval. Two consecutive samples, at least 24 hours apart, must display satisfactory results from each sampling site. If sample(s) fail, only the failing sample(s) must be re-sampled, for two (2) consecutive days.

4963. A sampling tap will be required to test the source. Site location must comply with IEPA requirements.

4964. Sampling from fire hydrants will not be allowed.

VILLAGE OF PLAINFIELD

CONSTRUCTION STANDARDS FOR SANITARY SEWER

All plans shall incorporate the most current applicable standard details from the Illinois Department of Transportation, the Illinois Urban Manual, or the Standard Specifications for Sewer and Water Construction in Illinois, unless a Village of Plainfield standard is available.

The sanitary sewer system shall be constructed in accordance with the requirements of Federal and State statutes and regulations; Illinois Environmental Protection Agency regulations; Standard Specifications for Road and Bridge Construction adopted by the Illinois Department of Transportation, latest edition; Standard Specifications for Water and Sewer Main Construction in Illinois (latest edition) and the Subdivision Regulations of the Village of Plainfield. In addition the following specifications shall apply:

5000. GENERAL:

5010. A Village approved Illinois Environmental Protection Agency Permit to construct new Public Sanitary Sewer System must be submitted to the IL EPA. The permit authorizing construction of the sanitary sewer system must be received by the Director of Public Works or designated representative before construction begins.

5020. All sanitary sewers shall be plugged at the existing system until the new sewer is accepted by the Village of Plainfield.

5030. Sanitary sewers under construction shall be free from points of entry from stormwater. At the end of each day, an internal or external sewer plug shall be installed, and frames and lids set on each manhole constructed that day.

5040. All sanitary sewer main shall be placed on 6-inches of CA-7 bedding, CA-7 haunching, and CA-7 initial backfill 12 inches above the pipe (type 5 trench).

5100. PIPE MATERIAL:

5110. Sanitary sewer main under twenty seven inches (27") in diameter shall be PVC SDR 26.

5120. Sanitary sewer main twenty seven inches (27") in diameter or larger shall be PVC SDR 26, Vylon, \ or ductile iron AWWA C150 250 psi.

5130. Sanitary sewer services and branch fittings shall be PVC SDR 26 and cast iron or PVC Schedule 40 through foundation wall stubbed out five feet (5') from building.

5140. Forcemain shall be Class 50 ductile iron, HDPE SDR 21 or PVC SDR 26 ASTM 2241.

5150. Provide flexible rubber coupling with adjustable stainless steel bands for connecting new pipe to existing pipe and for repairing pipe, band-seal couplings by Mission Way Products or approved equal by the Village of Plainfield Public Works Department.

5200. MANHOLES:

5210. All manholes shall be precast reinforced concrete only, with an eccentric cone section, precast fillets, and monolithic base. Manhole steps shall not be used.

5220. All manholes shall have no more than two adjusting rings with minimum of four inches (4") and a maximum of twelve inches (12") of adjusting rings.

5230. All manholes shall have external sealing systems to prevent ground water from infiltrating between the manhole and frame. Acceptable products shall be the following: Canusa Wrapid Seal, Cretex Chimney Seal and Adaptor Inc. Internal/External Adapter Seal. Seals shall not be backfilled until inspected by the Village of Plainfield.

5235. External manhole surfaces shall be water proofed to prevent infiltration with heavy duty coal tar pitch, top-coat bituminous super service black or equal. Apply minimum of two coats at a minimum rate of 50 square feet per gallon and only after joint seals are installed. External joint wrap shall be required on each manhole section. Acceptable products shall be the following: Macwrap, Canusa Wrapid Seal, Infi-shield or equal.

5240. No structures will be placed in driveways, sidewalks, or bike paths. All structures shall be in easements or right of way, not in paved areas.

5250. All lifting holes, voids between pipe seals, joints between precast reinforced concrete sections shall be tuckpointed with hydraulic cement.

5260. Internal drop manholes require permission of the Village of Plainfield Director of Public Works or designated representative.

5270. Bitumastic material shall be placed between precast reinforced concrete sections, adjusting rings, and between frame.

5280. All structures shall have flexible gasketed couplings.

5300. MANHOLE FRAMES AND COVERS:

5310. Shall be NEENAH R-1713, EJIW 1051-Z1 or CertainTeed Pamrex CDPA60EH with a heavy duty, gasketed, self sealing, closed lid with concealed pick holes and "Village of Plainfield - SANITARY" cast on the lid.

5315. Bolted and gasketed frame and cover shall be required within floodplain or where directed by the superintendent of wastewater, NEENAH R-1916-C, EJIW 1051-Z1PT, or CertainTeed Pamtight CDPE60AF.

5400. SERVICE LATERALS:

5410. Service laterals shall be brought to the property line, and plugged with a factory cap or approved equal by the Village of Plainfield Wastewater Superintendent. Service lateral depth at the property line shall be seven feet (7') to the top of the pipe.

5430. Service laterals shall be identified both by a four by four post (4" x 4") placed at the end of the lateral which extends four feet (4') above finished grade painted green and by an "S" stamp on the curb and lot# printed on the 4x4.

5440. Each single family lot shall have one six-inch (6") service lateral.

5450. Each duplex lot shall have two six-inch (6") service laterals which is one line for each dwelling unit.

5460. Single family attached and detached dwellings and commercial/industrial businesses shall have a minimum six-inch (6") service lateral for each unit.

5470. All laterals shall have a clean out 10 feet from foundation.

5500. TESTING:

5510. All pipe, including forcemain shall be tested using the air technique, in accordance with the latest ASTM.

5520. All flexible thermoplastic pipe, except services, shall be deflection tested.

5530. All pipe shall be televised per National Association of Sewer Service Companies (NASSCO) PACP standards, latest version. All CCTV operators must have current PACP certification. CCTV video and reports shall be submitted on a flash drive or external hard drive.

5550. Prior to backfilling of the manhole, testing and inspection shall be conducted in accordance with ASTM C1244 "Standard test method for concrete sewer manholes by negative pressure (vacuum) test".

VILLAGE OF PLAINFIELD

SPECIFICATIONS FOR ROADWAYS

All plans shall incorporate the most current applicable standard details from the Illinois Department of Transportation, the Illinois Urban Manual, or the Standard Specifications for Sewer and Water Construction in Illinois, unless a Village of Plainfield standard is available.

All roadways shall be constructed in accordance with the requirements of Federal and State statutes and regulations; Standard Specifications for Road and Bridge Construction in Illinois, latest edition; and the Subdivision Regulations of the Village of Plainfield. In addition, the following specifications shall apply. All contractors, equipment and Bituminous Mixtures shall be IDOT prequalified.

6000. HOT-MIX ASPHALT:

6010. All roads shall be constructed in accordance with the roadway details.

6015. Binder shall be installed to top of gutter flag at approximately 1% cross slope.

6020. Parkway backfill must be completed behind curb **before** any Binder is installed.

6031. Use of Reclaimed Asphalt Shingles (RAS) shall not be allowed.

6035. Approximately 1 ½" of Binder shall be removed (milled) no more than 5 working days before the installation of the surface.

6040. Mix designs shall be submitted to the review Engineer thirty (30) days prior to scheduled work and shall be IDOT approved.

6060. Bituminous concrete paving machines shall be IDOT pre-qualified, and shall have a minimum closed screed width of ten feet, unless otherwise approved by the Illinois Department of Transportation.

6070. Bituminous paving contractor shall be IDOT prequalified.

6075. All asphalt batch plants shall be IDOT certified unless approved by the Village of Plainfield Public Works Department.

6080. All asphalt batch plant load tickets shall be clearly marked with the approved asphalt mix design code or mix type, and project name. Any bituminous material delivered without proper load tickets may be rejected.

6085. The Village may establish a paving cut-off date each year.

6090. The Developer is responsible for pavement maintenance including potholes, until Maintenance Bond is released.

6096. Any alternative ground stabilization methods to lime shall be submitted and approved by the Village.

6100. PAVEMENT OBSERVATION PROCEDURES (INCLUDING BIKEPATHS):

6120. Proofroll Subgrade.
Acceptable proofroll vehicles are tandem rear axle vehicles - 14 ton load; semi vehicles-21 ton load.
a) Vehicle must have a computer generated load ticket verifying load weight.
b) The proofroll shall be performed before curb and gutter is installed.
c) One inch (1") rut and one inch (1") roll maximum.
d) Repair subgrade until an acceptable proofroll is obtained.

6130. Stringline Subgrade.
a) Plus one-half inch (+ 1/2") maximum.

6140. Proofroll Subbase (if applicable)
a) No movement - rutting or rolling - allowed.
b) Repair subbase and other underlying layers if necessary until an acceptable proofroll is obtained.
c) Segregation of aggregate materials may require the application of additional fine aggregate materials to ensure a uniform gradation.
d) Proofrolls are invalidated by inclement weather prior to paving, moisture loss, or damage from excess construction traffic.

6150. Stringline Subbase (if applicable).
a) Plus one-fourth inch (+ 1/4") maximum.

6160. Proofroll Aggregate Base course (if applicable).
a) No movement - rutting or rolling - allowed.
b) Repair aggregate base course and other underlying layer if necessary until an acceptable proofroll is obtained.
c) Segregation of aggregate materials may require the application of additional fine aggregate materials to ensure a uniform gradation.
d) Proofrolls are invalidated by inclement weather prior to paving, moisture loss, or damage from excess construction traffic.

6170. Stringline Aggregate Base Course (if applicable).
a) Plus one-fourth inch (+ 1/4") maximum.

6180. Proofroll Bituminous Base Course (if applicable).
a) No movement - rutting or rolling - allowed.
b) Repair bituminous base course and other underlying layer if necessary until an acceptable proofroll is obtained.

6190. Density Test Bituminous Base Course (if applicable).
a) On-site density testing is performed by an independent testing firm approved by the Village and cores taken to check thickness.
b) Repair bituminous base course and subbase by removal and replacement for failed areas or a method acceptable to the Village.

6200. Stringline Bituminous Base Course (if applicable).
a) Plus one-fourth inch (+ 1/4") maximum.

6210. Check Condition of Pavement/Aggregate Prior to Base Course.
a) Pavement/aggregate must be kept clean of dirt, mud & other contaminants. Removal of contaminants will be at the discretion of the Village of Plainfield Public Works Department, or designated representative.
b) Bituminous material (prime coat) must be cured prior to placement of binder.
c) Priming immediately in front of the paver is not allowed.

6220. Density Test Binder Course.
a) On-site density testing performed by an independent testing firm approved by the Village and if needed cores taken to check thickness.
b) Repair bituminous binder course by removal and replacement for failed areas or a method acceptable to the Village.

6230. Check Condition of Pavement Binder Course Prior to Surface Course. The Developer is responsible for pavement maintenance including filling potholes.
a) Asphalt surface placement will be allowed only after one winter season and seventy-five percent (75%) of occupancy permits issued.
b) Asphalt surface placement shall be completed within three years of installation of the binder.
c) Clean pavement and curbs prior to proofroll.
d) Proofroll bituminous binder course. No movement - rutting or rolling - allowed. Repair bituminous binder course, and underlying layers as requested.
e) If cracks are present in the binder course, repairs or reflective crack control preventative measure shall be used, as directed by the Village, prior to final surface.
f) Remove and replace damaged curb and gutter. The minimum length of removal and replacement is ten feet.
g) Two (2) continuous #4 rebar are required in replacement sections.
h) Replacement curb requires dowel bars (2) at each end. Maximum diameter ¾ inch.
i) Any pavement disturbed by curb replacement shall be sawcut a minimum 24" inches wide. Length to be determined by the engineer.
j) Any bituminous driveway aprons disturbed by curb removal shall be sawcut a minimum 24-inches wide and replaced full width.
k) Any concrete driveway aprons disturbed by curb removal shall be sawcut at the closest joint and replaced full width.
l) Remove cold patch and replace with hot mix.
m) Place level binder in binder irregularities, trench settlement, etc.
n) Clean pavement and curbs.
o) Bituminous material (tack coat) will be placed only if the Village accepts the conditions of the pavement.
p) Bituminous surface course placed on pavement not accepted by the Village will be removed and replaced.
q) Bituminous material (tack coat) must be cured prior to placement of surface.

6240. Density Test Bituminous Surface Course (if applicable).
a) On-site density testing performed by an independent testing firm approved by the Village and cores taken to check thickness.
b) Repair bituminous surface course by removal and replacement for failed areas or a method acceptable to the Village.

6300. PORTLAND CEMENT CONCRETE:

6310. All Portland Cement Concrete pavements shall comply with sections 353 and 406 of the most recently adopted IDOT Standard Specification for Road and Bridge Construction.

6320. Concrete pavements will be finished with a Type A Final finish as specified in Article 420.11 of the Standard Specifications.

6330. The following IDOT Highway Standards shall be followed in construction:

STANDARD	DESCRIPTION
420001	Pavement Joints
420106	10.8m (36') Jointed PCC Pavement
420111	PCC Pavement Roundouts
420101	7.2m (24') Jointed Reinforced PCC Pavement
442001	Class A Patches
442101	Class B Patches
442201	Class C and D patches
482006	Bituminous Shoulder Adjacent to Rigid Pavement
483001	PCC Shoulder

6340. Any concrete pavement greater than six inches (6") in thickness will require dowel bars between joints and curb and gutter for load transfer unless approved otherwise by the Village.

6350. Recommended Dowel Diameters:

Pavement Thickness (T) (inches)	Nominal Dowel Diameter (inches)
>=8	1.5
7<= T<8	1.25
<7	1

6360. Joint spacing shall be between 11' and 15' (maximum spacing) depending on the width of the pavement. Joint spacing may be adjusted to accommodate different road features (drainage casting, etc.) so long as it adheres to the guidelines of the IDOT Highway Standards and the American Concrete Pavement Association's Intersection Joint Layout.

6400. CURB AND GUTTER:

6410. All services, that cross streets, Commonwealth Edison, sewer, water, etc., shall be installed before the curb and gutter is installed.

6420. The surface of the curb shall not be excessively wetted prior to or during finishing. The contractor shall discuss with the Village his finishing methods prior to construction.

6430. Expansion joints shall be a distance of not less than eight feet (8') nor more than twelve feet (12') on either side of storm structures. Expansion joints are not allowed in handicapped ramps. Expansion joint must be full depth. Maximum distance between transverse expansion joints shall be 80 feet.

6440. Curb depressions and sidewalk ramps per IDOT standards, latest revisions.

6441. Formboard are required to be a minimum of 2"x8" for the front and 2"x12" for the back.

6442. Two #4 rebar shall be installed continuously with all curb and gutter installation. Rebar shall be installed at 3" from the bottom of the curb, 6" from the front face of the curb, and 5" from the back face of the curb.

6443. Two 3/4" x 18" epoxy coated dowel bars with expansion caps shall be installed at all expansion joints.

6444. Final grading in parkway (back of curb to sidewalk) shall be completed after curb and gutter installation and prior to binder course placement.

6450. SIDEWALK:

6451. Sidewalk width shall be 5' minimum.

6452. Sidewalk thickness shall be 5" minimum. Across residential driveways, sidewalk thickness shall be 6" minimum. Across commercial or industrial driveways, sidewalk thickness shall be 8" minimum.

6453. Aggregate base course shall be 4" compacted CA-6 at a minimum of 6" wider that the sidewalk on either side.

6454. Castings shall not be cast into sidewalk. Castings shall be located out of sidewalk before the sidewalk is poured.

6455. Premolded expansion joints shall be provided:
a) At property lines
b) At sidewalk intersections
c) Against driveways, curb and gutters, and buildings

6456. Tooled contraction joints shall be provided at 5' intervals.

6457. Welded wire fabric shall be used thru driveway. Fiber mesh will be allowed in lieu of welded wire fabric if approved prior to construction.

6458. Two #4 rebar 15' long shall be installed longitudinally at all utility trenches. At all property lines, two ¾" x 18" epoxy coated dowel bars with expansion caps shall be drilled.

6459. Details must be submitted and approved for all sidewalk at roadway intersections or crosswalks. Sidewalk ramps shall be per IDOT standards latest revisions. For new subdivision construction, sidewalk ramps shall be installed with the site concrete and not with individual lots. If sidewalks are poured to meet ramps greater than 28 days apart, two ½" x 18" epoxy coated dowel bars with expansion caps shall be drilled.

6460. Detectable Warnings
a) Radial tiles shall be used where applicable. Cutting of tiles will not be permitted.
b) The color shall be brick red
c) Tiles shall be cast in place style

6461. All cross slopes and running slopes shall meet latest PROWAG requirements.

6462. Sidewalks shall be installed at intersections with the following guidelines:

- Any wedge area between the ramps that is less than 5' from the back of the curb shall be concrete. If wedge is 5' or greater, this area will be grass. Adjacent corners shall match.
- Ramps with concrete wedges shall typically be depressed corner style with radial detectable warnings per IDOT standard 424021.
- Side curb shall be used on all ramps at all barrier curb, where grading requires, and as directed by Village.
- T intersections shall have at least one sidewalk connection
- Driveways must be a minimum of 5' from sidewalk ramps.

6470. BIKE PATH

6471. Bike paths shall typically be 10' wide and constructed of HMA pavement. See Roadway Standards for cross section information.

6472. Any bike path and roadway crossings shall have ramp details submitted for review. Bike path ramps shall follow IDOT sidewalk ramp standards, latest revisions. All bike paths ramps shall have a minimum 10' long PCC section adjacent to the roadway. At intersections with sidewalk perpendicular to the bike path, the entire section of bike path between the roadway and the perpendicular sidewalk shall be PCC.

6500. MATERIAL TESTING:

Test Item	Test	Who Performs Test	Number of Tests	Test Paid By	Test Ordered By
Subgrade	Proof Roll	Village Representative	Entire Project	Developer	Developer
	Stringline	Village Representative	Entire Project	Developer	Developer
Aggregate	Proof Roll	Village Representative	Entire Project	Developer	Developer
	Stringline	Village Representative	Entire Project	Developer	Developer
Structural	Concrete (See IDOT Standard Specs)	Testing Firm	Concrete (See IDOT Standard Specs)	Developer	Developer
Bituminous Concrete	Rolling Pattern	Testing Firm		Developer	Developer
	Asphalt Temperature	Testing Firm		Developer	Developer
	Nuclear Density	Testing Firm		Developer	

*The thickness of the completed pavement will be verified by the cores. A minimum of four (4) core specimens per day are required.

6501. ASPHALT TESTING REQUIREMENTS:

On paving jobs over 1500 Tons, the Contractor is to provide nuclear gauge testing to be compared with developer's testing service. Asphalt cores shall also be taken on 1st day of paving to provide correlation between gauges and cores for an accurate density check.

All firms used for testing bituminous concrete shall be approved or chosen by the Village at the developers cost. The testing firms shall be agreed upon at the pre-construction conference meeting. The developer shall notify the Village of Plainfield Public Works Department, or designated representative a minimum of 48 hours prior to any Bituminous concrete placement.

Testing shall consist of all applicable site testing. Site testing shall include establishing a rolling pattern, asphalt temp, nuclear density test, (a minimum of two sets and a maximum of six tests for thrown less than 1500'), and any other testing deemed necessary by the village. The testing company's technician shall provide verbal test results while paving, and written results within 48 hours to the Village of Plainfield Public Works Department or designated representatives.

If any individual street has an average density per IDOT requirements of less than minimum requirements, that street shall be deemed as having failed and further testing and/or replacement shall be required.

The developer will supply the Village of Plainfield Public Works Department, or designated representative with a list of plants that will be used for work on site. The batch plant list will also include a list of plant codes as they correlate to IDOT approved mixes. This list must be delivered to the Engineer prior to any asphalt being placed. The testing firm's inspector shall fill out the Village form, and return it to the Village of Plainfield Public Works Department, or designated representative, along with a copy of field and lab reports. The testing firm is responsible for all field and lab tests, and reports.

The mix design for the various items shall be in compliance with the mixes required in the IDOT standard specifications for road and bridge construction.

6502. CONCRETE TESTING REQUIREMENTS:

All firms used for the testing of concrete shall be approved or chosen by the village at the developers cost. The testing firms shall be agreed upon at the pre-construction conference meeting. The developer shall notify the Village of Plainfield Public Works Department, or designated representative a minimum of 48 hours prior to any structural concrete being placed.

Only structural concrete will be tested. This shall include but is not limited to; bridges, box culverts, beams, retaining walls, and items noted by the Village of Plainfield Public Works Department, or designated representative. Nonstructural items, such as curbs, will be visually inspected. The developer must notify the Village of Plainfield Public Works Department, or designated representative 48 hours prior to all concrete placement.

The developer will supply the Village of Plainfield Public Works Department, or designated representative with a list of batch plants that will be used for work on the site. The batch plant list will also include a list of the plants codes as they correlate to IDOT approved mixes. This list must be delivered to the Village of Plainfield Public Works Department, or designated representative prior to any concrete being placed.

The testing firm's inspector shall fill out the village form, and return it to the Village of Plainfield Public Works Department, or designated representative, along with a copy of filed and lab reports. The testing firm is responsible for all field and lab tests, making, picking up, and breaking of cylinders, and reports.

The mix design for the various items shall be in compliance with the mixes required in the IDOT standard specifications for road and bridge construction.

6600. Mailboxes:

6610. Mailbox replacements shall be per standard detail 6230.

6620. Any new construction mailboxes shall be cluster or pod style.

6700. SIGNS:

6710. The Developer shall install all street name, informational, and regulatory signs. Installation shall be in accordance with the Manual on Uniform Traffic Control Devices and consistent with the Traffic Control Plan.

6711. 36" stop signs that are post mounted shall have two posts.

6720. Sign supports shall be UNSTRUT TELESPAR perforated sign posts 1 3/4" x 1 3/4", 14 gauge and 2" x 2" 12 gauge 4' long anchor minimum or approved equal. Signs shall be mounted to the supports using rivets, not bolts, with the exception for street name signs as specified in section 6737 and 6738.

6721. All information and regulatory signs shall be mounted at least seven feet (7') above finish grade. Measurement shall be from bottom edge of the lowest sign to finish grade.

6722. Developer is responsible for submitting a sign plan within the subdivision plans for review and approval by the Department of Public Works or their designated representative, as well as record drawings of final sign placement, showing type and location for each sign.

6723. Install signs within one (1) week of asphalt binder.

6724. Must maintain proper signage until surface installed.

6725. Developer solely responsible for maintenance until Village accepts signs.

6727. Signs may be mounted on street light poles if in approved location.

6728. Sign placement - MUTCD Manual.

6729. Stop sign - 30" diamond grade V.I.P. stop sign - local streets.

6730. Stop sign - 36" diamond grade V.I.P stop sign - collector/arterial streets.

6731. Speed limit sign - 24" x 36" diamond Grade V.I.P. - 25 MPH on residential streets. (See Village Standard Detail SIG6720)

6731.a Speed Limit sign - 24" x 30" diamond grade V.I.P. collector\arterial.

6732. Weight Limit 5 Ton@ - 24" x 30" diamond grade V.I.P.

6732a. Truck weight limit – 20,000 LB gross vehicle weight limit on collector streets or greater as directed by the Village

6733. "Sprinkling Allowed" – 24"x30" "diamond grade V.I.P. (See Village Standard Detail SIG6730).

6734. "NO PARKING ON VILLAGE STREET FROM 1:00 A.M. TO 6:00 A.M." Red on White - 24" x 30" diamond grade V.I.P. (See Village Standard Detail SIG6740).

6735. "VAN ACCESSIBLE" Handicapped parking sign with $250 fine plate. (See Village Standard Detail SIG6750).

6736. Each subdivision entrance shall have a series of three sign postings, with a 75' minimum spacing, "NO PARKING" and "WEIGHT LIMIT" signs, mounted on same post, followed by "SPEED LIMIT," and "SPRINKLING." If space is limited for the third sign before the first intersection, post multiple signs immediately past the handicap ramps at each leg of the intersection. (See Village Standard Detail SIG6700).

6737. Street name signs – Streets with 40 mph speed limit or less
- Signs shall be green with white letters. Street names shall have an initial uppercase letter with lowercase letters after. 6 inch uppercase letters, 4 inch lowercase letters. Supplementary names (ave, st, …) shall have an initial uppercase letter with lowercase letters after. 3 inch uppercase letters, 2.25 inch lowercase letters. Panel heights shall be adjusted to fit any tails on letters.
- Diamond grade sheeting, 0.125 gauge thickness, series C letters. Typical panel height shall be 9 inches.
- Supplementary lettering to indicate the type of street (such as Street, Avenue, or Road) or the section of the City (such as NW) may be in smaller lettering, at least (2 in) high. Conventional abbreviations may be used except for the street name itself.
- Stack street name if necessary due to length of name.
- Light pole mounting –
  - Signs up to 21" in length require Metro Wing Brackets or #8 Metro Brackets.
  - Signs 24" to 30" require Jumbo Wing Bracket or #800 Metro Brackets.
  - Signs 30" to 42" require Jumbo Wing Brackets or #800 Metro Brackets with 12" Extension.
  - Signs 42" to 60" require Cantilever Arm Brackets, full length, top and bottom.
  - Signs shall not extend more than 6" past the end of the bracket.
  - Bracket banding shall be ¾ x .030 stainless steel.
  - Maximum sign length is 48". Signs longer than 48" consult with Village for appropriate mounting requirements or possible need to stack street name due to length.
  - Street name signs shall be mounted directed away from the intersection.
  - Street name signs shall be mounted 13' from bottom panel to finished grade and 1' clearance between panels.
- UNISTRUT post mounting –
  - Must use 2 blades, single sided, center bolted to UNISTRUT post, with each end bolted together using spacers. No cross bracket supports will be allowed, both signs must be individually mounted to post.
  - Mounting height shall be a minimum 10' clearance, if mounted alone or on street light.
  - If mounted on same post as stop sign, 1' clearance is required between top of sign and bottom of street name sign.
  - Minimum 1 ½" x 1 ½" 14 gauge sign post, with a minimum 2" x 2" 12 gauge 4' long anchor or approved equal.

6738. Street name signs – Streets with greater than 40 mph speed limit
- Signs shall be green with white letters. Street names shall have an initial uppercase letter with lowercase letters after. 8 inch uppercase letters, 6 inch lowercase letters. Supplementary names (ave, st, …) shall have an initial uppercase letter with lowercase letters after. 4 inch uppercase letters, 3 inch lowercase letters. Panel heights shall be adjusted to fit any tails on letters.Diamond grade sheeting, 0.125 gauge thickness, series C letters. Typical panel heigh shall be 12 inches.
- Lettering on ground-mounted Street Name signs shall be at least 8 inches high in capital letters. Supplementary lettering to indicate the type of street (such as Street Avenue, or Road) or the section of the City (such as NW) shall be 4 in high. Conventional abbreviations may be used except for the street name itself.
- Stack street name if necessary due to length of name.
- Same Light pole and UNISTRUT mounting standards are required as section 6737.
- At intersections with residential streets – larger sign size prevails.

6739. All other signs shall be size, color, and wording according to the MUTCD Manual.

6740. No signs shall be installed without an approved sign plan.

6741. Prior to installation, the contractor installing the signs shall submit proofs and materials list for approval to the Village of Plainfield Public Works Department or designated representative.

6800. PAVEMENT STRIPING:

6805. Pavement markings shall be constructed in accordance with the requirements of Federal and State statutes or regulations; Standards Specifications for Road and Bridge Construction in Illinois, latest edition; Subdivision Regulations for the Village of Plainfield; in addition, the following specifications shall apply. All contractors shall be IDOT prequalified.

6810. All pavement Striping on asphalt binder and asphalt surface courses shall be thermoplastic.

6820. Pavement markings on concrete pavement shall be tape, Type III in accordance with applicable articles of section 703 of the Standard Specifications for Road and Bridge Construction in Illinois.

6830. All subdivisions (Residential and Commercial), and all commercial and industrial site plans shall have a pavement marking plan.

6840. Residential streets shall have crosswalks and stop bars marked where applicable after placement of the asphalt surface course.

6850. Collector streets and greater shall have pavement markings placed after the binder and surface courses. Pavement markings shall be placed within 48 hours after paving is complete.

6860. All parking stalls shall have white stripes.

6870. Collector streets and greater shall have recessed reflective pavement markers installed at centerline skip dash, double yellow centerline and turn lanes or as directed by the Director of Public Works.

6880. Stop bars shall be 24-inches wide and will be required at all stop sign locations.

6890. Crosswalks 6-inch wide lines at intersections, 12-inch bars at school crossings. 12-inch diagonal (45') bars at bike paths or multiuse paths.

6891. Collector streets and greater shall have grooving for recessed pavement markings installed prior to final thermoplastic on the surface course. Grooving for recessed pavement markings shall be per IDOT BDE special provision 80304 or latest IDOT specification.

6892. Typical pavement markings shall be per Village standard details RDW6190, RDW6200, RDW6210, RDW6220, RDW6260 or IDOT Standard detail 780001

6900. DETOUR PLANS:

6910. For all road closures, the developer will be responsible for preparing, installing, and removing a detour plan as approved by the Village of Plainfield Public Works Department or their designated representative.

6920. Detour plans shall consist of signs shown only on the detour sign plan standard.

6930. All signs shall have a minimum high intensity sheeting. Engineering grade sheeting will not be allowed.

6940. All signs shall have orange sheeting with black letters.

6950. All signs shall conform to minimum sizes set in the latest edition of the MUTCD and the minimum sizes set on the Village of Plainfield Standard Specifications for detour plans.

6960. After the detour plan is approved by the Public Works Department, the developer is responsible for obtaining approval to use any and all roads not under the jurisdiction of the Village of Plainfield. These agencies may include road districts, township highway departments, country highway departments, IDOT, or other municipalities.

6970. Advance notice signs shall be placed seven (7) days prior to the date of closure.

6980. The Department of Public Works will provide advance notice of any closure to Emergency Services, School Districts, Townships, Municipalities, and Counties.

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REVISIONS △

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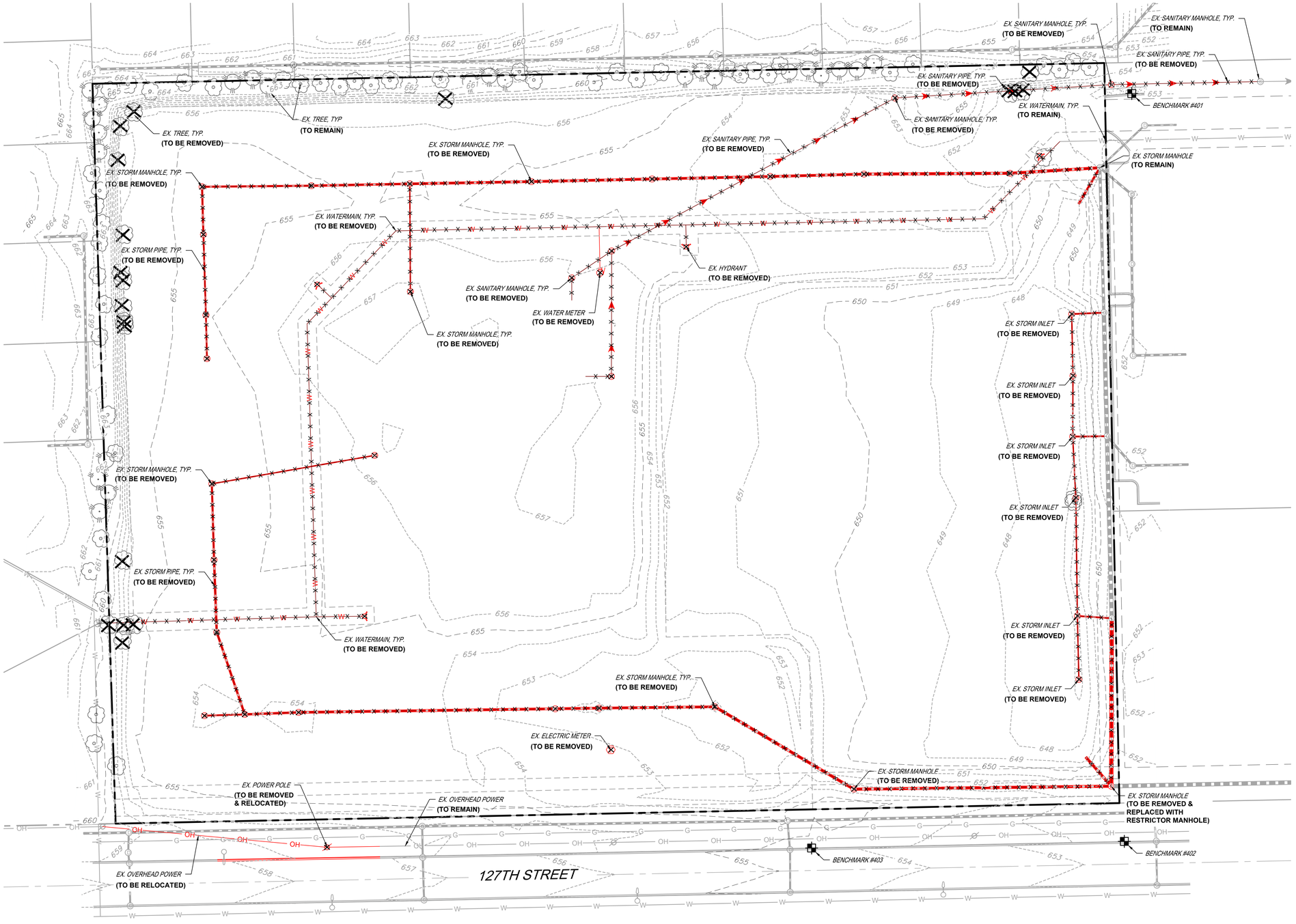
NOBLE COURT

24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
VOP SPECIFICATIONS

SHEET NUMBER
C0.3
4 OF 26



LEGEND

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PAVEMENT/SIDEWALK REMOVAL, FULL DEPTH
- SAWCUT PAVEMENT, FULL DEPTH
- INFRASTRUCTURE REMOVAL
- TO BE REMOVED

EXISTING CONDITIONS NOTES:

1. TOPOGRAPHIC SURVEY COMPLETED BY TFW SURVEYING & MAPPING, INC. ON MARCH 8, 2022.
2. EXISTING DRAIN TILE SURVEY COMPLETED BY HUDDLESTON MCBRIDE, MARCH 2024.
3. THE UNDERGROUND UTILITY INFORMATION SHOWN HAS BEEN DERIVED FROM MULTIPLE SOURCES INCLUDING, BUT NOT LIMITED TO, TOPOGRAPHIC SURVEY AND THE LOCAL MUNICIPALITY/DISTRICT. THE ACCURACY AND COMPLETENESS OF THIS INFORMATION CANNOT BE GUARANTEED AND THE CONTRACTOR SHALL CONFIRM UNDERGROUND UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

DEMOLITION PLAN NOTES:

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE RESPECTIVE UTILITY COMPANIES FOR ANY REMOVAL AND/OR RELOCATION OF UTILITIES SHOWN ON THESE PLANS.
2. SHOULD THE DEMOLITION/CONSTRUCTION ACTIVITIES DAMAGE ANY SITE FEATURES NOT INDICATED FOR REMOVAL, THE CONTRACTOR SHALL REPLACE AND/OR RESTORE THE DAMAGED FEATURES TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST.
3. ALL EROSION AND SEDIMENT CONTROL BMPs SHALL BE INSTALLED PRIOR TO ANY DEMOLITION ACTIVITIES.

SITE BENCHMARK

NORTHEAST BOLT OF FIRE HYDRANT ACROSS THE STREET OF SUBJECT PROPERTY AT SOUTHEAST CORNER OF IL ROUTE 126 AND INDIAN BOUNDARY LINE ROAD.

ELEVATION = 626.22' (NAVD 88)

JULIE CALL BEFORE YOU DIG 811

0 40' 80'
1" = 40' (HORIZONTAL)

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PLAINFIELD, ILLINOIS

PROJ NO: 240515
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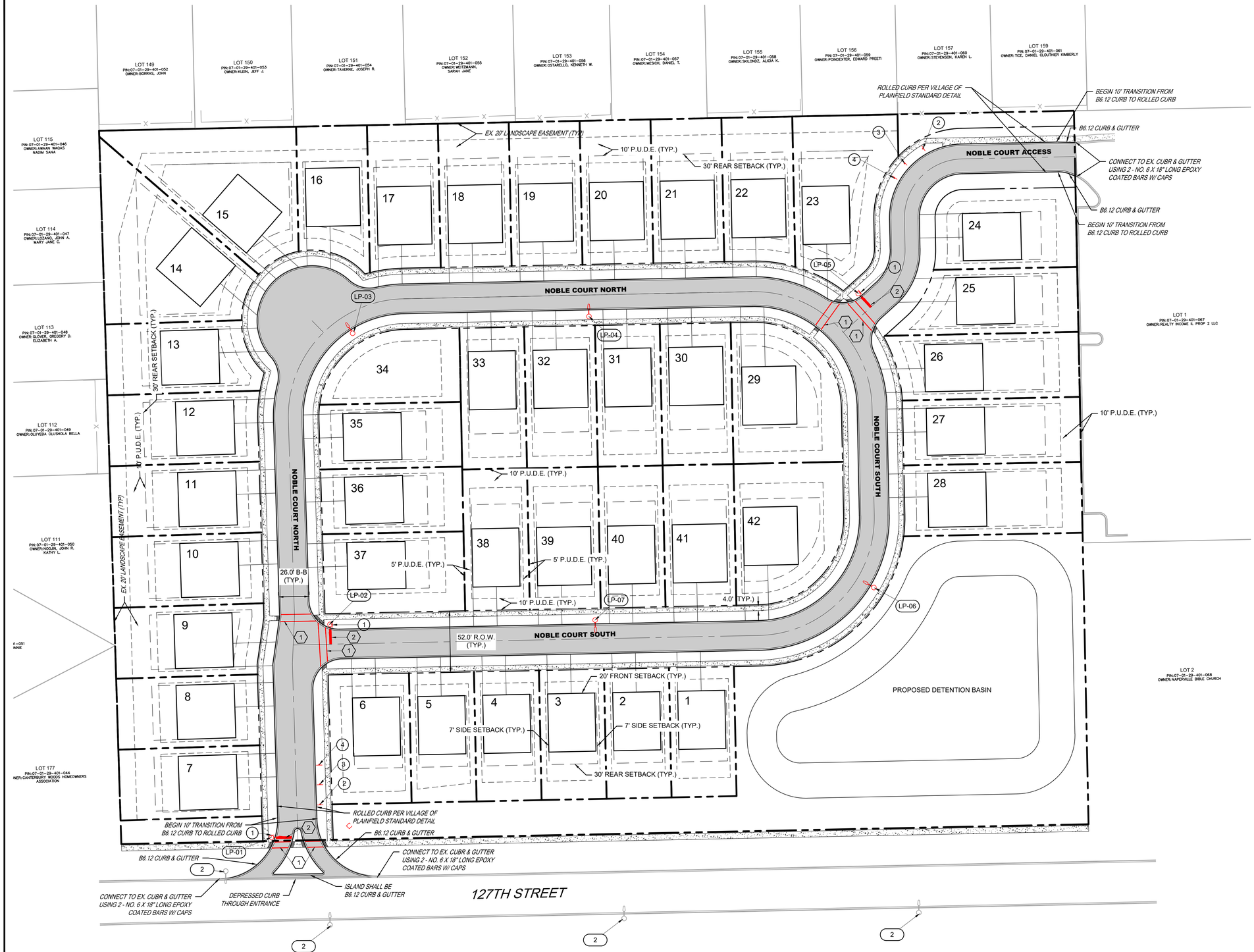
SHEET TITLE

EXISTING CONDITIONS & DEMOLITION PLAN

SHEET NUMBER

C1.0

5 OF 26



LEGEND

- ASPHALT PAVEMENT
- BIKE PATH
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- DEPRESSED CURB & GUTTER
- PR. LIGHT POLE
- RESTRICTED LOT
- UTILITY EASEMENT
- LOT SETBACK
- ROAD CENTERLINE

P.U.D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT

ROADWAY NOTES:

1. ALL STREET SIGNS SHALL BE MOUNTED ON STREETLIGHTS WHERE POSSIBLE
2. ALL PAVEMENT STRIPING SHALL BE THERMOPLASTIC
3. ALL CURB SHALL BE DEPRESSED AT SIDEWALK RAMP LOCATIONS
4. ALL SDIEWALK RAMPS SHALL MEET ADA REQUIREMENTS

SIGNAGE KEYNOTE LEGEND:

1. R1-1 STOP SIGN AND STREET NAME SIGN
2. "NO PARKING" SIGN AND "WEIGHT LIMIT" SIGN PER PLAINFIELD STANDARD DETAILS SIG6740 AND SIG6710
3. "RESIDENTIAL 25 MPH" SIGN PER PLAINFIELD STANDARD DETAIL SIG6720
4. "SPRINKLING ALLOWED" SIGN PER PLAINFIELD STANDARD DETAIL SIG6730

STRIPING KEYNOTE LEGEND:

1. CROSSWALK (2) 6" SOLID WHITE STRIPE
2. STOP BAR (24" SOLID WHITE STRIPE)

LIGHTING KEYNOTE LEGEND:

- LP-## PROPOSED LIGHT POLE
- 2 EXISTING LIGHT POLE

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NOBLE COURT

24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

811 JULIE CALL BEFORE YOU DIG 811

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
SITE LAYOUT PLAN

0 40' 80'
1" = 40' (HORIZONTAL)

SHEET NUMBER
C2.0
6 OF 26

LEGEND

100.00	SPOT ELEVATION
100	PROPOSED MAJOR CONTOUR
100	PROPOSED MINOR CONTOUR
100	EXISTING MAJOR CONTOUR
100	EXISTING MINOR CONTOUR
	OVERLAND FLOOD ROUTE

ABBREVIATIONS

G	GROUND GRADE
P	PAVEMENT GRADE
FL	FLOW LINE
RIM	RIM GRADE
SW	TOP OF SIDEWALK
TC	TOP OF CURB
T/F	TOP OF FOUNDATION
G/F	GRADE AT FOUNDATION
TW	TOP OF WALK

GRADING PLAN NOTES:

1. ALL SIDEWALKS (NOT INCLUDING STAIRS) SHALL HAVE A MAXIMUM 5% LONGITUDINAL SLOPE AND 2% CROSS SLOPE. ALL ADA RAMPS SHALL HAVE A MAXIMUM 8.33% LONGITUDINAL SLOPE AND 2% CROSS SLOPE.
2. SLOPES ON RESIDENTIAL LOTS SHALL NOT EXCEED 5:1.
3. REFER TO THE STORMWATER MANAGEMENT REPORT FOR THE OVERFLOW ROUTE CROSS SECTION INFORMATION.

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PLAINFIELD, ILLINOIS

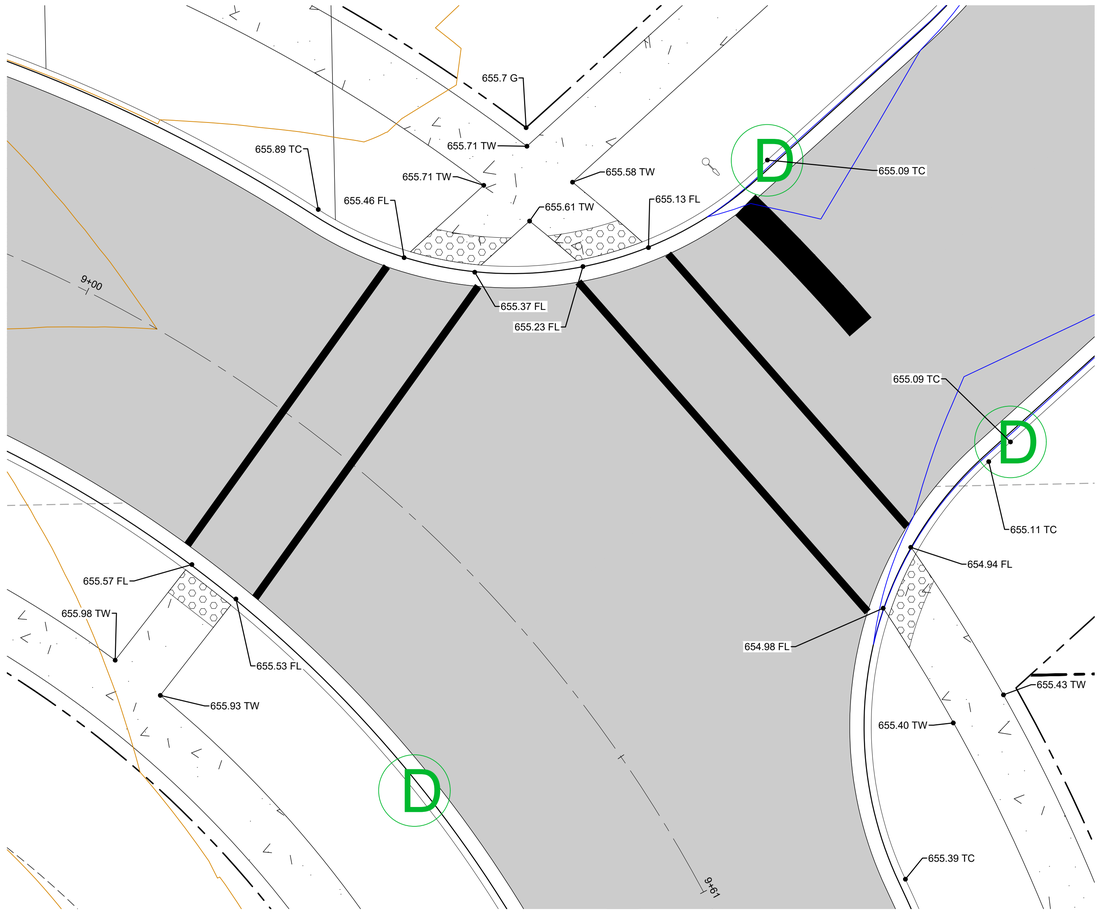
811 JULIE CALL BEFORE YOU DIG 811

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
GRADING & STORMWATER MANAGEMENT PLAN

0 40' 80'
1" = 40' (HORIZONTAL)

SHEET NUMBER
C3.0
7 OF 26



ADA RAMP GRADING @ ACCESS ROAD

LEGEND

100.00	SPOT ELEVATION
100	PROPOSED MAJOR CONTOUR
100	PROPOSED MINOR CONTOUR
100	EXISTING MAJOR CONTOUR
100	EXISTING MINOR CONTOUR
	OVERLAND FLOOD ROUTE

ABBREVIATIONS

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JULIE
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YOU DIG
811

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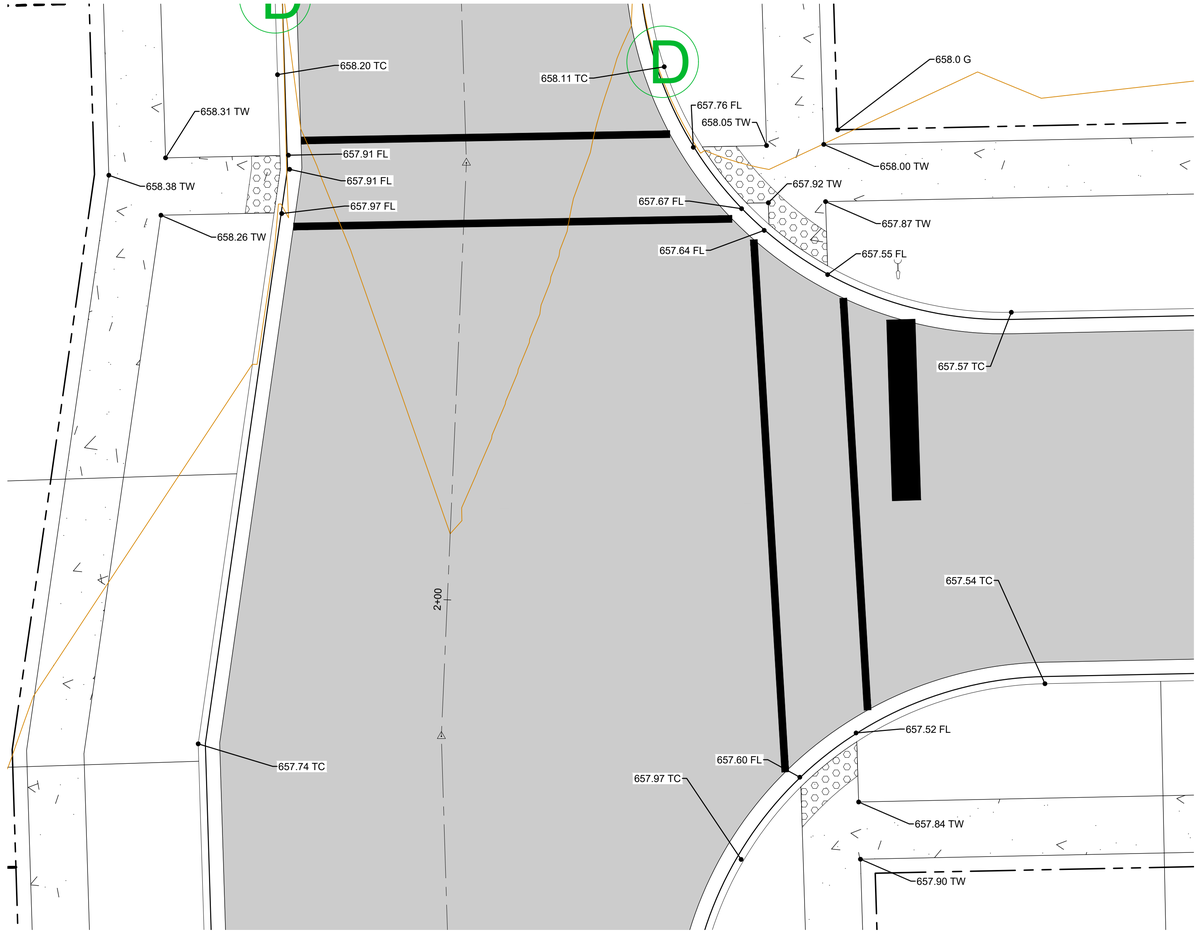
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PLAINFIELD, ILLINOIS

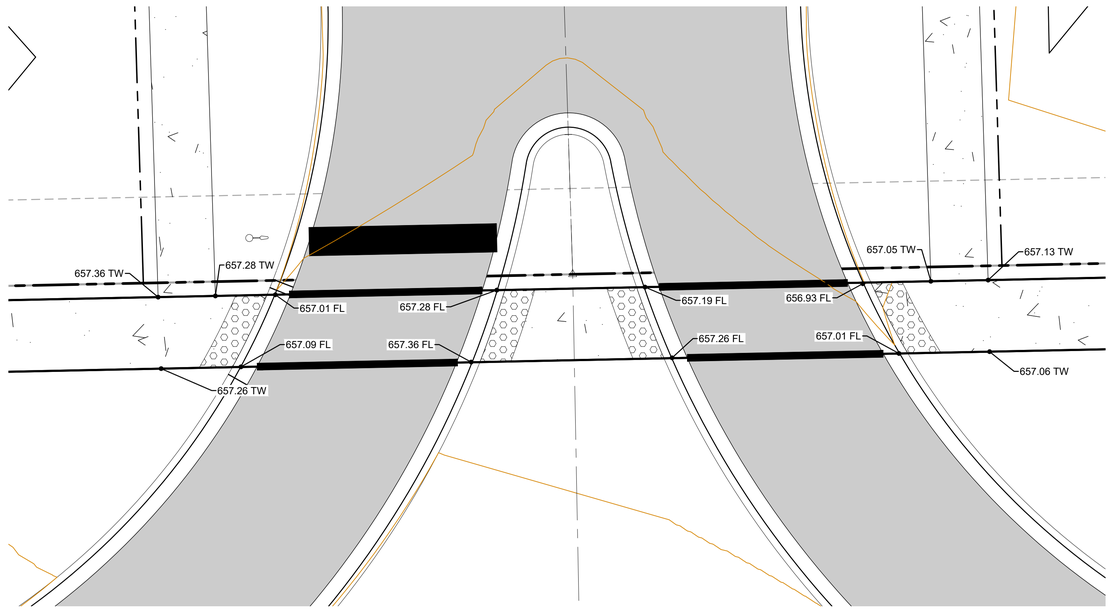
PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
ADA GRADING PLAN

SHEET NUMBER
C3.1
8 OF 26

ADA RAMP GRADING @ NOBLE COURT NORTH AND NOBLE COURT SOUTH





ADA RAMP GRADING @ NOBLE COURT NORTH AND 127TH

LEGEND

100.00	SPOT ELEVATION
100	PROPOSED MAJOR CONTOUR
100	PROPOSED MINOR CONTOUR
100	EXISTING MAJOR CONTOUR
100	EXISTING MINOR CONTOUR
	OVERLAND FLOOD ROUTE

ABBREVIATIONS

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3. REFER TO THE STORMWATER MANAGEMENT REPORT FOR THE OVERFLOW ROUTE CROSS SECTION INFORMATION.

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811

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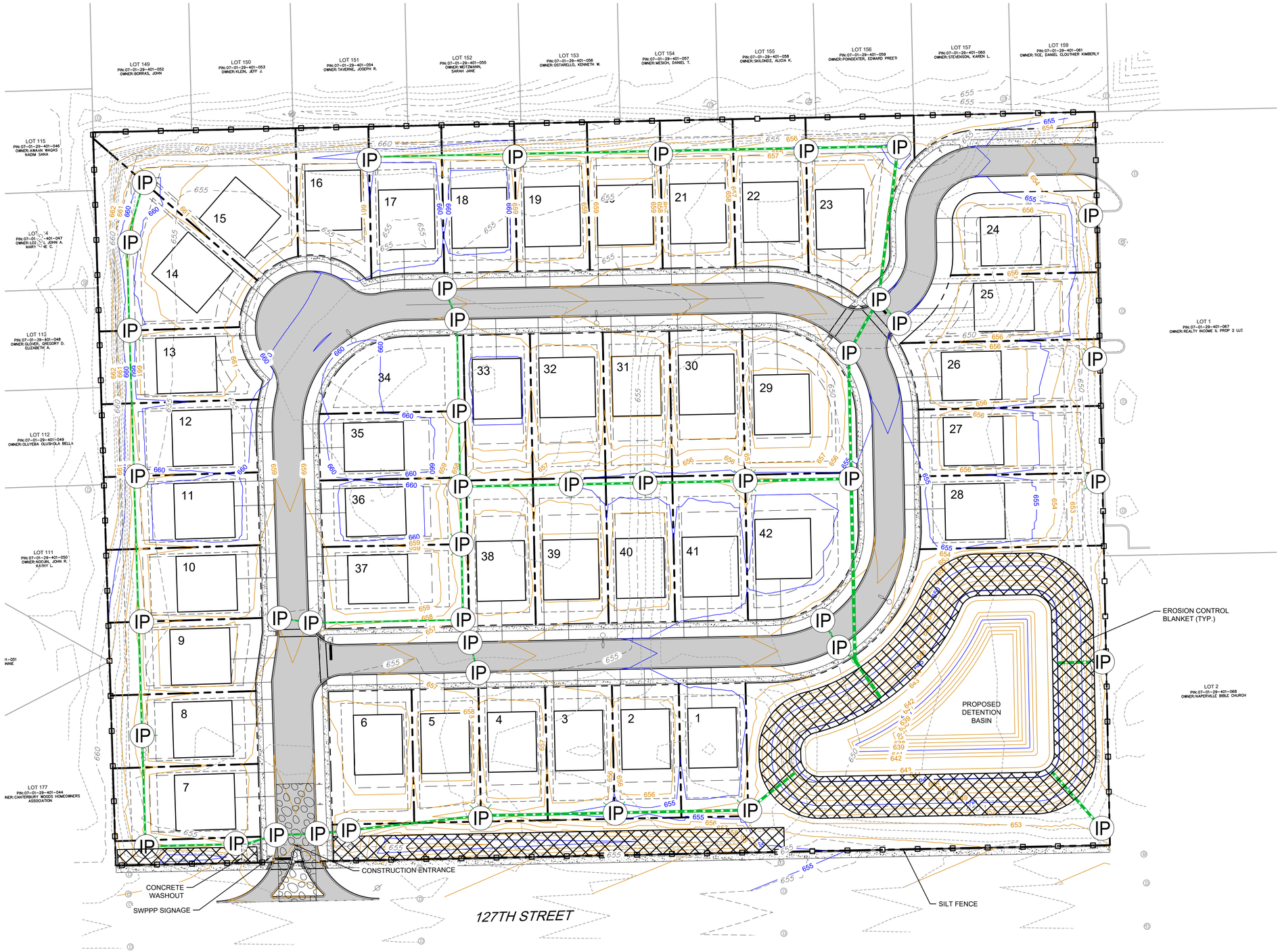
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NOBLE COURT
24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO.: 240515
ENG.: FWT
DATE: 04/20/2026

SHEET TITLE
ADA GRADING PLAN

SHEET NUMBER
C3.2
9 OF 26



SESC LEGEND

- SILT FENCE
- LIMITS OF DISTURBANCE
- TEMPORARY CONSTRUCTION ENTRANCE
- RIP RAP
- EROSION CONTROL BLANKET
- SL — SEDIMENT LOG
- IP — INLET PROTECTION FILTER BASKET
- PR — PERFORATED RISER
- CONCRETE WASHOUT
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR

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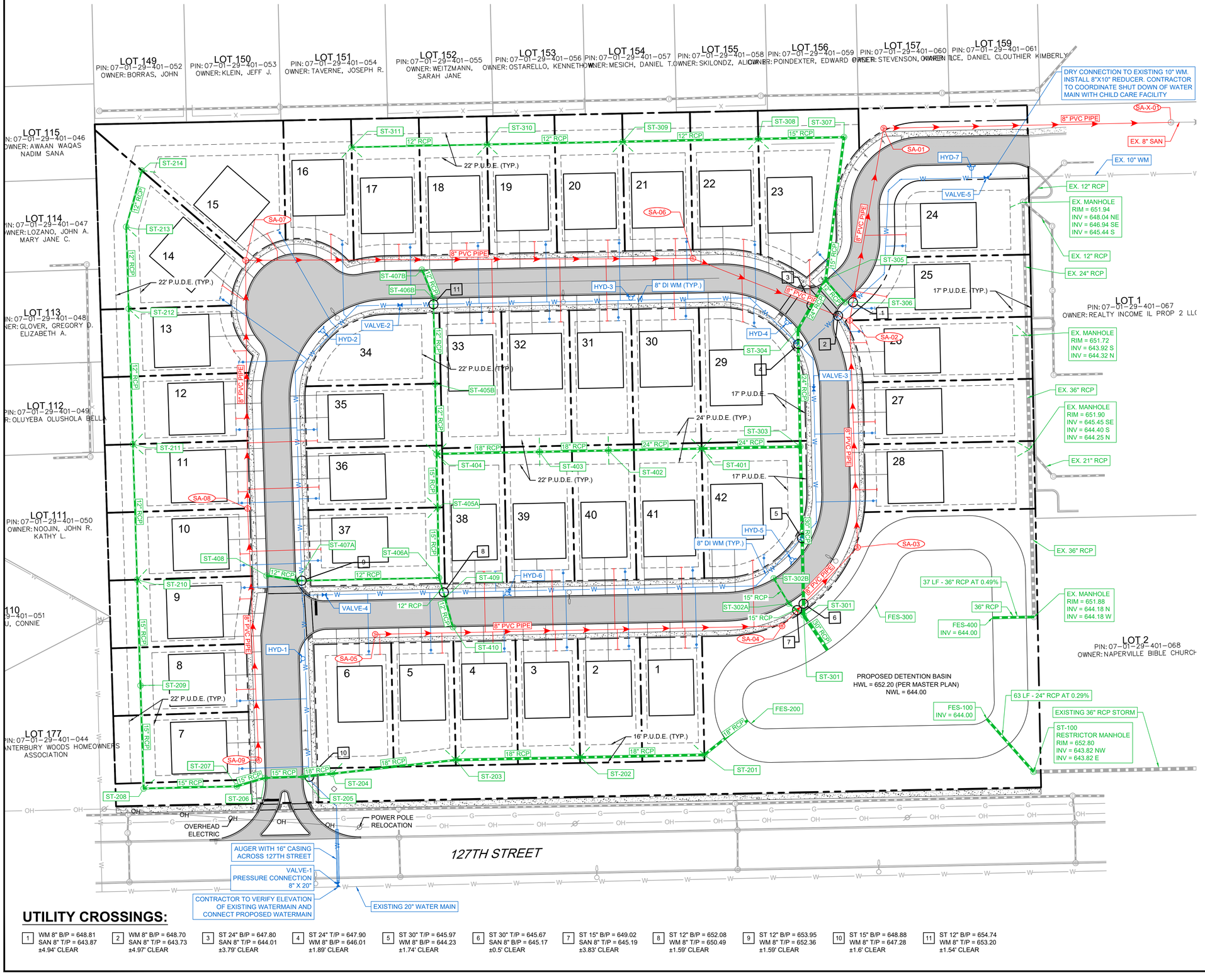
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0 40' 80'
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PROJ NO.: 240515
ENG.: FWT
DATE: 04/20/2026

SHEET TITLE
EROSION CONTROL PLAN

SHEET NUMBER
C4.0
10 OF 26



UTILITY LEGEND

- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
- PROPOSED B-BOX
- PROPOSED FIRE HYDRANT
- PROPOSED STORM PIPE
- PROPOSED SUMP LINE
- PROPOSED STORM MANHOLE AND INLET
- PROPOSED STORM INLET
- PROPOSED FLARED END SECTION
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE
- UTILITY CROSSING
- UTILITY EASEMENT

UTILITY PLAN NOTES:

1. PIPE LENGTHS ARE CALCULATED FROM THE CENTER OF MANHOLES AND INLET BOX STRUCTURES. SPECIFIED LENGTH OF PIPE INCLUDES THE LAYING LENGTH OF FLARED END SECTIONS.
2. ALL STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE (RCP) CONFORMING TO ASTM C-76 UNLESS OTHERWISE NOTED.
3. ALL SANITARY SEWERS SHALL BE PVC SDR 26 IN ACCORDANCE WITH ASTM D-3034 UNLESS OTHERWISE NOTED. JOINTS SHALL BE IN ACCORDANCE WITH ASTM-D-3212.
4. ALL WATER MAIN SHALL BE DUCTILE IRON UNLESS OTHERWISE NOTED. ALL DUCTILE IRON WATER MAIN SHALL BE INSTALLED WITH A MINIMUM 10-GAUGE SOLID COPPER TRACER WIRE. THE WIRE SHALL BE CONTINUOUS THROUGH VALVE VAULTS AND BOXES AND SHALL BE ACCESSIBLE AT GRADE WITHIN THE VAULT FRAME OR BOX.
5. CONNECTIONS TO EXISTING SANITARY MANHOLES SHALL BE BY CORE AND BOOT. CONTRACTOR SHALL REBUILD THE BENCH AS REQUIRED.
6. NO SANITARY SEWER AND WATER SERVICES LINES WILL BE PERMITTED WITHIN THE LIMITS OF AN INDIVIDUAL LOT'S APPROACH OR DRIVEWAY.
7. NO PUBLIC UTILITY STRUCTURES WILL BE PERMITTED WITHIN THE LIMITS OF PUBLIC SIDEWALK, DRIVEWAY APPROACHES OR DRIVEWAYS.
8. ALL WATER MAIN PUSH-ON JOINTS A MINIMUM DISTANCE OF TWO JOINTS ON EITHER SIDE OF ALL WATER MAIN FITTINGS SHALL BE INSTALLED WITH JOINT RESTRAINTS MEETING THE VILLAGE'S APPROVED MATERIAL LIST.
9. ALL WATER MAIN VALVE VAULTS AND SANITARY SEWER MANHOLES SHALL BE BITUMINOUS COATED.
10. ANY EXISTING DRAIN TILES ENCOUNTERED DURING CONSTRUCTION THAT SERVICE UPSTREAM AREAS, CONTRACTOR SHALL TIE INTO THE PROPOSED STORM SEWER SYSTEM. DISPOSITION OF ALL EX. DRAIN TILES WILL REQUIRE VILLAGE INPUT.
11. ALL STORM SEWER IS PUBLIC UNLESS OTHERWISE NOTED.
12. ALL RIM GRADES FOR STORM STRUCTURES WITHIN THE CURB LINE ARE TOP OF CURB ELEVATION.
13. WHERE STORM SEWERS LARGER THAN 12 INCHES WILL BE ABOVE SANITART SEWERS WITH LESS THAN 1 FOOT OF SEPARATION, CONTROLLED LOW-STRENGTH MIXTURE NEEDS TO BE PLACED FROM UNDER THE SANITARY SEWER TO THE HAUNCHES OF THE STORM SEWER.

UTILITY CROSSINGS:

1	WM 8" B/P = 648.81 SAN 8" T/P = 643.87 ±4.94' CLEAR	2	WM 8" B/P = 648.70 SAN 8" T/P = 643.73 ±4.97' CLEAR	3	ST 24" B/P = 647.80 SAN 8" T/P = 644.01 ±3.79' CLEAR	4	ST 24" T/P = 647.90 WM 8" B/P = 646.01 ±1.89' CLEAR	5	ST 30" T/P = 645.97 WM 8" B/P = 644.23 ±1.74' CLEAR
6	ST 30" T/P = 645.67 SAN 8" B/P = 645.17 ±0.5' CLEAR	7	ST 15" B/P = 649.02 SAN 8" T/P = 645.19 ±3.83' CLEAR	8	ST 12" B/P = 652.08 WM 8" T/P = 650.49 ±1.59' CLEAR	9	ST 12" B/P = 653.95 WM 8" T/P = 652.36 ±1.59' CLEAR	10	ST 15" B/P = 648.88 WM 8" T/P = 647.28 ±1.6' CLEAR
11	ST 12" B/P = 654.74 WM 8" T/P = 653.20 ±1.54' CLEAR								

CAGE
2200 CABOT DRIVE
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FREDERICK W. THIELE
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LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

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24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

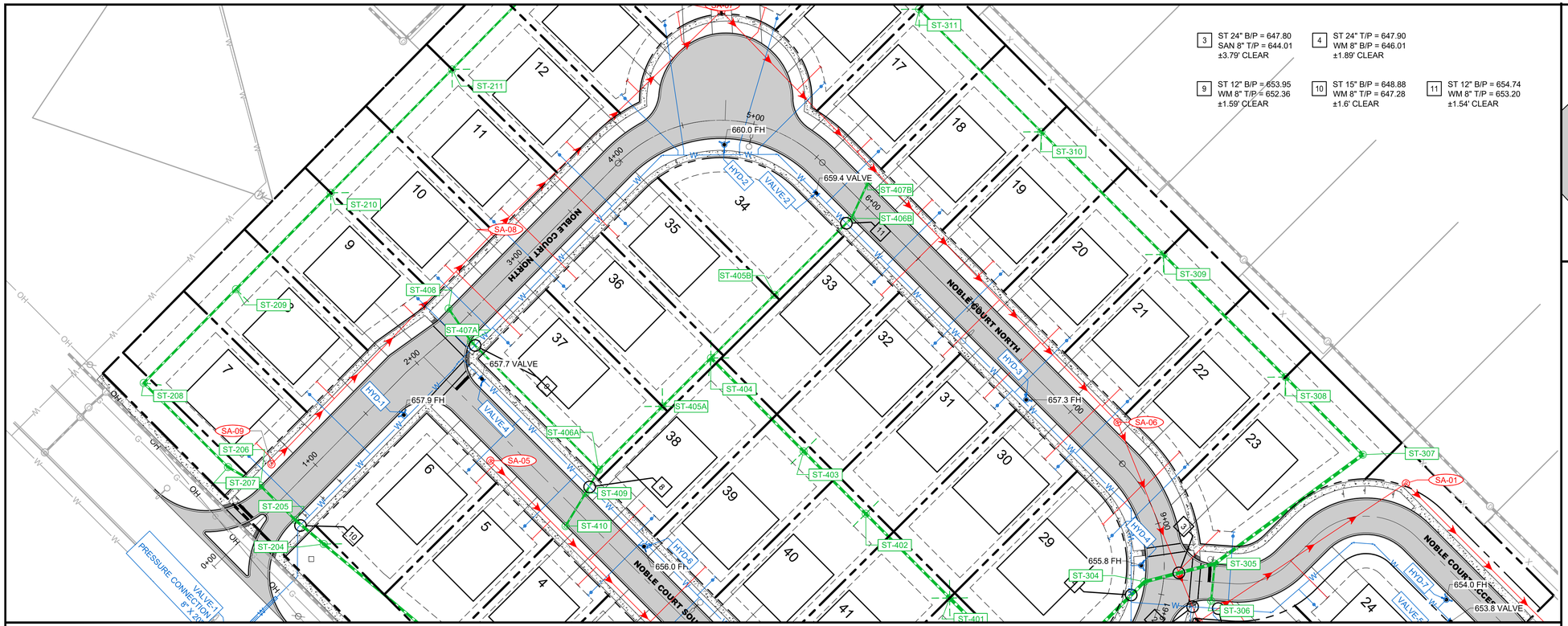
JULIE CALL BEFORE YOU DIG 811

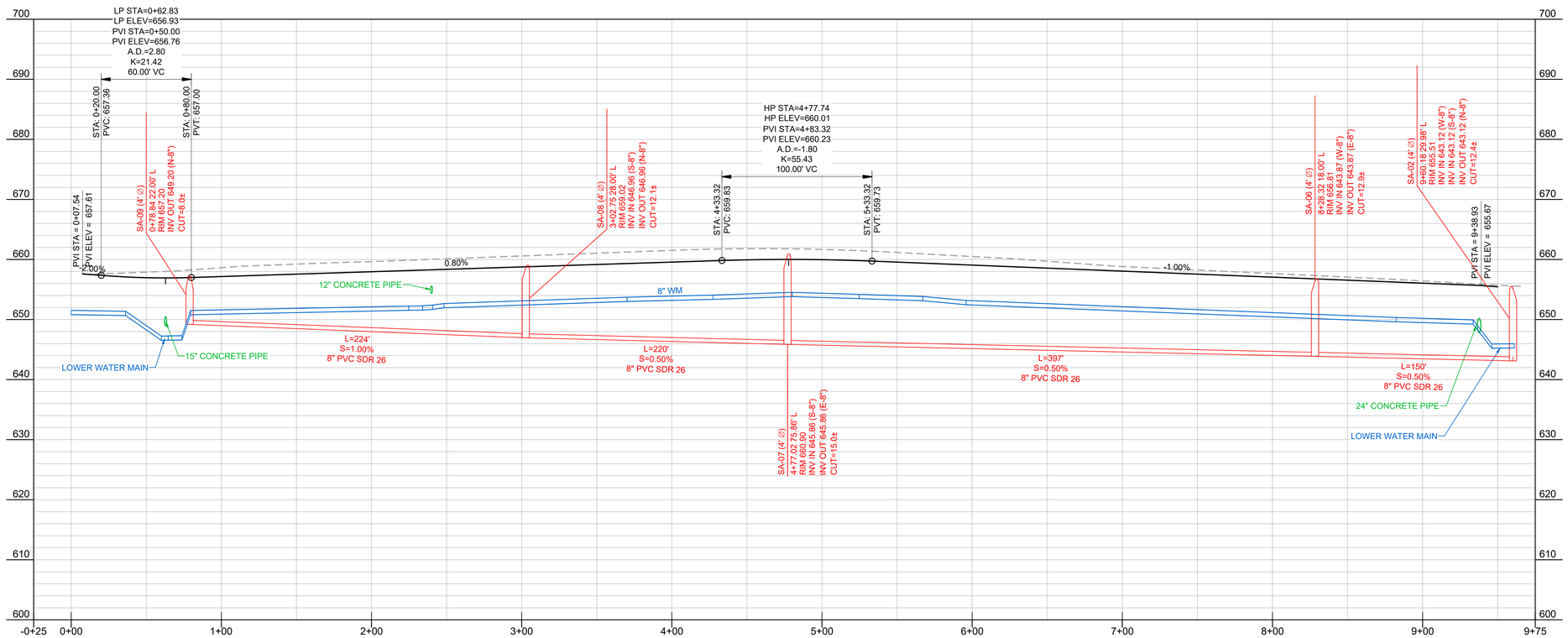
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ENG : FWT
DATE : 04/20/2026

SHEET TITLE
UTILITY PLAN

1" = 40' (HORIZONTAL)

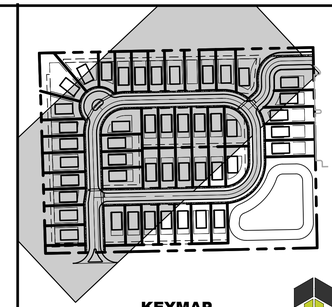
SHEET NUMBER
C5.0
11 OF 26





NOBLE COURT NORTH

1" = 10' (VERTICAL)



KEYMAP

LEGEND & ABBREVIATIONS

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
- PROPOSED B-BOX
- PROPOSED FIRE HYDRANT
- PROPOSED STORM PIPE
- PROPOSED SUMP CONNECTION
- PROPOSED STORM MANHOLE
- PROPSOED STORM INLET
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE
- [#] UTILITY CROSSING (SEE THIS SHEET FOR MORE INFORMATION)
- UTILITY EASEMENT

NOTES:

1. ALL ADA RAMPS, SIDEWALKS, AND MULTI-USE PATHS THAT FRONT OUTLOTS OR PARK SITES SHALL BE CONSTRUCTED WITH THE PUBLIC IMPROVEMENTS. ALL SIDEWALKS IN FRONT OF TOWNHOMES AND SINGLE FAMILY LOTS SHALL BE CONSTRUCTED BY THE HOMEBUILDER.
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PROFILE LEGEND

- PROPOSED GRADE
- *EXISTING GRADE*

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80 '
1" = 40' (HORIZONTAL)

CAGE
2200 CABOT DRIVE
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LISLE, IL 60532
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PLAINFIELD, ILLINOIS

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
PLAN AND PROFILE - NOBLE COURT NORTH

SHEET NUMBER
C6.0
12 OF 26

3 ST 24" B/P = 647.80
SAN 8" T/P = 644.01
±3.79' CLEAR

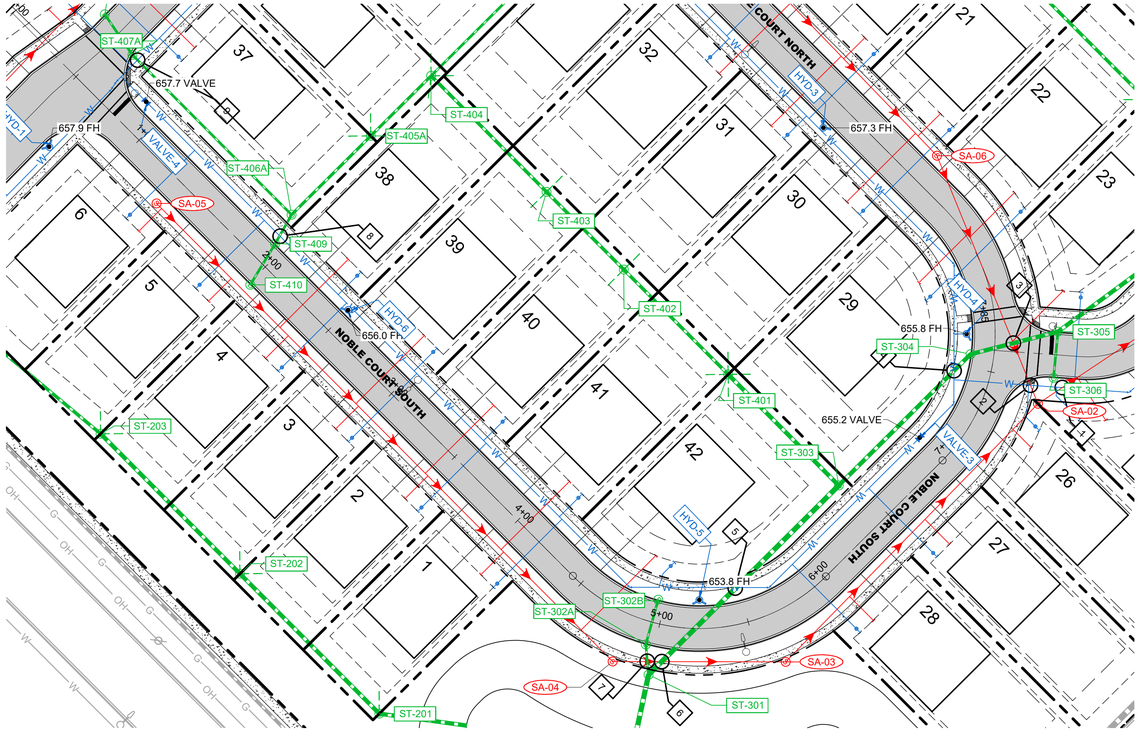
4 ST 24" T/P = 647.90
WM 8" B/P = 646.01
±1.89' CLEAR

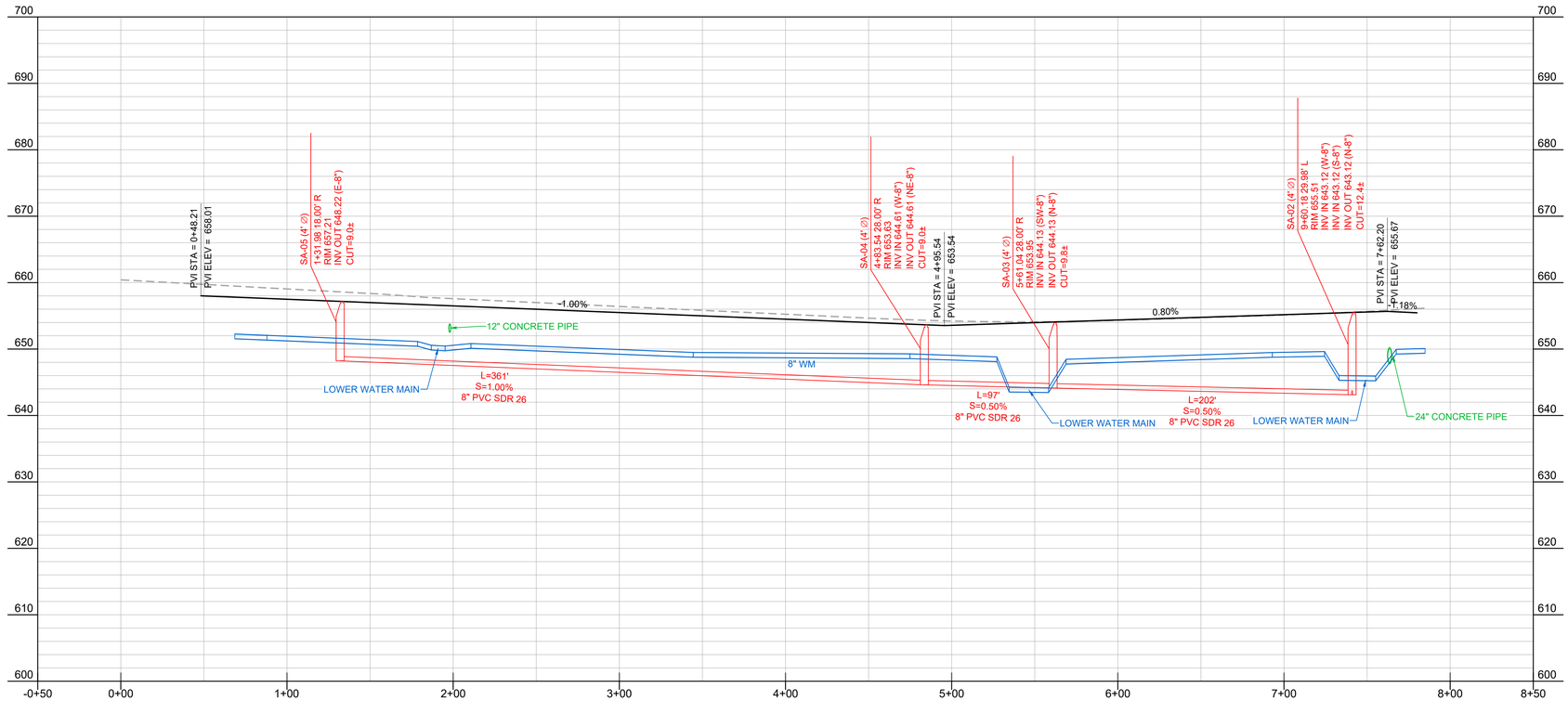
5 ST 30" T/P = 645.97
WM 8" B/P = 644.23
±1.74' CLEAR

6 ST 30" T/P = 645.67
SAN 8" B/P = 645.17
±0.5' CLEAR

7 ST 15" B/P = 649.02
SAN 8" T/P = 645.19
±3.83' CLEAR

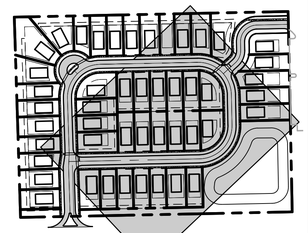
8 ST 12" B/P = 652.08
WM 8" T/P = 650.49
±1.59' CLEAR





NOBLE COURT SOUTH

1" = 10' (VERTICAL)



KEYMAP

LEGEND & ABBREVIATIONS

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
- PROPOSED B-BOX
- PROPOSED FIRE HYDRANT
- PROPOSED STORM PIPE
- PROPOSED SUMP CONNECTION
- PROPOSED STORM MANHOLE
- PROPSOED STORM INLET
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE
- # UTILITY CROSSING (SEE THIS SHEET FOR MORE INFORMATION)
- UTILITY EASEMENT

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PROFILE LEGEND

- PROPOSED GRADE
- *EXISTING GRADE*

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80 '
1" = 40' (HORIZONTAL)

CAGE
2200 CABOT DRIVE
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LISLE, IL 60532
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NOBLE COURT
24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
PLAN AND PROFILE - NOBLE COURT SOUTH

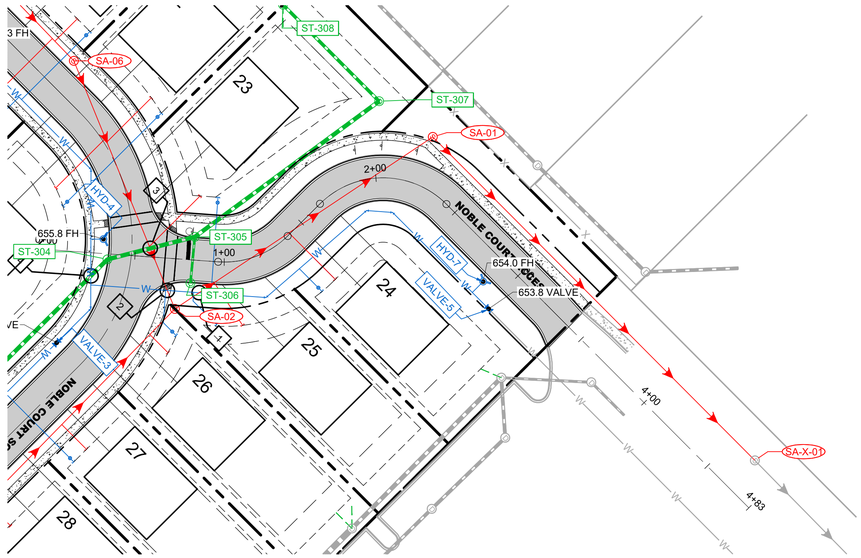
SHEET NUMBER
C6.1
13 OF 26

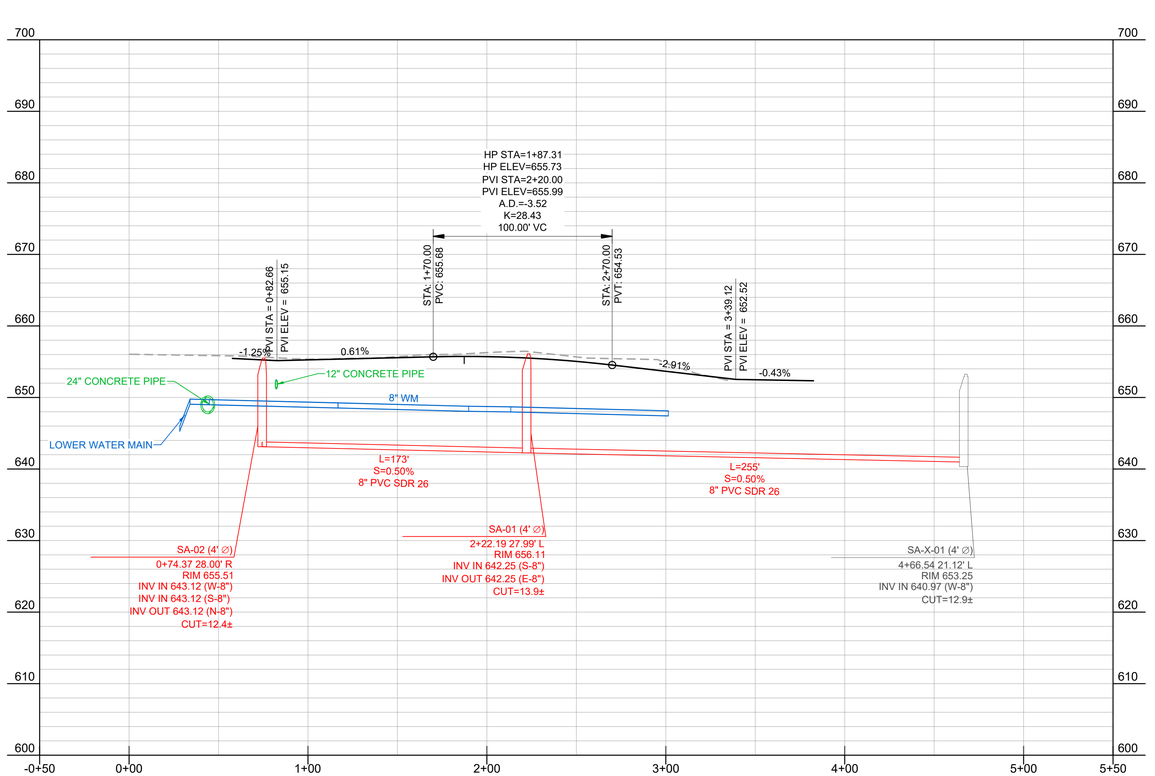
1 WM 8" B/P = 648.81
SAN 8" T/P = 643.87
±4.94' CLEAR

2 WM 8" B/P = 648.70
SAN 8" T/P = 643.73
±4.97' CLEAR

3 ST 24" B/P = 647.80
SAN 8" T/P = 644.01
±3.79' CLEAR

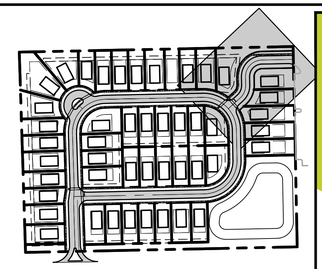
4 ST 24" T/P = 647.90
WM 8" B/P = 646.01
±1.89' CLEAR





NOBLE COURT ACCESS

1" = 10' (VERTICAL)



KEYMAP

LEGEND & ABBREVIATIONS

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
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- PROPOSED SUMP CONNECTION
- PROPOSED STORM MANHOLE
- PROPSOED STORM INLET
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
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- UTILITY EASEMENT

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PROFILE LEGEND

- PROPOSED GRADE
- *EXISTING GRADE*

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80'
1" = 40' (HORIZONTAL)

2200 CABOT DRIVE
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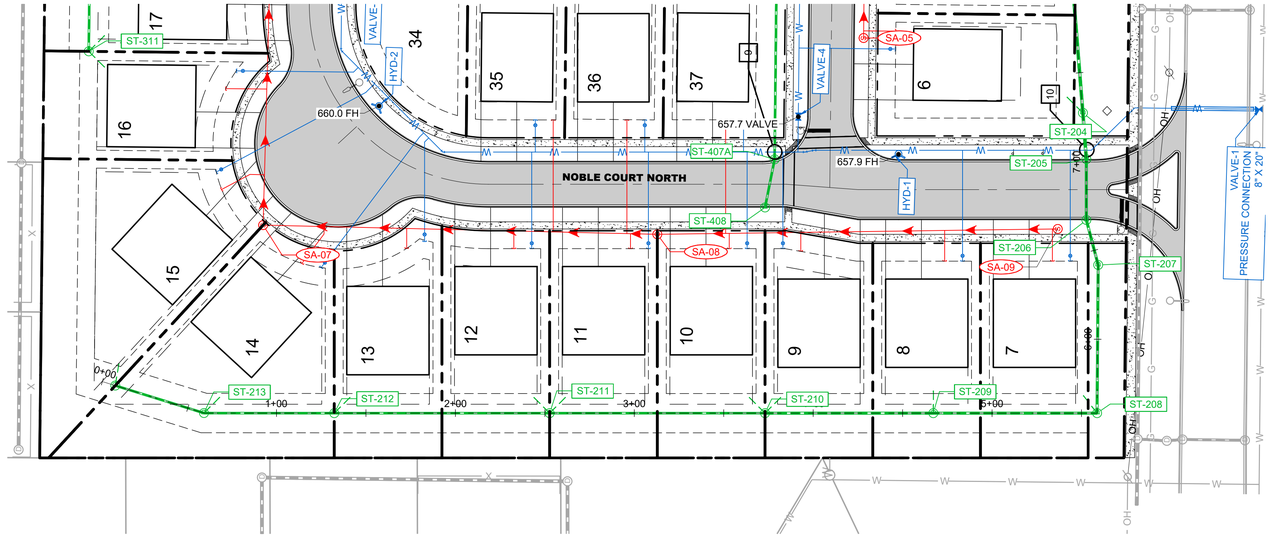
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NOBLE COURT
24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

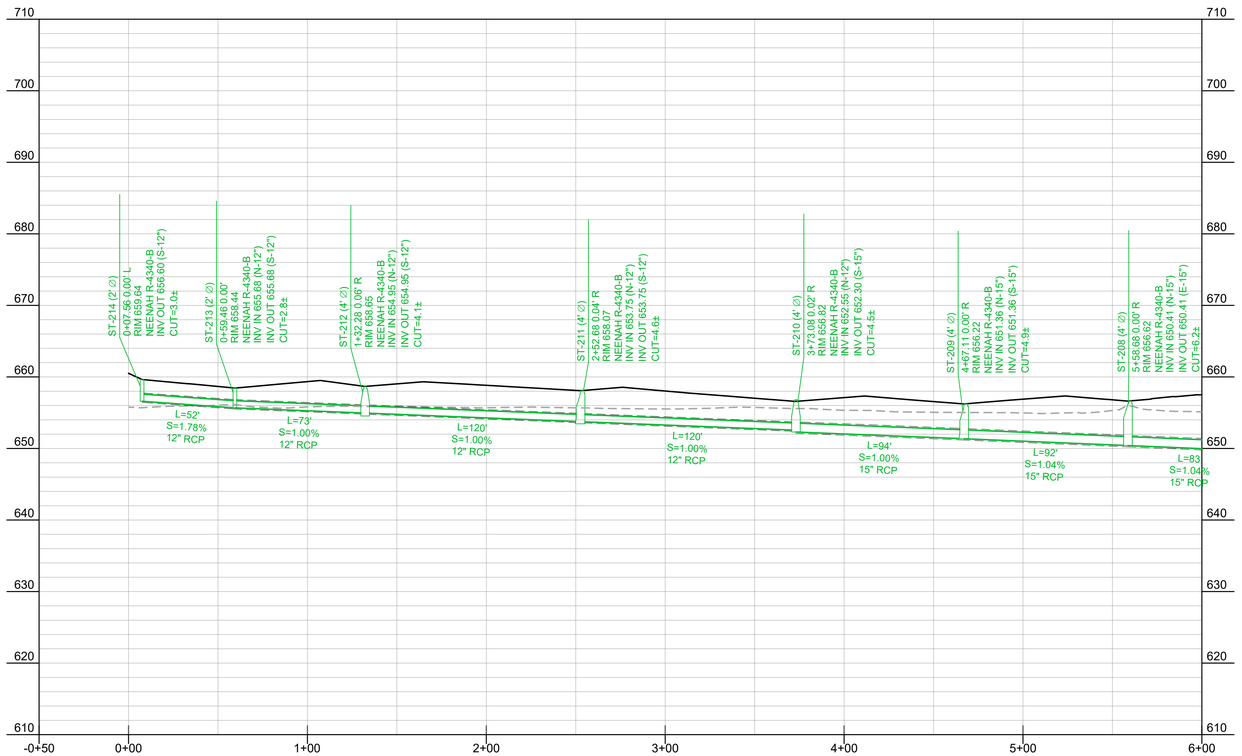
PROJ NO. 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
PLAN AND PROFILE - NOBLE COURT ACCESS

SHEET NUMBER
C6.2
14 OF 26

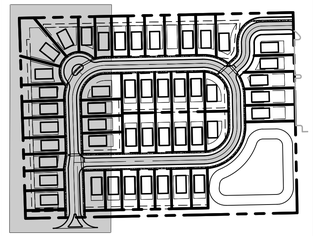
10 ST 15" B/P = 648.88
WM 8" T/P = 647.28
±1.6' CLEAR





ST-200 SERIES

1" = 10' (VERTICAL)



KEYMAP

LEGEND & ABBREVIATIONS

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
- PROPOSED B-BOX
- PROPOSED FIRE HYDRANT
- PROPOSED STORM PIPE
- PROPOSED SUMP CONNECTION
- PROPOSED STORM MANHOLE
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- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
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- UTILITY EASEMENT

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PROFILE LEGEND

- PROPOSED GRADE
- *EXISTING GRADE*

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80 '
1" = 40' (HORIZONTAL)

CAGE
2200 CABOT DRIVE
SUITE 325
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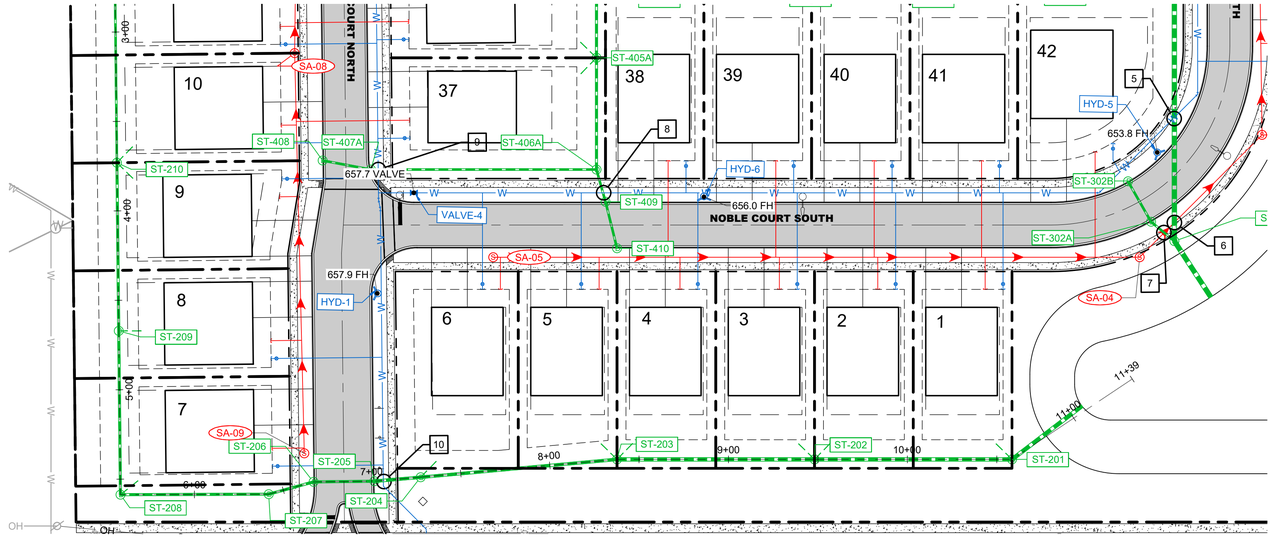
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NOBLE COURT
24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

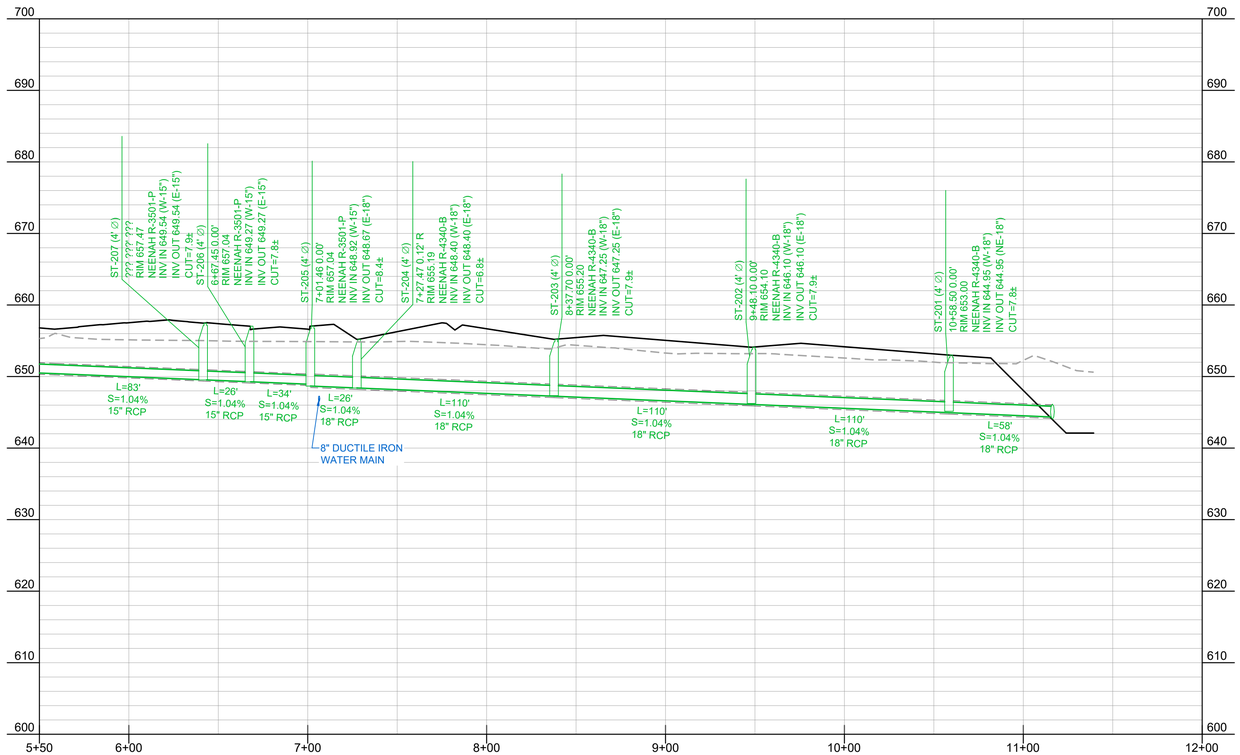
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ENG : FWT
DATE : 04/20/2026

SHEET TITLE
PLAN AND PROFILE - ST-200A

SHEET NUMBER
C6.3
15 OF 26

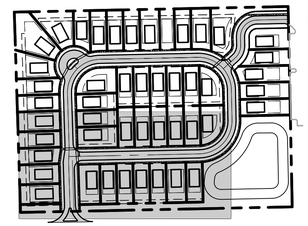
10 ST 15" B/P = 648.88
WM 8" T/P = 647.28
±1.6' CLEAR





ST-200 SERIES

1" = 10' (VERTICAL)



KEYMAP

LEGEND & ABBREVIATIONS

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
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- PROPOSED SUMP CONNECTION
- PROPOSED STORM MANHOLE
- PROPSOED STORM INLET
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
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- # UTILITY CROSSING (SEE THIS SHEET FOR MORE INFORMATION)
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PROFILE LEGEND

- PROPOSED GRADE
- *EXISTING GRADE*

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80 '
1" = 40' (HORIZONTAL)

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PLAINFIELD, ILLINOIS

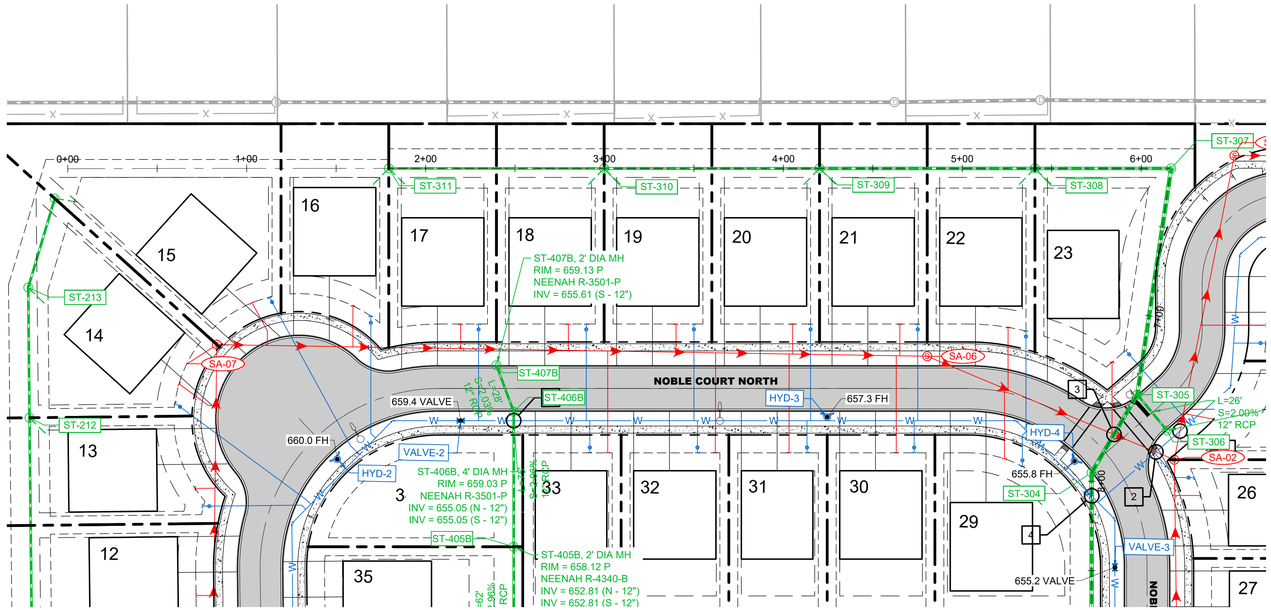
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ENG : FWT
DATE : 04/20/2026

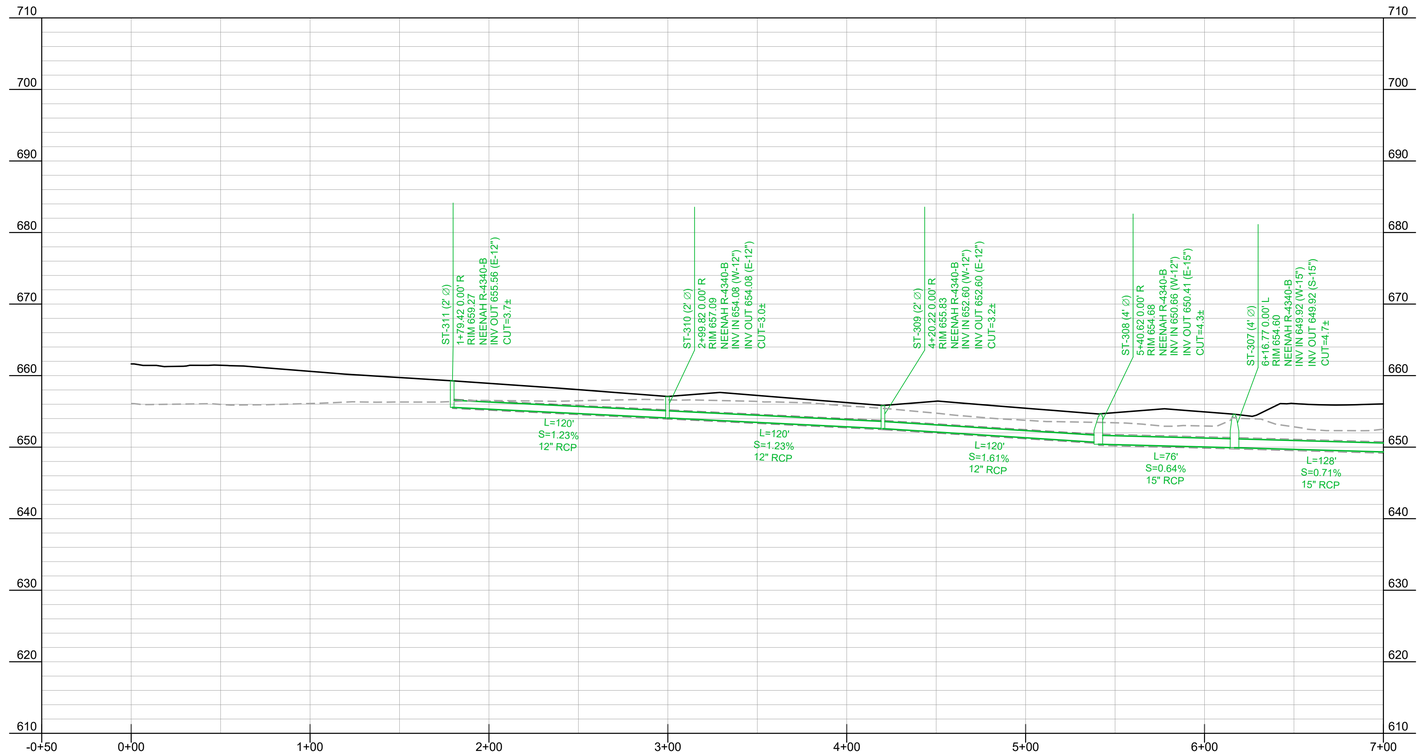
SHEET TITLE
PLAN AND PROFILE - ST-200B

SHEET NUMBER
C6.4
16 OF 26

3 ST 24" B/P = 647.80
SAN 8" T/P = 644.01
±3.79' CLEAR

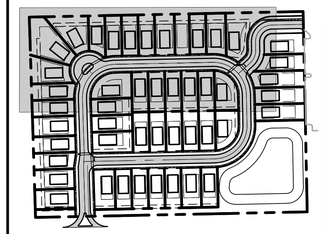
4 ST 24" T/P = 647.90
WM 8" B/P = 646.01
±1.89' CLEAR





ST-300 SERIES

1" = 10' (VERTICAL)



KEYMAP

LEGEND & ABBREVIATIONS

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
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- PROPSOED STORM INLET
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
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PROFILE LEGEND

- PROPOSED GRADE
- *EXISTING GRADE*

JULIE
CALL BEFORE
YOU DIG
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0 40' 80 '
1" = 40' (HORIZONTAL)

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FREDERICK W. THIELE
062-055840
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

REVISIONS

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M/I HOMES OF CHICAGO, LLC

NOBLE COURT

24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
PLAN AND PROFILE - ST-300A

SHEET NUMBER
C6.5
17 OF 26

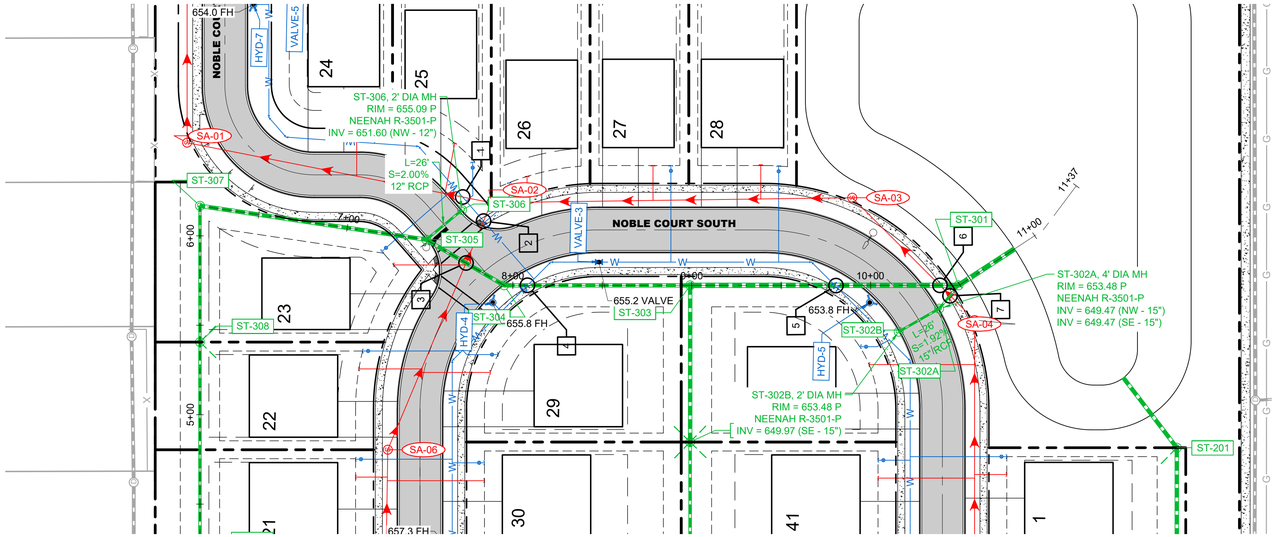
3 ST 24" B/P = 647.80
SAN 8" T/P = 644.01
±3.79' CLEAR

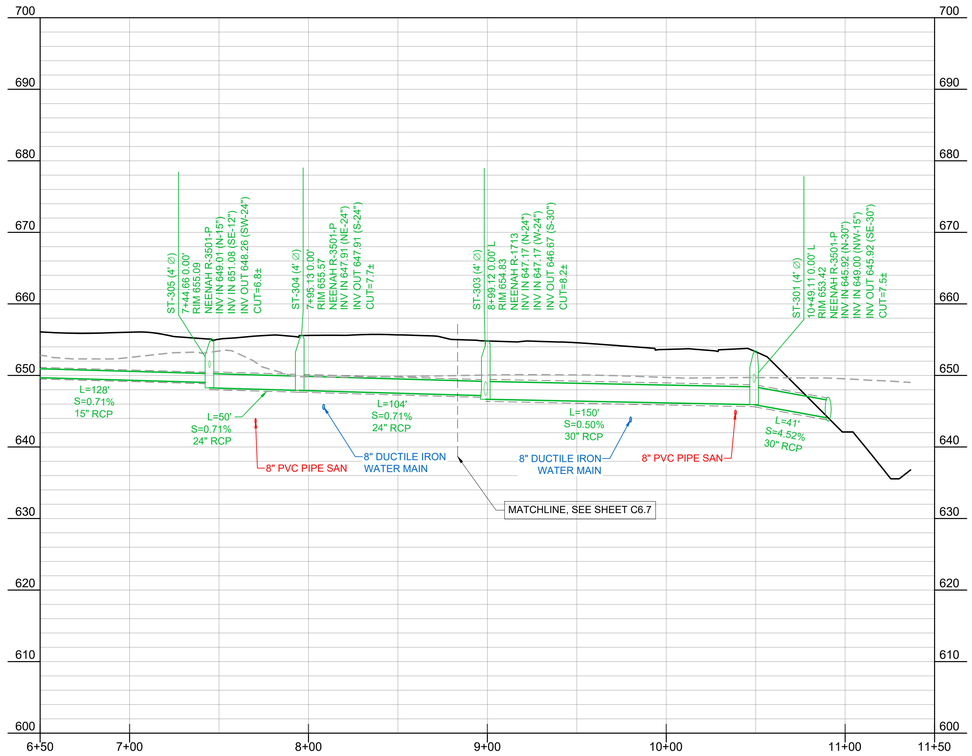
4 ST 24" T/P = 647.90
WM 8" B/P = 646.01
±1.89' CLEAR

5 ST 30" T/P = 645.97
WM 8" B/P = 644.23
±1.74' CLEAR

6 ST 30" T/P = 645.67
SAN 8" B/P = 645.17
±0.5' CLEAR

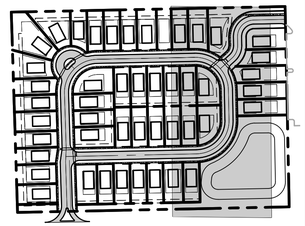
7 ST 15" B/P = 649.02
SAN 8" T/P = 645.19
±3.83' CLEAR





ST-300 SERIES

1" = 10' (VERTICAL)



KEYMAP

LEGEND & ABBREVIATIONS

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
- PROPOSED B-BOX
- PROPOSED FIRE HYDRANT
- PROPOSED STORM PIPE
- PROPOSED SUMP CONNECTION
- PROPOSED STORM MANHOLE
- PROPSOED STORM INLET
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE
- UTILITY CROSSING (SEE THIS SHEET FOR MORE INFORMATION)
- UTILITY EASEMENT

NOTES:

1. ALL ADA RAMPS, SIDEWALKS, AND MULTI-USE PATHS THAT FRONT OUTLOTS OR PARK SITES SHALL BE CONSTRUCTED WITH THE PUBLIC IMPROVEMENTS. ALL SIDEWALKS IN FRONT OF TOWNHOMES AND SINGLE FAMILY LOTS SHALL BE CONSTRUCTED BY THE HOMEBUILDER.
2. ALL STORM, SANITARY AND WATERMAIN ARE PUBLIC UNLESS OTHERWISE NOTED. ALL ROADWAYS WITHIN ROW ARE PUBLIC AND ALL ALLEYS OUTSIDE OF ROW ARE PRIVATE.
3. LOOPED WATER IN PROFILES MAY NOT BE DUE TO SEWER CROSSINGS SHOWN DUE TO WATER OFFSET FROM CENTERLINE. MAINTAIN 1.5' CLEARANCE BETWEEN ALL WATER AND SEWER LINES.

PROFILE LEGEND

- PROPOSED GRADE
- *EXISTING GRADE*

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80 '
1" = 40' (HORIZONTAL)

CAGE
2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.596.0007
WWW.CAGECIVIL.COM

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M/I HOMES OF CHICAGO, LLC
NOBLE COURT
24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
PLAN AND PROFILE - ST-300B

SHEET NUMBER
C6.6
18 OF 26

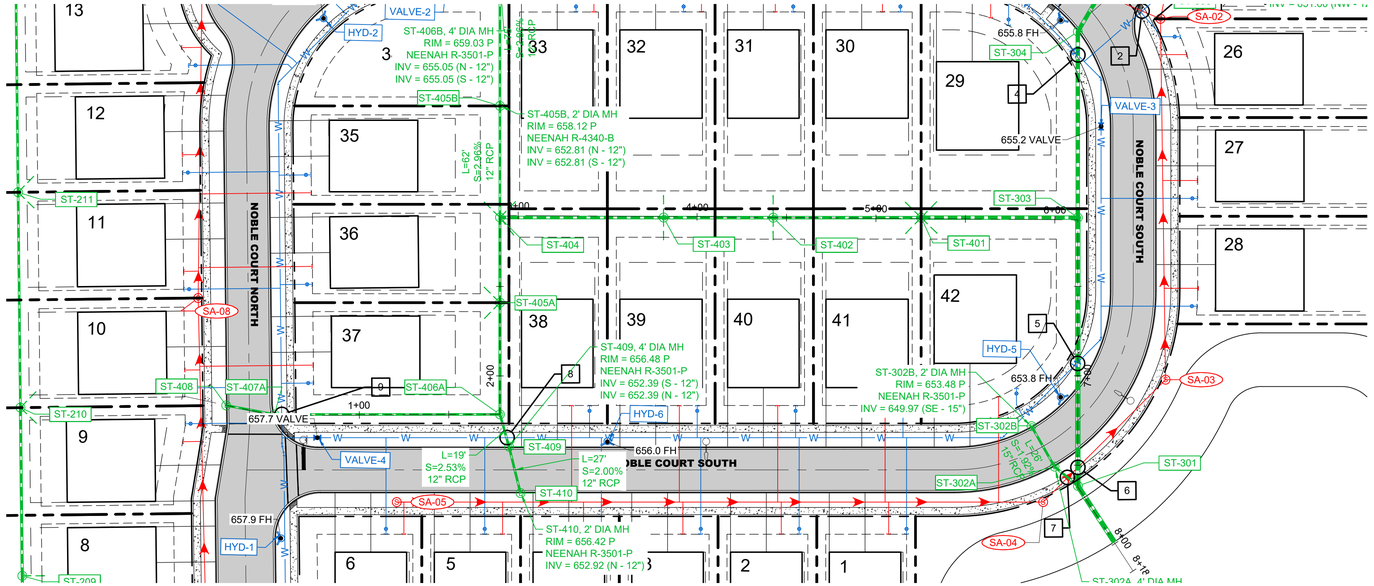
5 ST 30" T/P = 645.97
WM 8" B/P = 644.23
±1.74' CLEAR

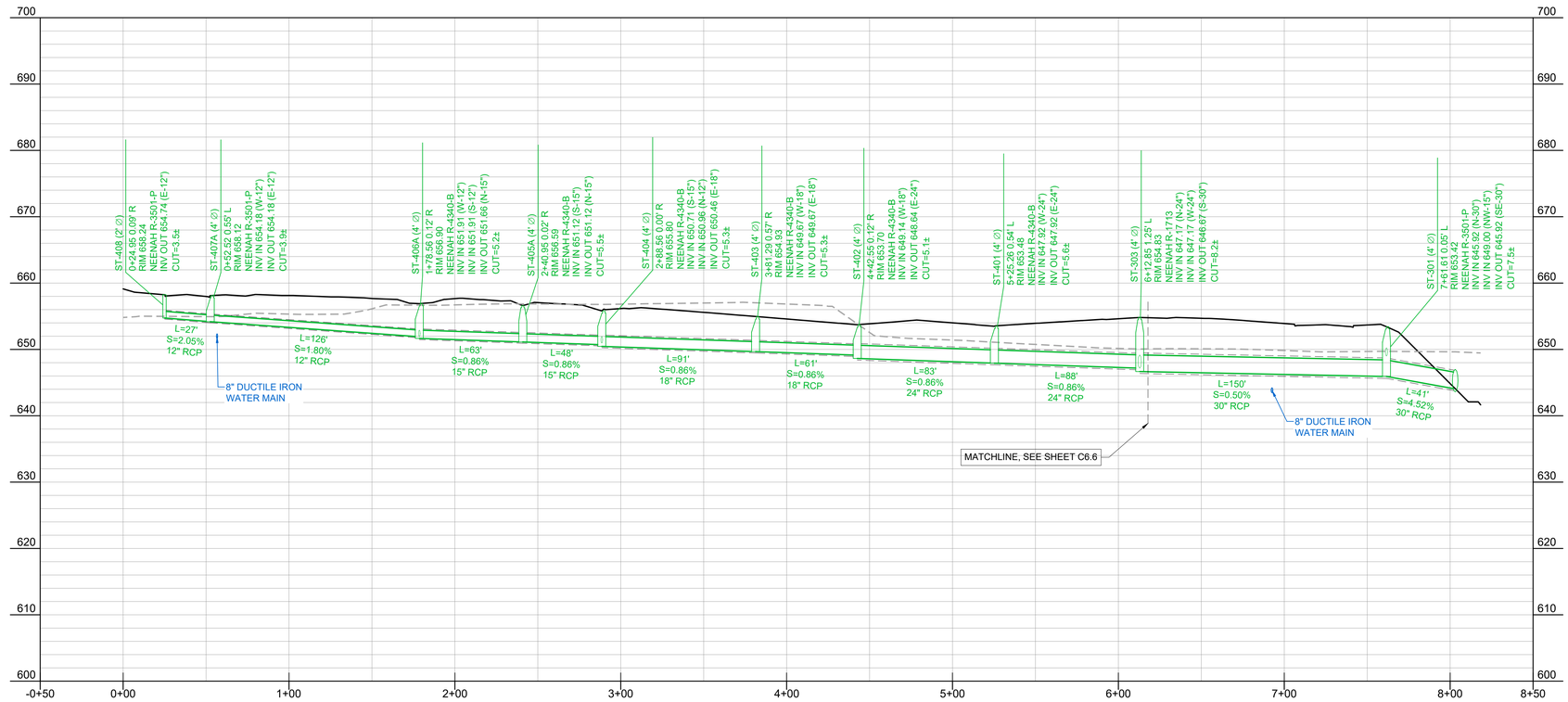
6 ST 30" T/P = 645.67
SAN 8" B/P = 645.17
±0.5' CLEAR

7 ST 15" B/P = 649.02
SAN 8" T/P = 645.19
±3.83' CLEAR

8 ST 12" B/P = 652.08
WM 8" T/P = 650.49
±1.59' CLEAR

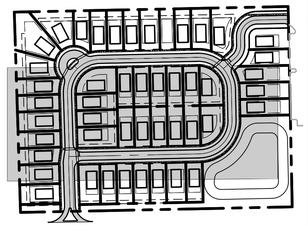
9 ST 12" B/P = 653.95
WM 8" T/P = 652.36
±1.59' CLEAR





ST-400 SERIES

1" = 10' (VERTICAL)



KEYMAP

LEGEND & ABBREVIATIONS

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- ROLLED CURB & GUTTER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
- PROPOSED B-BOX
- PROPOSED FIRE HYDRANT
- PROPOSED STORM PIPE
- PROPOSED SUMP CONNECTION
- PROPOSED STORM MANHOLE
- PROPSOED STORM INLET
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE
- # UTILITY CROSSING (SEE THIS SHEET FOR MORE INFORMATION)
- UTILITY EASEMENT

NOTES:

1. ALL ADA RAMPS, SIDEWALKS, AND MULTI-USE PATHS THAT FRONT OUTLOTS OR PARK SITES SHALL BE CONSTRUCTED WITH THE PUBLIC IMPROVEMENTS. ALL SIDEWALKS IN FRONT OF TOWNHOMES AND SINGLE FAMILY LOTS SHALL BE CONSTRUCTED BY THE HOMEBUILDER.
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PROFILE LEGEND

- PROPOSED GRADE
- *EXISTING GRADE*

JULIE
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0 40' 80 '
1" = 40' (HORIZONTAL)

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REVISIONS

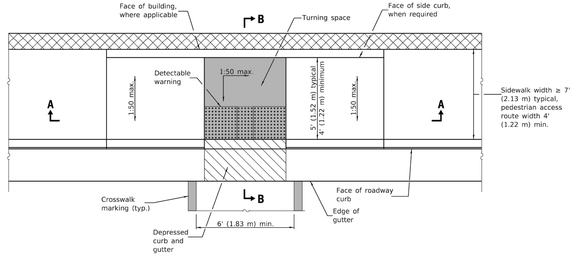
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24950 W. 127TH STREET
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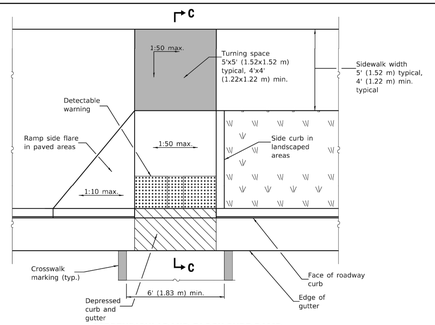
PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
PLAN AND PROFILE - ST-400

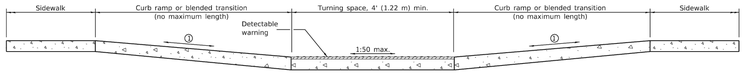
SHEET NUMBER
C6.7
19 OF 26



PARALLEL MID-BLOCK CURB RAMP

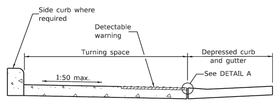


PERPENDICULAR MID-BLOCK CURB RAMP

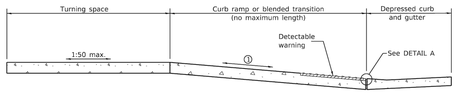


SECTION A-A

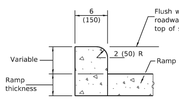
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in, width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

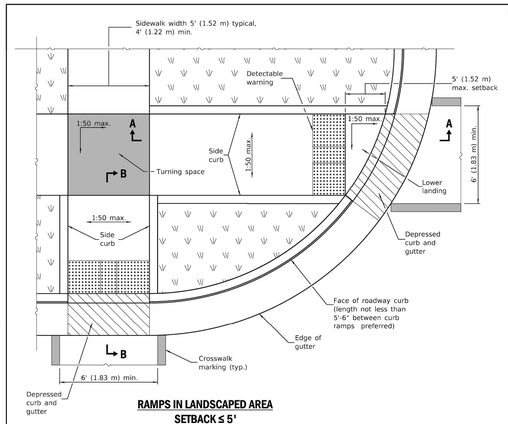
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transitions and detectable
	warning tolerances.
1-1-18	Omitted diagonal slope at
	turning spaces and upper
	landings.

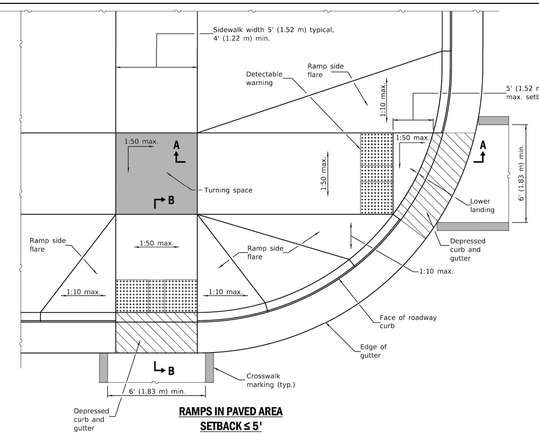
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

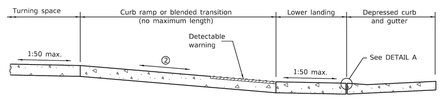
Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTHA 1-1-13



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

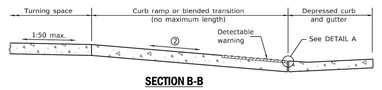


RAMPS IN PAVED AREA
SETBACK ≤ 5'



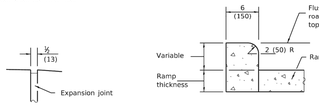
SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SIDE CURB DETAIL

DETAIL A

See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at
	turning spaces and lower
	landings.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)

STANDARD 424001-11

Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTHA 1-1-97

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REVISIONS △

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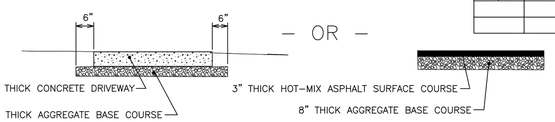
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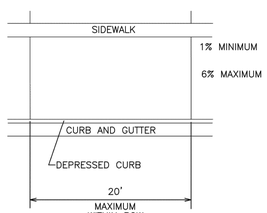
SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C7.0
20 OF 26

DRIVEWAY



NOTES:
1.) CONCRETE SHALL BE CLASS "SI."
2.) HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50.
3.) AGGREGATE BASE COURSE SHALL BE CA–6, TYPE B.
4.) CASTINGS AND B–BOXES SHALL NOT BE CAST INTO DRIVEWAY. CASTINGS SHALL BE RELOCATED OUT OF DRIVEWAY BEFORE THE DRIVEWAY IS POURED.
5.) PREMOULDED EXPANSION JOINTS SHALL BE PROVIDED AGAINST SIDEWALK AND CURB AND GUTTERS. (CONCRETE ONLY)
6.) BARRIER CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS. A 12"–18" TRANSITION FROM FULL BARRIER TO FULL DEPRESSION SHALL BE PROVIDED ON EACH SIDE OF THE DRIVEWAY.
7.) MOUNTABLE CURB SHALL NOT BE CUT TO ACCOMMODATE DRIVEWAY.
8.) 6 X 6, 10 X 10 WELDED WIRE FABRIC SHALL BE USED IN DRIVEWAY.
9.) FIBER MESH WILL BE ALLOWED IF APPROVED PRIOR TO POUR
10.) MAXIMUM DRIVEWAY WIDTH AT STREET SHALL BE 20 FEET.
11.) PAVER BRICK IS NOT ALLOWED WITHIN THE RIGHT–OF–WAY.

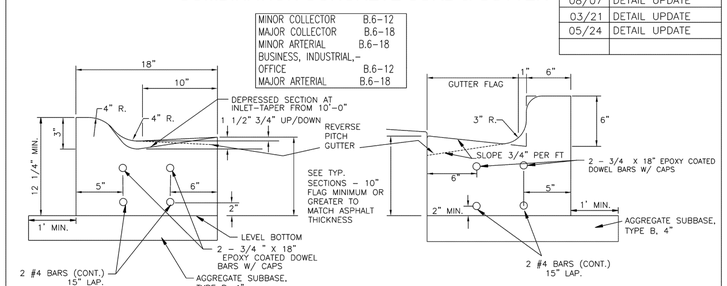


PLAINFIELD ROADWAY STANDARDS — RDW6090

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
03/21	DETAIL UPDATE

COMBINATION CONCRETE CURB & GUTTER

MINOR COLLECTOR	B.6–12
MAJOR COLLECTOR	B.6–18
MINOR ARTERIAL	B.6–18
BUSINESS, INDUSTRIAL,– OFFICE	B.6–12
MAJOR ARTERIAL	B.6–18



ROLLED CURB & GUTTER — BARRIER CURB & GUTTER

FORMBOARD REQUIREMENT:
MINIMUM OF 2" X 8" FRONT, 2" X 12" BACK.

THE SURFACE OF THE CURB SHALL NOT BE EXCESSIVELY WETTED PRIOR TO OR DURING FINISHING.
THE CONTRACTOR SHALL DISCUSS WITH THE VILLAGE HIS FINISHING METHODS PRIOR TO CONSTRUCTION.

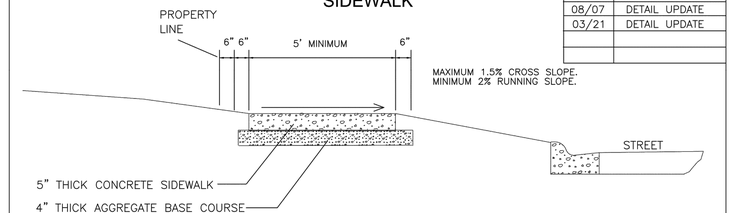
EXPANSION JOINTS SHALL BE A DISTANCE OF NOT LESS THAN EIGHT FEET NOR MORE THAN TWELVE FEET ON EITHER SIDE OF STORM STRUCTURES. EXPANSION JOINTS ARE NOT ALLOWED IN HANDICAP RAMPS. MAXIMUM DISTANCE BETWEEN TRANSVERSE EXPANSION JOINTS SHALL BE 80'.

PLAINFIELD ROADWAY STANDARDS — RDW6070

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
03/21	DETAIL UPDATE
05/24	DETAIL UPDATE

NOTE:
1. DOWEL BARS AND EXPANSION JOINT FILLER MATERIAL ARE NEEDED WHERE NEW CONCRETE CURB AND GUTTER AND SIDEWALK CONNECT TO EXISTING.

SIDEWALK

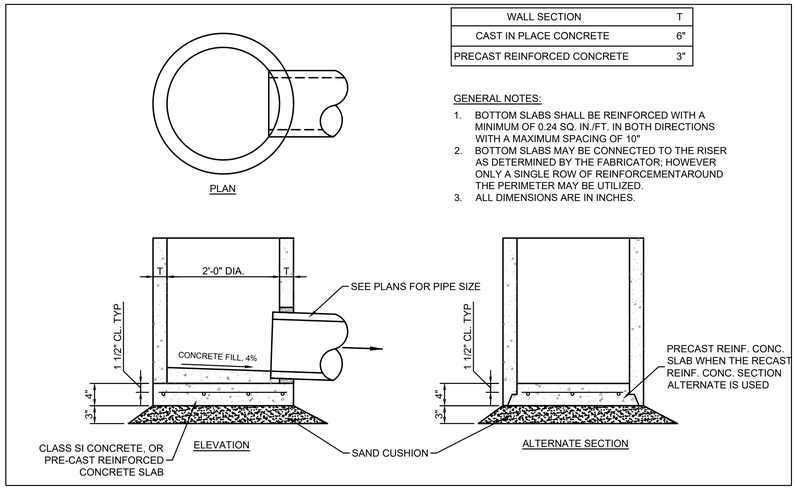


NOTES:
1. MINIMUM SIDEWALK THICKNESS ACROSS RESIDENTIAL DRIVEWAYS IS 6". MINIMUM SIDEWALK THICKNESS ACROSS COMMERCIAL OR INDUSTRIAL DRIVEWAYS IS 8".
2. AGGREGATE BASE COURSE SHALL BE COMPACTED CA–6.
3. CASTINGS SHALL NOT BE CAST INTO SIDEWALK. CASTINGS SHALL BE LOCATED OUT OF SIDEWALK BEFORE THE SIDEWALK IS POURED.
4. PREMOLDED EXPANSION JOINTS SHALL BE PROVIDED:
   A.) AT PROPERTY LINES
   B.) AT SIDEWALK INTERSECTIONS;
   C.) AGAINST DRIVEWAYS, CURB AND GUTTERS, AND BUILDINGS.
5. TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT 5' INTERVALS.
6. WELDED WIRE FABRIC SHALL BE USED THRU DRIVEWAY.
7. TWO #4 REBAR 15' LONG SHALL BE INSTALLED LONGITUDINALLY AT ALL UTILITY TRENCHES.
8. CONCRETE SHALL BE CLASS SI.
9. FORMBOARD REQUIREMENTS: MINIMUM 2" X 6".
10. FIBER MESH WILL BE ALLOWED IN LIEU OF WELDED WIRE FABRIC IF APPROVED PRIOR TO CONSTRUCTION.

PLAINFIELD ROADWAY STANDARDS — RDW6080

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
03/21	DETAIL UPDATE

NOTE:
1. DOWEL BARS AND EXPANSION JOINT FILLER MATERIAL ARE NEEDED WHERE NEW CONCRETE CURB AND GUTTER AND SIDEWALK CONNECT TO EXISTING.

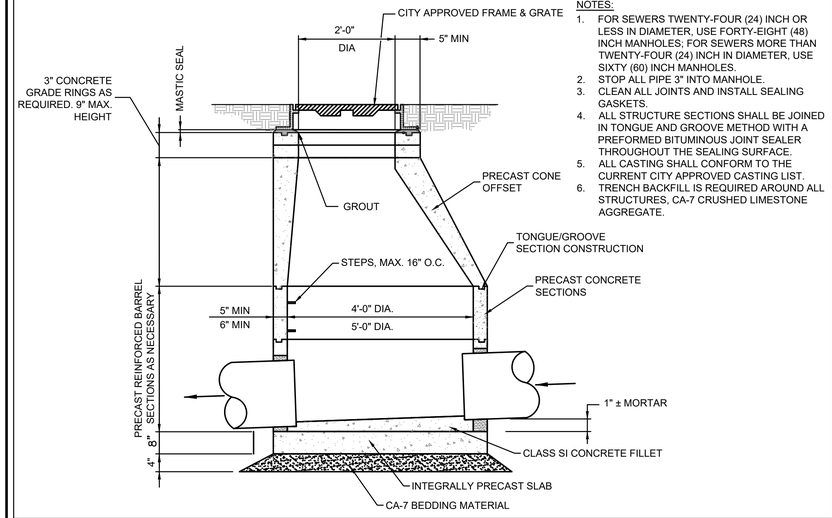


WALL SECTION	T
CAST IN PLACE CONCRETE	6"
PRECAST REINFORCED CONCRETE	3"

GENERAL NOTES:

1. BOTTOM SLABS SHALL BE REINFORCED WITH A MINIMUM OF 0.24 SQ. IN./FT. IN BOTH DIRECTIONS WITH A MAXIMUM SPACING OF 10"
2. BOTTOM SLABS MAY BE CONNECTED TO THE RISER AS DETERMINED BY THE FABRICATOR; HOWEVER ONLY A SINGLE ROW OF REINFORCEMENTAROUND THE PERIMETER MAY BE UTILIZED.
3. ALL DIMENSIONS ARE IN INCHES.

2' STORM SEWER INLET
N.T.S.

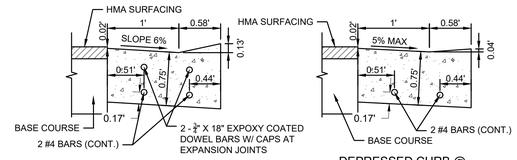


NOTES:

1. FOR SEWERS TWENTY-FOUR (24) INCH OR LESS IN DIAMETER, USE FORTY-EIGHT (48) INCH MANHOLES; FOR SEWERS MORE THAN TWENTY-FOUR (24) INCH IN DIAMETER, USE SIXTY (60) INCH MANHOLES.
2. STOP ALL PIPE 3" INTO MANHOLE.
3. CLEAN ALL JOINTS AND INSTALL SEALING GASKETS.
4. ALL STRUCTURE SECTIONS SHALL BE JOINED IN TONGUE AND GROOVE METHOD WITH A PREFORMED BITUMINOUS JOINT SEALER THROUGHOUT THE SEALING SURFACE.
5. ALL CASTING SHALL CONFORM TO THE CURRENT CITY APPROVED CASTING LIST.
6. TRENCH BACKFILL IS REQUIRED AROUND ALL STRUCTURES, CA-7 CRUSHED LIMESTONE AGGREGATE.

STORM SEWER MANHOLE
N.T.S.

ADJACENT TO BITUMINOUS PAVEMENT



* ALL CURB AND GUTTER SHALL HAVE A 2 1/2" STONE BASE (WHERE APPLICABLE)
* EXPANSION JOINTS SHALL BE A DISTANCE OF NOT LESS THAN EIGHT FEET NOR MORE THAN TWELVE FEET ON EITHER SIDE OF STORM STRUCTURES. EXPANSION JOINTS ARE NOT ALLOWED IN HANDICAP RAMPS. MAXIMUM DISTANCE BETWEEN TRANSVERSE EXPANSION JOINTS SHALL BE 80'

2200 CABOT DRIVE
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P: 630.596.0007
WWW.CAGECIVIL.COM

CAGE



REVISIONS △

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NOBLE COURT
24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

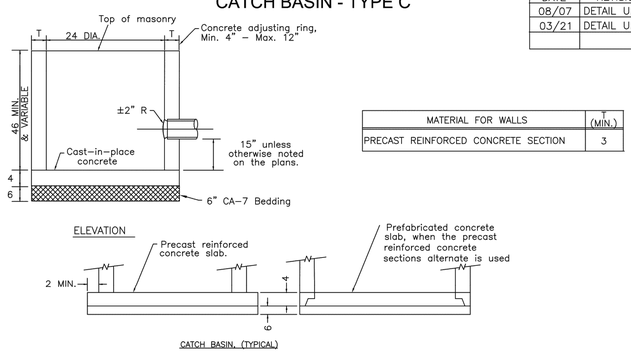
PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C7.1
21 OF 26

CATCH BASIN - TYPE C

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
03/21	DETAIL UPDATE



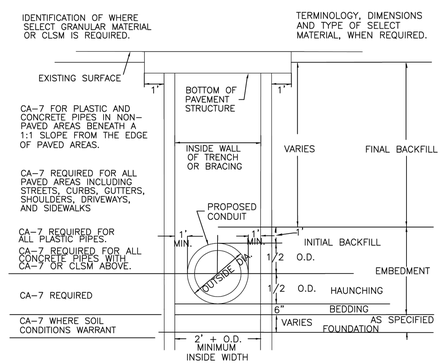
MATERIAL FOR WALLS	T (MIN.)
PRECAST REINFORCED CONCRETE SECTION	3

All dimensions are in inches unless otherwise shown.

PLAINFIELD STORM STANDARDS STO3010

STORM SEWER TRENCH

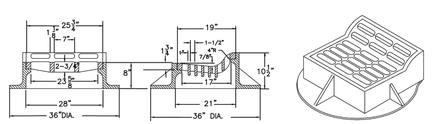
REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE



PLAINFIELD STORM STANDARDS STO3000

MOUNTABLE CURB & GUTTER FRAME & GRATE

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE



1.) THE FRAME AND GRATE SHALL BE NEENAH R–3501–P EJIW 7525 OR CERTAINTEED (DI) SELECTA MAXI ECSE75SFX11.

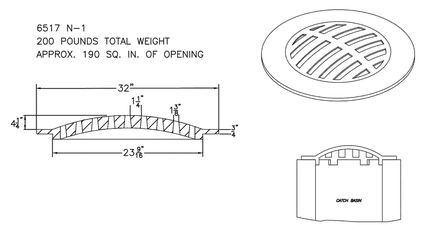
2.) NO CORNER GAPS NEXT TO PAVEMENT. ADJUSTING RINGS SHALL BE PLACED TO ELIMINATE STREET SIDE GAPS.

PLAINFIELD STORM STANDARDS STO3040

REAR YARD GRATE

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

6517 N–1
200 POUNDS TOTAL WEIGHT
APPROX. 190 SQ. IN. OF OPENING



NOTES:

1.) THIS TYPE OF GRATE SHALL BE USED FOR ALL REAR YARD AND SIDE YARD STRUCTURES AND THOSE ALONG ALL COLLECTOR OR GREATER ROADWAYS.

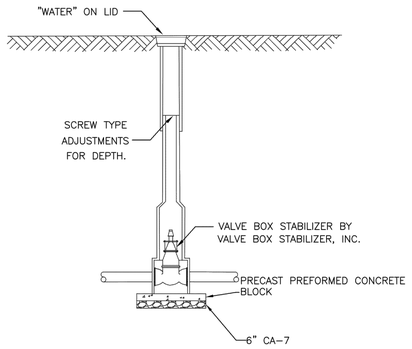
2.) NEXT TO LOCAL ROADS USE TYPE I FRAME AND GRATE.

3.) DIMENSIONS ARE COMPARABLE TO EAST JORDAN 6517 N–1 OR CERTAINTEED (DI) REXEL EDRX60BF.

PLAINFIELD STORM STANDARDS STO3020

VALVE BOX INSTALLATION FOR WATER SERVICES AND/OR HYDRANT AUXILIARY VALVES ONLY

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

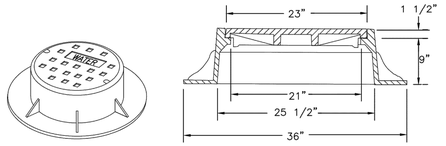


FOR 2" TO 6" WATER SERVICE

PLAINFIELD WATER STANDARDS WAT4040

VALVE VAULT FRAME AND COVER

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE



1.) THE FRAME AND LID SHALL BE EJIW 1051 FRAME, NEENAH R-1713 FRAME OR CERTAINTEED (DI) PAMREX CDPA60EH WITH HEAVY DUTY GASKETED, SELF SEALING, CLOSED LID WITH CONCEALED PICKHOLES AND WATER CAST ON THE LID.

2.) THE FRAME AND LID SHALL BE SET ON A MASTIC BED WITH ALL GAPS TUCKPOINTED.

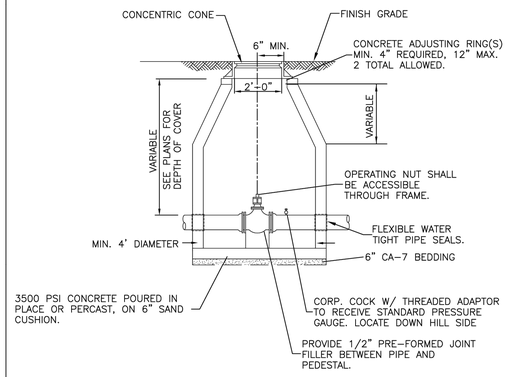
** ALL DIMENSIONS ARE FOR THE NEENAH MODELS. EJIW AND CERTAINTEED DIMENSIONS MAY VARY.

PLAINFIELD WATER STANDARDS WAT4050

VALVE VAULT FOR WATERMAIN VALVES

REVISIONS	
DATE	REVISION
04/08	DETAIL UPDATE

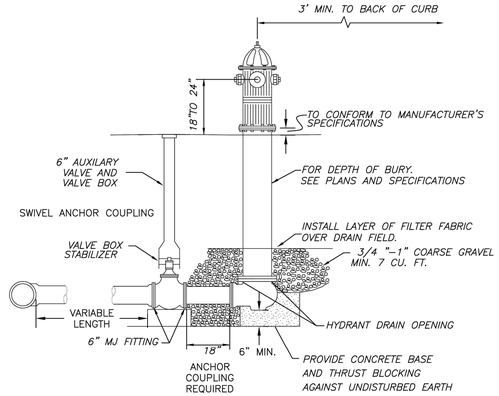
NOTE:
VALVE VAULT DIA. SHALL BE 48" FOR 8" AND SMALLER VALVES AND 60" FOR 10" AND LARGER VALVES.



PLAINFIELD WATER STANDARDS WAT4080

TYPICAL HYDRANT INSTALLATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

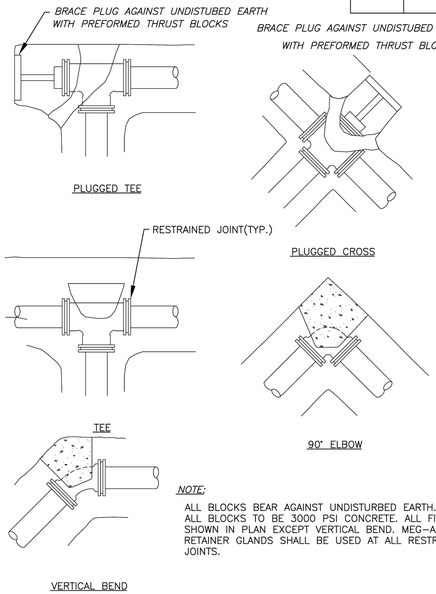


NOTES:
1. CONCRETE BASE AND BLOCKING MATERIAL SHALL NOT BLOCK NOR OBSTRUCT HYDRANT DRAIN AS SHOWN IN AWWA MANUAL M 17
2. RESTRAINED JOINTS SHALL BE USED IN ALL LOCATIONS.
3. MEGALUGS SHALL BE USED AT ALL JOINTS.

PLAINFIELD WATER STANDARDS WAT4020

THRUST BLOCK INSTALLATIONS

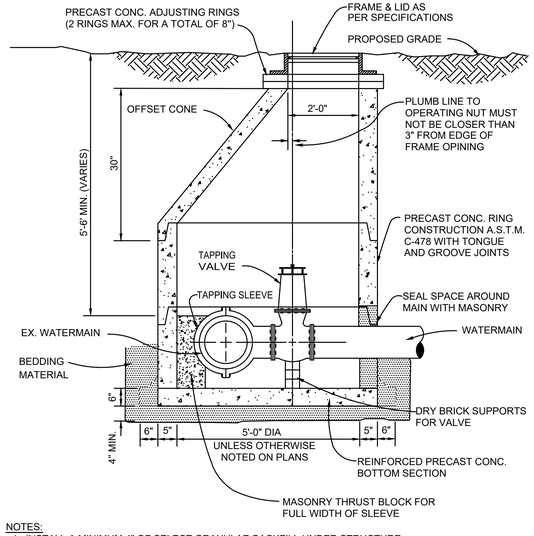
REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE



NOTE:

ALL BLOCKS BEAR AGAINST UNDISTURBED EARTH. ALL BLOCKS TO BE 3000 PSI CONCRETE. ALL FITTINGS SHOWN IN PLAN EXCEPT VERTICAL BEND. MEG-A-LUG RETAINER GLANDS SHALL BE USED AT ALL RESTRAINED JOINTS.

PLAINFIELD WATER STANDARDS WAT4060



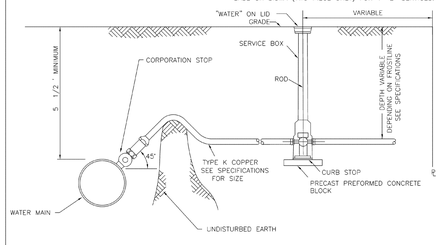
NOTES:
1. INSTALL A MINIMUM 4" OF SELECT GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO CENTERLINE OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.

PRESSURE CONNECTION DETAIL
N.T.S.

SERVICE TAP 2" DIAMETER OR LESS

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
05/24	DETAIL UPDATE

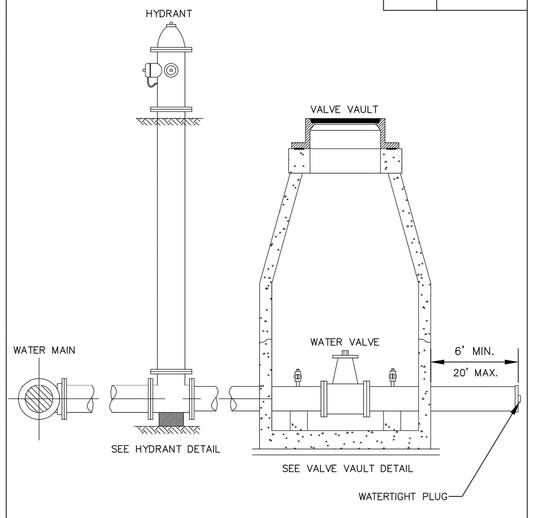
NOTES:
1. SERVICE BOXES SHOULD BE LOCATED A MINIMUM OF 18 INCHES FROM DRIVEWAYS AND SIDEWALKS.
2. USE 4" STONE CUSHION OF CA-7 ABOVE & BELOW COPPER PIPES.
3. SERVICE LINES SHALL BE MUELLER, MCDONALD, OR FORD FLAIR FITTING.
4. BUFFALO BOX SHALL BE TYLER 95E WITH ENLARGED BASE OR SIGMA (TWO PIECE ONLY) FOR 1 ½" SERVICES.



PLAINFIELD WATER STANDARDS WAT4020

WATER MAIN FUTURE CONNECTION

REVISIONS	
DATE	REVISION
04/08	DETAIL UPDATE



PLAINFIELD WATER STANDARDS WAT4060

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CAGE

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M/I HOMES OF CHICAGO, LLC

NOBLE COURT

24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO.: 240515

ENG : FWT

DATE : 04/20/2026

SHEET TITLE

CONSTRUCTION DETAILS

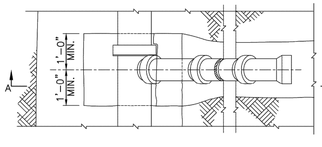
SHEET NUMBER

C7.2

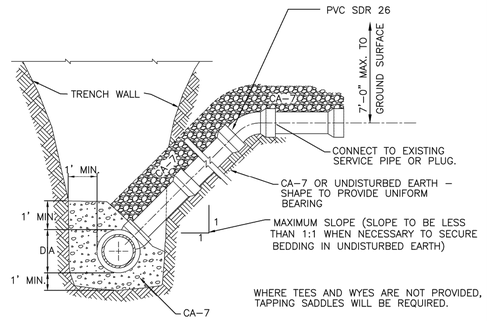
22 OF 26

RISER FOR SERVICE LATERAL

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
03/21	DETAIL UPDATE



MINIMUM PIPE SLOPE–1%
MINIMUM PIPE RATING–SDR26
MINIMUM PIPE SIZE–6 INCH
MAXIMUM ANGLE OF TEE–45%

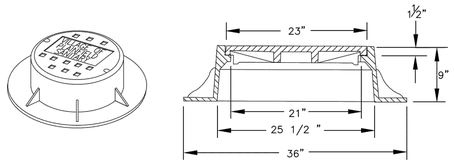


SECTION A–A

PLAINFIELD SANITARY STANDARDS SAN5010

SANITARY MANHOLE FRAME AND LID

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
03/21	DETAIL UPDATE



1. THE FRAME AND LID SHALL BE EJIW 1051–Z1 FRAME, NEENAH R–1713 FRAME OR CERTAINTEED (DI) PAMREX CDPA60EH WITH A HEAVY DUTY, GASKETED, SELF SEALING, CLOSED WITH SANITARY CAST ON LID WITH RAISED LETTERS.
2. THE FRAME AND LID SHALL BE SET ON A MASTIC BED WITH ALL GAPS TUCKPOINTED.
3. CHIMNEY SEAL PER SPECIFICATIONS.

NOTE:

ALL DIMENSIONS ARE FOR THE NEENAH MODELS.
EJIW AND CERTAINTEED DIMENSIONS MAY VARY.

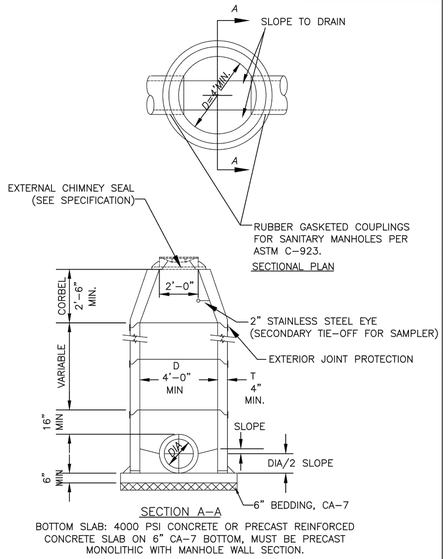
PLAINFIELD SANITARY STANDARDS SAN5020

SANITARY INSPECTION MANHOLE

NOTE:

CANNOT BE PLACED IN PAVEMENT OF ANY TYPE.

REVISIONS	
DATE	REVISION
04/08	NEW DETAIL



SECTION A–A

BOTTOM SLAB: 4000 PSI CONCRETE OR PRECAST REINFORCED CONCRETE SLAB ON 6" CA–7 BOTTOM, MUST BE PRECAST MONOLITHIC WITH MANHOLE WALL SECTION.

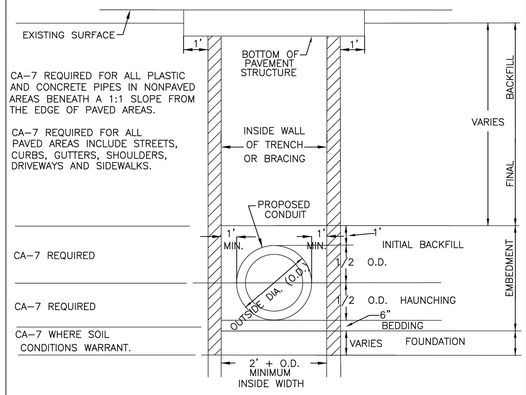
PLAINFIELD SANITARY STANDARDS SAN5030

SANITARY SEWER TRENCH

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

IDENTIFICATION OF WHERE SELECT GRANULAR MATERIAL IS REQUIRED.

TERMINOLOGY, DIMENSIONS AND TYPE OF SELECT MATERIAL, WHEN REQUIRED.



PLAINFIELD SANITARY STANDARDS SAN5000

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CAGE

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LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

REVISIONS △

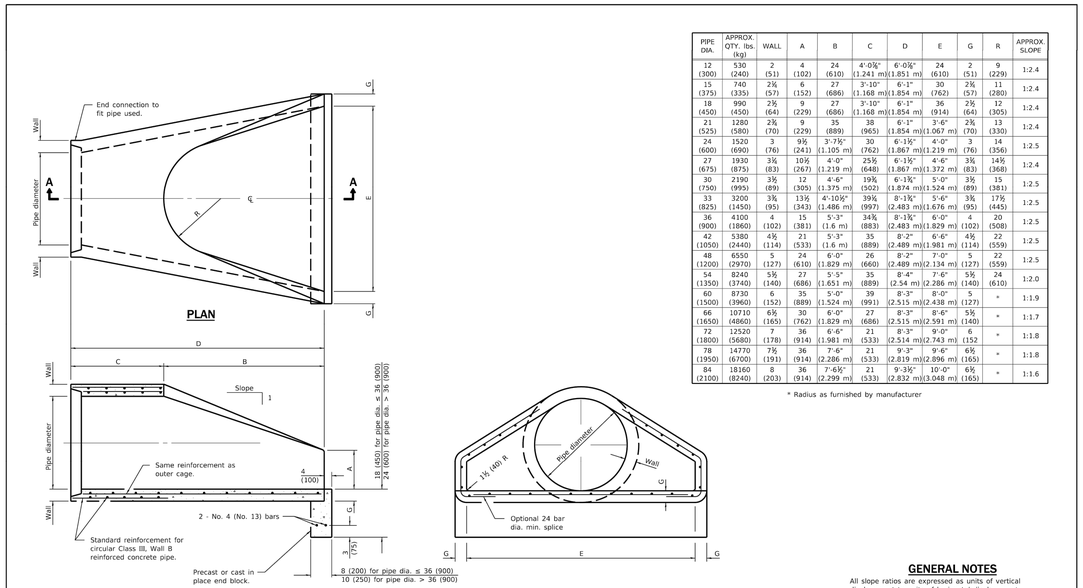
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NOBLE COURT
24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE:
CONSTRUCTION DETAILS

SHEET NUMBER
C7.1
21 OF 26



PIPE DIA.	APPROX. QTY. lbs. (kg)	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
12 (300)	530 (240)	2 (51)	4 (102)	24 (610)	4'-0⅞" (1.241 m)	6'-0⅜" (1.851 m)	24 (610)	2 (51)	9 (229)	1:2.4
15 (375)	740 (335)	2¼ (57)	6 (152)	27 (686)	3'-10" (1.168 m)	6'-1" (1.854 m)	30 (762)	2¼ (57)	11 (280)	1:2.4
18 (450)	990 (450)	2½ (64)	9 (229)	27 (686)	3'-10" (1.168 m)	6'-1" (1.854 m)	36 (914)	2½ (64)	12 (305)	1:2.4
21 (525)	1280 (580)	2¾ (70)	9 (229)	35 (889)	38 (965)	6'-1" (1.854 m)	3'-6" (1.067 m)	2¾ (70)	13 (330)	1:2.4
24 (600)	1520 (690)	3 (76)	9½ (241)	3'-7⅝" (1.105 m)	30 (762)	6'-1⅝" (1.867 m)	4'-0" (1.219 m)	3 (76)	14 (356)	1:2.5
27 (675)	1930 (875)	3¼ (83)	10½ (267)	4'-0" (1.219 m)	25½ (648)	6'-1⅛" (1.867 m)	4'-6" (1.372 m)	3¼ (83)	14½ (368)	1:2.4
30 (750)	2190 (995)	3½ (89)	12 (305)	4'-6" (1.375 m)	19¾ (502)	6'-1⅜" (1.874 m)	5'-0" (1.524 m)	3½ (89)	15 (381)	1:2.5
33 (825)	3200 (1450)	3¾ (95)	13½ (343)	4'-10⅝" (1.486 m)	39¾ (997)	8'-1⅞" (2.483 m)	5'-6" (1.676 m)	3¾ (95)	17½ (445)	1:2.5
36 (900)	4100 (1860)	4 (102)	15 (381)	5'-3" (1.6 m)	34⅞ (883)	8'-1⅞" (2.483 m)	6'-0" (1.829 m)	4 (102)	20 (508)	1:2.5
42 (1050)	5380 (2440)	4½ (114)	21 (533)	5'-3" (1.6 m)	35 (889)	8'-2" (2.489 m)	6'-6" (1.981 m)	4½ (114)	22 (559)	1:2.5
48 (1200)	6550 (2970)	5 (127)	24 (610)	6'-0" (1.829 m)	26 (660)	8'-2" (2.489 m)	7'-0" (2.134 m)	5 (127)	22 (559)	1:2.5
54 (1350)	8240 (3740)	5½ (140)	27 (686)	5'-5" (1.651 m)	35 (889)	8'-4" (2.54 m)	7'-6" (2.286 m)	5½ (140)	24 (610)	1:2.0
60 (1500)	8730 (3960)	6 (152)	35 (889)	5'-0" (1.524 m)	39 (991)	8'-3" (2.515 m)	8'-0" (2.438 m)	5 (127)	*	1:1.9
66 (1650)	10710 (4860)	6½ (165)	30 (762)	6'-0" (1.829 m)	27 (686)	8'-3" (2.515 m)	8'-6" (2.591 m)	5½ (140)	*	1:1.7
72 (1800)	12520 (5680)	7 (178)	36 (914)	6'-6" (1.981 m)	21 (533)	8'-3" (2.514 m)	9'-0" (2.743 m)	6 (152)	*	1:1.8
78 (1950)	14770 (6700)	7½ (191)	36 (914)	7'-6" (2.286 m)	21 (533)	9'-3" (2.819 m)	9'-6" (2.896 m)	6½ (165)	*	1:1.8
84 (2100)	18160 (8240)	8 (203)	36 (914)	7'-6½" (2.299 m)	21 (533)	9'-3½" (2.832 m)	10'-0" (3.048 m)	6½ (165)	*	1:1.6

* Radius as furnished by manufacturer

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
APPROVED January 1, 2011
ENGINEER OF BRIDGES AND STRUCTURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT
BDE/SDD 1.1.97

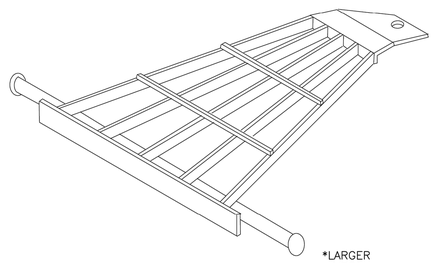
DATE	REVISIONS
1-1-11	Clarified ref. to pipe dia.
	on Section A-A. Changed
	'inner' to 'outer' cage ref.
1-1-09	Switched units to
	English (metric).

PRECAST REINFORCED CONCRETE FLARED END SECTION

STANDARD 542301-03

GRATING FOR FLARED END SECTIONS

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE



*LARGER SIZES AVAILABLE

DESCRIPTION ILLINOIS DEPT. OF TRANSPORTATION STANDARD #542311	TOTAL WEIGHT
STEEL FLARED GRATE 12"	64
STEEL FLARED GRATE 15"	78
STEEL FLARED GRATE 18"	81
STEEL FLARED GRATE 21"	97
STEEL FLARED GRATE 24"	138
STEEL FLARED GRATE 27"	182
STEEL FLARED GRATE 30"	192
STEEL FLARED GRATE 36"	249
STEEL FLARED GRATE 42"	288
STEEL FLARED GRATE 48"	360
STEEL FLARED GRATE 54"	378
*PLEASE INDICATE SHAPE OF CONCRETE PIPE: ROUND, ELLIPTICAL, OR ARCH	

MATERIAL:
STEEL PLATE – A36
PIPE – A53
BOLTS – A307
NUTS – A563 GR. A
PL. WASHERS – A 36
GALVANIZING – A123

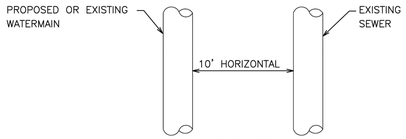
PLAINFIELD STORM STANDARDS STO3150

WATER AND SEWER SEPARATION REQUIREMENTS
HORIZONTAL SEPARATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10 FEET OR MORE FROM EXISTING (OR SEWER), NO SPECIAL CONSTRUCTION REQUIRED.
SEE SEC. 41-2.01B(1)

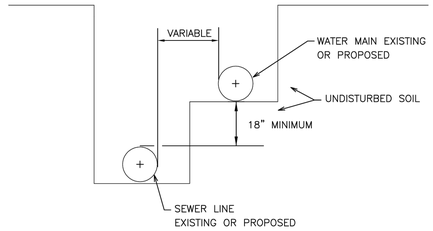
(ALL SECTION REFERENCES SEE STANDARD SPECIFICATIONN FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS)



PLAN VIEW

WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER), DETAILS BELOW SHALL APPLY.
SEE SEC. 41-2.01B(2)

(ALL SECTION REFERENCES SEE STANDARD SPECIFICATION FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS)



PLAINFIELD GENERAL STANDARDS GEN1180

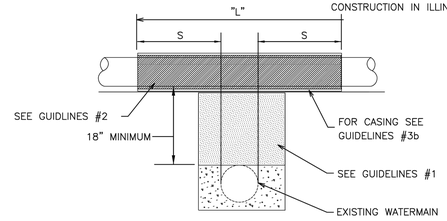
WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

PROPOSED SEWER LINE WITH 18" MINIMUM VERTICAL SEPERATION ABOVE EXISTING WATERMAIN.

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B

(ALL SECTION REFERENCES SEE STANDARD SPECIFICATION FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS)



NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO EXISTING WATERMAIN

GUIDELINES

1. IF SELECT GRANULAR BACKFILL EXISTS: REMOVE WITHIN WIDTH OF PROPOSED SEWER TRENCH AND REPLACED WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.

2. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L" FEET.

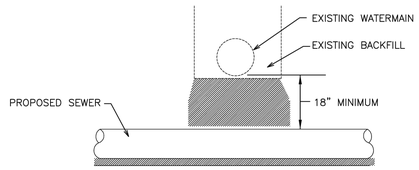
3. a. CONSTRUCT "L" FEET OF PROPOSED SEWER OF WATERMAIN MATERIAL AND PRESSURE TEST, OR;
b. USE "L" FEET OF WATERMAIN MATERIAL FOR CASING OF PROPOSED SEWER AND SEAL ENDS OF CASING

PLAINFIELD GENERAL STANDARDS GEN1190

WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

PROPOSED SEWER LINE BELOW EXISTING WATERMAIN.
WITH 18" MINIMUM VERTICAL SEPARATION.



GUIDELINES

1. PROVIDE ADEQUATE SUPPORT FOR EXISTING WATERMAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH.

PLAINFIELD GENERAL STANDARDS GEN1200

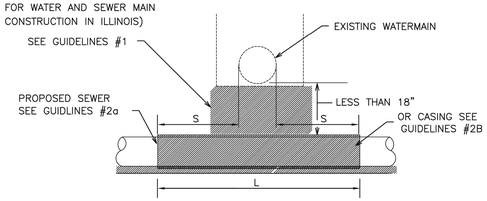
WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION

REVISIONS	
DATE	REVISION
8/07	DETAIL UPDATE

PROPOSED SEWER LINE BELOW EXISTING WATERMAIN WITH LESS THAN 18" VERTICAL SEPARATION.

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B

(ALL SECTION REFERENCES SEE STANDARD SPECIFICATIONN FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS)



NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO EXISTING WATERMAIN.
S = MINIMUM 5 FT.

GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1)FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT FOR "S" FEET ON EACH SIDE OF WATERMAIN.

2. CONSTRUCT "L" FEET OF PROPOSED SEWER OF WATERMAIN MATERIAL AND PRESSURE TEST.

3. PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH.

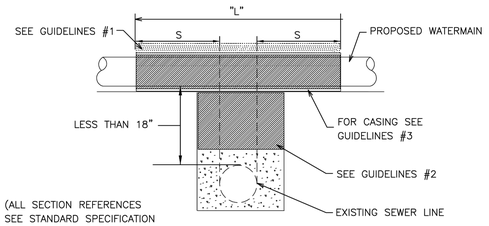
PLAINFIELD GENERAL STANDARDS GEN1210

WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

PROPOSED WATERMAIN ABOVE EXISTING SEWER LINE WITH LESS THAN 18" VERTICAL SEPERATION

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B



(ALL SECTION REFERENCES SEE STANDARD SPECIFICATION FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS)

NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO EXISTING SEWER LINE.
S = MINIMUM 5 FT.

GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATERMAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L" FEET.

2. IF SELECT GRANULAR BACKFILL EXISTS. REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.

3. USE "L" FEET OF WATERMAIN MATERIAL FOR CASING OF PROPOSED WATERMAIN AND SEAL ENDS OF CASING.

4. POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATERMAIN CASING AND SEWER

PLAINFIELD GENERAL STANDARDS GEN1220

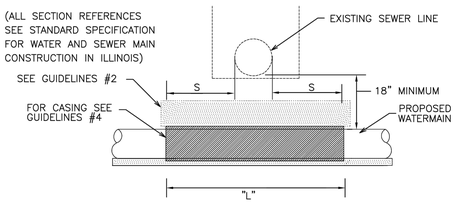
WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

PROPOSED WATERMAIN BELOW EXISTING SEWER LINE WITH 18" MINIMUM VERTICAL SEPARATION.

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.0B

(ALL SECTION REFERENCES SEE STANDARD SPECIFICATION FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS)



NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO EXISTING SEWER LINE.
S = MINIMUM 5 FT.

GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATERMAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L"

2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.

3. PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT.

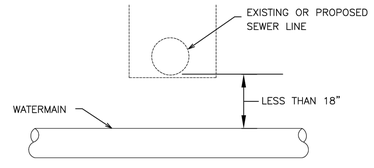
4. USE "L" FEET OF WATERMAIN MATERIAL FOR CASING OF PROPOSED WATERMAIN AND SEAL ENDS OF CASING.

PLAINFIELD GENERAL STANDARDS GEN1230

WATER AND SEWER SEPARATION REQUIREMENTS
VERTICAL SEPARATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

PLACEMENT OF WATERMAIN BELOW EXISTING SEWER LINE WITH LESS THAN 18" MINIMUM VERTICAL SEPARATION.
NOT ALLOWED



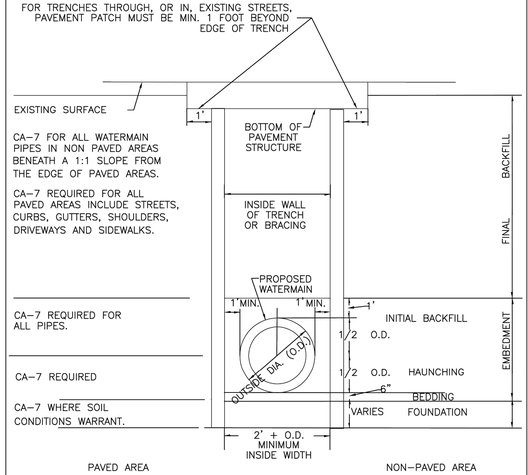
NOT ALLOWED
MUST MAINTAIN 18" VERTICAL SEPARATION

PLAINFIELD GENERAL STANDARDS GEN1240

WATERMAIN TRENCH

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

FOR TRENCHES THROUGH, OR IN, EXISTING STREETS, PAVEMENT PATCH MUST BE MIN. 1 FOOT BEYOND EDGE OF TRENCH



PLAINFIELD WATER STANDARDS WAT4000

2200 CABOT DRIVE
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P: 630.596.0007
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CAGE

FREDERICK W. THIETE
062-055840
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

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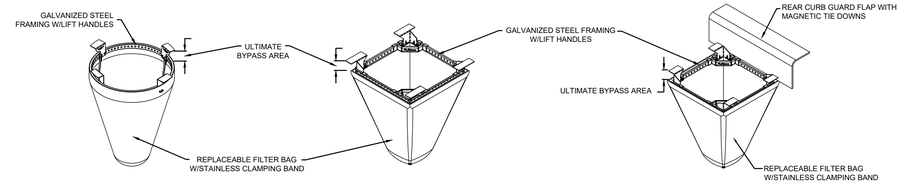
PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C7.2
22 OF 26

640

FLEXSTORM CATCH-IT FILTERS FOR TEMPORARY INLET PROTECTION
PRODUCT SELECTION AND SPECIFICATION DRAWING



FLEXSTORM CATCH-IT INLET FILTERS FOR ROUND OPENINGS

FLEXSTORM CATCH-IT INLET FITLERS FOR SQUARE/RECTANGULAR OPENINGS

FLEXSTORM CATCH-IT INLET FITLERS FOR CURB BOX OPENINGS (MAGNETIC CURB FLAP)

ILDOT Standard	Neenah Casting	East Jordan Casting	Inlet Type	Grate Size	Bag Cap. (ft^3)	Flow Rating IL BAG (CFS)	ADS P/N
1	1713, 1762, 1772, 2504, 2435, 2425,	1020, 1022, 1050, 1058	Round (RD)	22.25 - 23.5	1.9	1.3	6MRDILT1
2	R-3501-D2, -A	7170, 7171	Rolled Curb (RC)	22.25 x 16.25	1.6	0.6	62MSQIL2216
3	R3278-A, R-3501-A	7220, 7221	Curb Box (CB)	22.0 x 16.9	1.5	1.0	62MCBILT3
4	R3443-B	5150	Square/Rect (SQ)	21.75 X 14.75	1.5	1.0	62MSQIL
6	R3502-A	7235	Rolled Curb (RC)	22 x 22.75	2.3	1.2	62MSQILT6
8	2501, 4349-C, 4352, 4350	2830, 2870, 6527	Round (RD)	Beehive/Ditch Grates	2.3	1.6	62MRDILT8
9	R3508-A2	7300	V-Grate	19.25 x 19.25	1.7	1.0	62MSQIL
10	R3506-A2	7281	V-Grate	28.75 x 11.4	1.5	1.1	62MSQIL
11	R3281-A	7210	Curb Box (CB)	28.75 x 17.25	2.5	1.3	62MCBILT11
12	R3503-B	7180	Rolled Curb (RC)	22.5 x 22.5	2.4	1.2	62MSQIL
20	R3528-V, R3529-V	7535, 5380, 7536 (2 grts)	Square/Rect (SQ)	22.5 x 22.5	2.4	1.2	62MSQILT20
21	R3527-V	7540	Curb Box (CB)	24 x 16.25	1.8	1.1	62MCBIL
23	R3525-L	7464	Square/Rect (SQ)	24 x 22.25	2.7	1.3	62MSQILT23
24	R3526-L	7467	Square/Rect (SQ)	25.75 x 18.75	2.3	1.2	62MSQILT24
31	...	7250	Rolled Curb (RC)	22.75 x 22.4	2.5	1.2	62MSQIL
B	R3455C	...	Square/Rect (SQ)	36 x 24	4.6	1.7	62MSQIL
G3/G4	R3501-U	7545	Single W/Flap	13.75 / 20.2 x 22.12	1.3	0.9	62MCBILG3
N/A	R-3501-P	7525	Rolled Curb (RC)	25.7 x 19	2.4	1.2	62MSQIL3501-P
N/A	R-3501-TR	7495	Rolled Curb (RC)	26 x 23.5	3.1	1.4	62LSQIL3501-TR

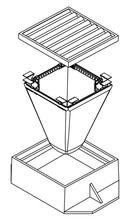
*FLOW RATINGS SHOWN ARE 50% MAXIMUM

INSTALLATION:

1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

NOTES:

1. ALL FRAMING IS CONSTRUCTED OF CORROSION RESISTANT STEEL FRAMING FOR PROLONGED PRODUCT LIFE.
2. TOTAL BYPASS CAPACITY WILL VARY WITH EACH SIZED DRAINAGE STRUCTURE. FLEXSTORM DESIGNS FRAMING BYPASS TO MEET OR EXCEED THE DESIGN FLOW OF THE PARTICULAR DRAINAGE STRUCTURE. CONCRETE STRUCUTRES MAY REQUIRE ADDITIONAL REVIEW.
3. UPON ORDERING THE ADS P/N CONFIRMATION OF THE DOT CALLOUT, FLEXSTORM ITEM CODE, CASTING MAKE AND MODEL, OR DETAILED DIMENSIONAL FORMS MUST BE PROVIDED.
4. FOR WRITTEN SPECIFICATIONS AND MAINTENANCE GUIDELINES VISIT WWW.INLETFILTERS.COM



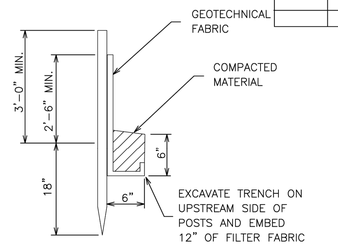
ALL PRODUCTS MANUFACTURED BY INLET & PIPE PROTECTION, INC
A DIVISION OF ADS, INC.
WWW.INLETFILTERS.COM
(866) 287-8655 PH
(630) 355-3477 FX
INFO@INLETFILTERS.COM

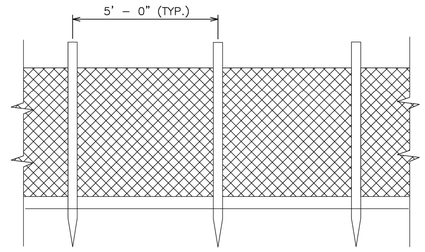
DWG NO C-IL-SUBMIT REV A
SCALE SHEET 1 OF 1

INLET PROTECTION BASKET
N.T.S.

TYPICAL SILT FENCE INSTALLATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE





PLAINFIELD GRADING AND EROSION CONTROL STANDARDS GEC2000

DESIGN NOTES:

PVC RISER PIPE SHALL BE ONE SIZE SMALLER THAN OUTLET PIPE AND SHALL BE SECURELY FIXED TO THE INSIDE OF THE OUTLET PIPE WITH MORTAR.

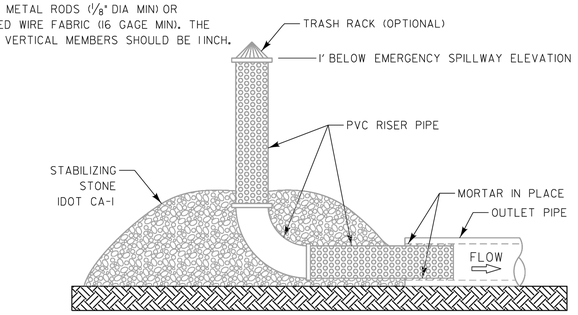
PVC RISER SHALL HAVE 1" HOLES EVENLY SPACED AROUND THE CIRCUMFERENCE OF THE PIPE AS FOLLOWS:

PIPE DIA (IN)	NUMBER OF 1" HOLES PER LIN FT OF PIPE
5	25
6	30
8	40
10	50
12	60

PVC RISER PIPE SHALL BE LOOSELY DOUBLE OR TRIPLE WRAPPED WITH CHICKEN WIRE OR 1/4" HARDWARE CLOTH AROUND BOTH MEMBERS AND WRAPPED ON THE OUTSIDE WITH A WOVEN MONOFILAMENT GEOTEXTILE.

PLACE SUFFICIENT CA-1 STONE TO HOLD THE RISER PIPE IN PLACE.

IF TRASH RACK IS PROVIDED, IT SHALL BE SECURELY FASTENED TO THE INLET. TRASH GUARD MAY BE FABRICATED FROM METAL RODS (1/8" DIA MIN) OR GALVANIZED WELDED WIRE FABRIC (16 GAGE MIN). THE SPACING BETWEEN VERTICAL MEMBERS SHOULD BE 1 INCH.



PERFORATED RISER
N.T.S.

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.596.0007
WWW.CAGECIVIL.COM

CAGE

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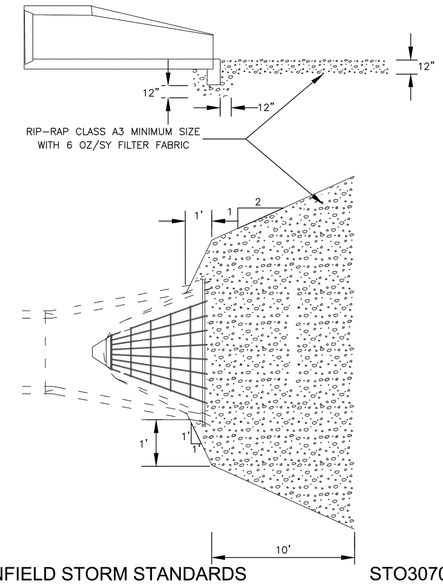
PROJ NO: 240515
ENG : FWT
DATE : 04/20/2026

SHEET TITLE
CONSTRUCTION DETAILS

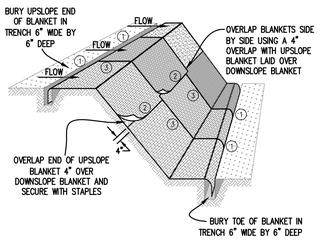
SHEET NUMBER
C7.5
25 OF 26

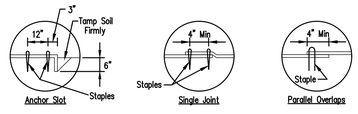
PRECAST REINFORCED CONCRETE FLARED END SECTION EROSION PROTECTION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

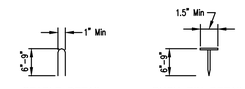


PLAINFIELD STORM STANDARDS STO3070





DETAIL 1 DETAIL 2 DETAIL 3



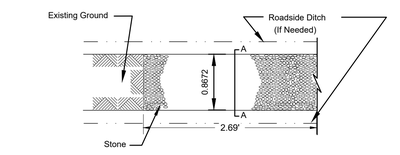
STAPLE DETAIL PUSH PIN DETAIL

NOTES:

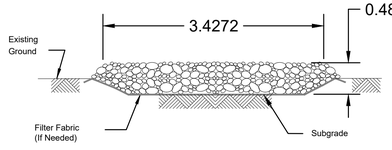
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

EROSION CONTROL BLANKET INSTALLATION DETAILS

CONSTRUCTION ROAD STABILIZATION



PLAN VIEW



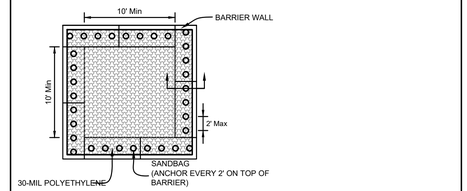
SECTION A-A

NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock. Stone shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3, or CA-4 and be
2. placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. See plans for construction road location, D and W dimensions.
4. Minimum width is 14 feet for one-way traffic and 20 feet for two-way traffic. Two-way traffic widths shall be increased a minimum of 4 feet for trailer traffic. Depending on the type of vehicle or equipment, speed, loads, climatic and other conditions under which vehicles and equipment operate an increase in the minimum widths may be required.
5. Roadway shall follow the contour of the natural terrain to the extent possible.

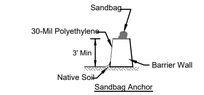
REFERENCE
Project
Designed Date
Checked Date
Approved Date

NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-506
SHEET 1 OF 1
DATE 1-29-99

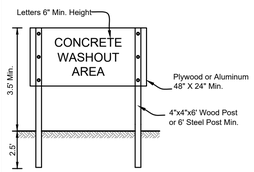


PLAN VIEW



Sandbag Anchor

BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL

TYPICAL PAVEMENT MARKINGS

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
03/21	DETAIL UPDATE

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING/REMARKS
CENTER LINE ON 2 – LANE PAVEMENT	4"	SKIP-DASH	YELLOW	10' DASH WITH 30' SPACE BETWEEN
NO PASSING ZONE LINES				
FOR ONE DIRECTION	4"	SOLID	YELLOW	5 1/2 " C/C FROM SKIP–DASH CENTERLINE
FOR BOTH DIRECTIONS	2 @ 4"	SOLID	YELLOW	11" C/C (OMIT SKIP–DASH CENTERLINE BETWEEN)
CENTERLINE ON MULTILANE UNDIVIDED	2 @ 4"	SOLID	YELLOW	11" C/C
LANE LINES	4" (5" ON FREEWAYS)	SKIP–DASH	WHITE	10' DASH WITH 30' SPACE BETWEEN
DOTTED LINES (EXTENSION OF CENTER OR LANE LINES)	SAME AS LINE BEING EXTENDED	SKIP–DASH	SAME AS LINE BEING EXTENDED	2'DASH WITH 6' SPACE BETWEEN
EDGE LINES	4"	SOLID	WHITE – RIGHT YELLOW – LEFT	OUTLINE RUMBLE & MOUNTABLE MEDIANS IN YELLOW
TURN LANE MARKINGS	6" LANE LINE, FULL SIZE LETTERS (8') & SYMBOLS	SOLID	WHITE	SEE TYPICAL MARKING PLAN. ARROW = 15.6 SQ. FT. "ONLY" = 20.8 SQ. FT.
TWO WAY LEFT TURN MARKING	2 @ 4" EACH DIRECTION 8' LEFT ARROW	SKIP–DASH AND SOLID IN PAIRS	YELLOW WHITE	10' DASH WITH 30' SPACE BETWEEN FOR SKIP–DASH. 5 1/2 " C/C BETWEEN SKIP–DASH AND SOLID LINE. OPPOSING ARROWS 8' APART @ 200'–300'SPACING. SEE TYPICAL MARKING PLAN.
CROSSWALK LINES	2 @ 6"	SOLID	WHITE	NOT LESS THAN 6' APART (FOR PED.X–ING).
A. DIAGONALS	12" @ 45	SOLID	WHITE	2' APART (FOR BIKE & EQUESTRIAN X–ING).
B. LONGITUDINAL LINES (BARS)	12" @ 90	SOLID	WHITE	2' APART (FOR SCHOOL X–ING).
STOP LINES	24"	SOLID	WHITE	PLACE 4' IN ADVANCE OF AND PARALLEL TO CROSS WALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT.
PAINTED MEDIAN ISLANDS SEE SPECIAL SPACING FOR MEDIANS OF LESS THAN 150' IN LENGTH	2 @ 4" WITH 12" DIAGONALS @ 45, NO DIAGONALS USED FOR 4' WIDE MEDIAN.	SOLID	YELLOW–2 WAY TRAFFIC WHITE–1 WAY TRAFFIC	11" C/C FOR THE DOUBLE LINE. DIAGONALS 50' C/C (LESS THAN 30 MPH). 75' C/C (30 TO 45 MPH). 150' C/C (OVER 45 MPH).
GORE MARKING AND CHANNELIZING LINES	8" WITH 12" DIAGONALS @ 45	SOLID	WHITE	DIAGONALS 15' C/C (LESS THAN 30 MPH) 20' C/C (30 TO 45 MPH) 30' C/C (OVER 45 MPH)
SHOULDER DIAGONALS	12" @ 45	SOLID	WHITE – RIGHT YELLOW – LEFT	50' C/C (LESS THAN 30 MPH) 75' C/C (30 TO 45 MPH) 150' C/C (OVER 45 MPH)
R.R. CROSSING	24" TRANSVERSE LINES RR IS 8' LETTER 16" LINE FOR "X"	SOLID	WHITE	"R" – 3.6 SQ.FT. EACH "X" – 54.0 SQ.FT.

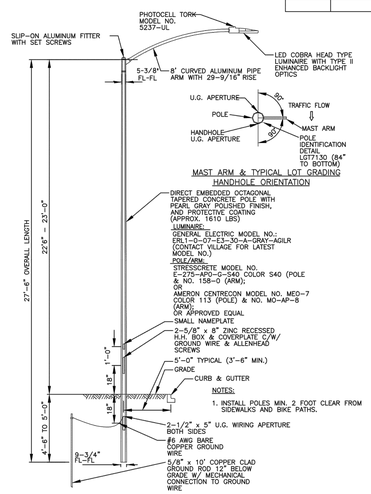
ALL HMA STRIPING SHALL BE THERMOPLASTIC. ALL PCC STRIPING SHALL BE MODIFIED URETHANE. PAINT PAVEMENT MARKINGS ARE NOT ALLOWED.

PLAINFIELD ROADWAY STANDARDS RDW6170

RESIDENTIAL LIGHT POLE (SINGLE ARM)

N.T.S.

REVISIONS	
DATE	REVISION
03/21	DETAIL UPDATE

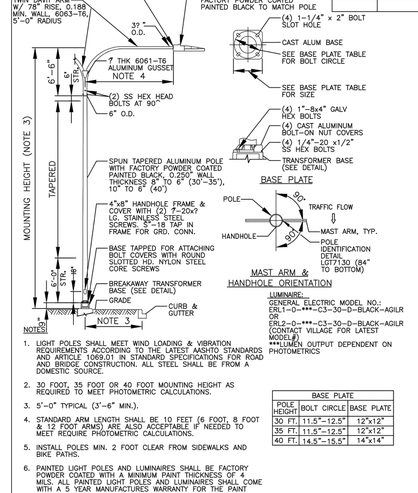


PLAINFIELD LIGHTING STANDARDS LGT7000

ROADWAY LIGHT POLE (TWIN ARM)

N.T.S.

REVISIONS	
DATE	REVISION
03/21	DETAIL UPDATE



1. LIGHT POLES SHALL MEET WIND LOADING & VIBRATION REQUIREMENTS ACCORDING TO THE LATEST AASHTO STANDARDS AND ARTICLE 1069.01 IN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. ALL STEEL SHALL BE FROM A DOMESTIC SOURCE.
2. 30 FOOT, 35 FOOT OR 40 FOOT MOUNTING HEIGHT AS REQUIRED TO MEET PHOTOMETRIC CALCULATIONS.
3. 5'–0" TYPICAL (3'–6" MIN.).
4. STANDARD ARM LENGTH SHALL BE 10 FEET (6 FOOT, 8 FOOT & 12 FOOT ARMS) ARE ALSO ACCEPTABLE IF NEEDED TO MEET REQUIRE PHOTOMETRIC CALCULATIONS.
5. INSTALL POLES MIN. 2 FOOT CLEAR FROM SIDEWALKS AND BIKE PATHS.
6. PAINTED LIGHT POLES AND LUMINAIRES SHALL BE FACTORY POWDER COATED WITH A MINIMUM PAINT THICKNESS OF 4 MILS. ALL PAINTED LIGHT POLES AND LUMINAIRES SHALL COME WITH A 5 YEAR MANUFACTURERS WARRANTY FOR THE PAINT FINISH, IN WHICH THE PAINT SHALL REMAIN FREE FROM DISCOLORATION, LOSS OF GLOSS RETENTION, CORROSION AND LACK OF ADHESION.

BASE PLATE		
POLE HEIGHT	BOLT CIRCLE	BASE PLATE
30 FT.	11.5"–12.5"	12"x12"
35 FT.	11.5"–12.5"	12"x12"
40 FT.	14.5"–15.5"	14"x14"

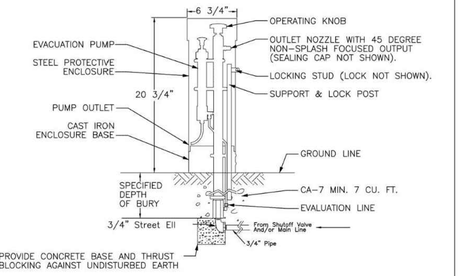
LUMINAIRE:
GENERAL ELECTRIC MODEL NO.:
ERL1–D–***–C3–30–D–BLACK–AGILR
OR
ERL2–D–***–C3–30–D–BLACK–AGILR
(CONTACT VILLAGE FOR LATEST MODEL#)
***LUMEN OUTPUT DEPENDENT ON PHOTOMETRICS

PLAINFIELD LIGHTING STANDARDS LGT7040

SAMPLING STATION HYDRANT

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE
03/21	DETAIL UPDATE

TF600 SAMPLING STATION



Sampling Station shall be 5.5' bury, with a 3/4 " FIP inlet. Sampling Station shall be enclosed in a lockable, removable protective steel enclosure. When removed, such enclosure shall permit full 360 degree access to the Sampling Station.

All working and waterway parts shall be brass (stainless steel). An evacuation pump shall be integral to the Sampling Station assembly, and shall be of brass (stainless steel) construction.

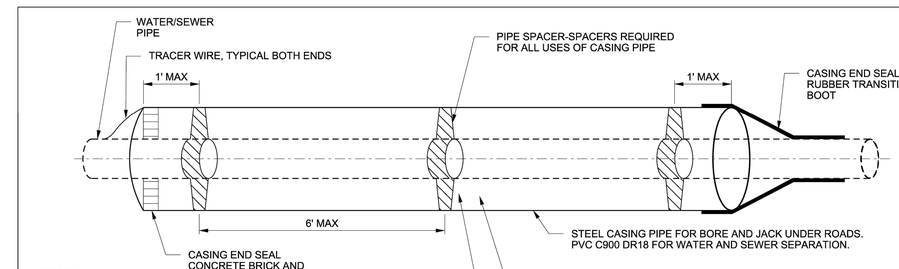
The outlet nozzle shall be unthreaded and shall have an anti–contaminant sealing cap.

All wear parts (o–rings, seats, check–balls) shall be available from common supply sources, and none may be of unique design.

All below–grade moving parts shall be accessible from above ground with no digging required.

Sampling Station shall be Model TF600 as manufactured by the Kupferle Foundry Company, St. Louis, MO 63102. 1–800–231–3990

PLAINFIELD WATER STANDARDS WAT4010

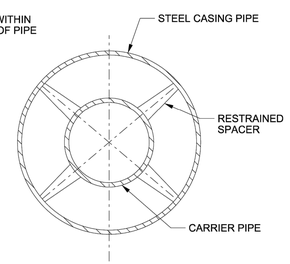


NOTES

1. STEEL CASING PIPE SHALL MEET THE REQUIREMENTS OF ASTM A139 (ANSI B36.10); GRADE B; MINIMUM YIELD STRENGTH OF 35,000 P.S.I.; 0.375" MINIMUM WALL THICKNESS.
2. CASING PIPE SHALL BE WELDED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AMERICAN WELDING SOCIETY (AWS) STANDARD D1.1. JOINTS IN STEEL CASING PIPES SHALL BE FULL CIRCUMFERENCE BUTT WELDED WATERTIGHT TO THE PREVIOUSLY INSTALLED LENGTH OF CASING PIPE.
3. CASING END SEALS SHALL BE RUBBER TRANSITIONAL BOOT WITH TWO (2) STAINLESS STEEL BANDS AS MANUFACTURED BY CASCADE WATER WORKS MANUFACTURING CO., OR PIPELINE SEAL AND INSULATOR INC OR CONCRETE BRICK AND CEMENT MORTAR.
4. TRACER WIRE SHALL BE BONDED TO THE CASING BY CALDWELL/THERMALLY BONDED AT BOTH ENDS OF THE CASING. A MINIMUM OF 4 FEET OF ADDITONAL TRACER WIRE SHALL BE PROVIDED AT EACH END OF CASING.
5. CARRIER PIPE MUST BE REMOVABLE FROM CASING IN EITHER DIRECTION. CARRIER PIPE SHALL HAVE RESTRAINED JOINTS AS APPROVED BY LCPW.
6. CASING SPACERS SHALL BE RESTRAINED STAINLESS STEEL AS MANUFACTURED BY CASCADE WATER WORKS MANUFACTURING CO. OR APPROVED EQUAL.
7. ADJUSTABLE CASING SPACERS ARE ALLOWED FOR ADJUSTMENT OF CARRIER PIPE SLOPE.

CARRIER PIPE SIZE	CASING PIPE SIZE
4"	10"
6"	12"
8"	16"
10"	20"
12"	20"
16"	24"

*CASING PIPE SIZES ARE MINIMUMS AND MAYBE INCREASED AS NECESSARY BASED ON FIELD CONDITIONS.

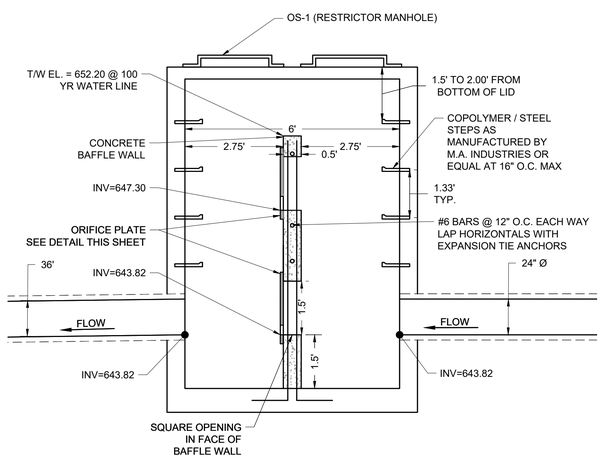


Lake County Department of Public Works

CASING PIPE DETAIL

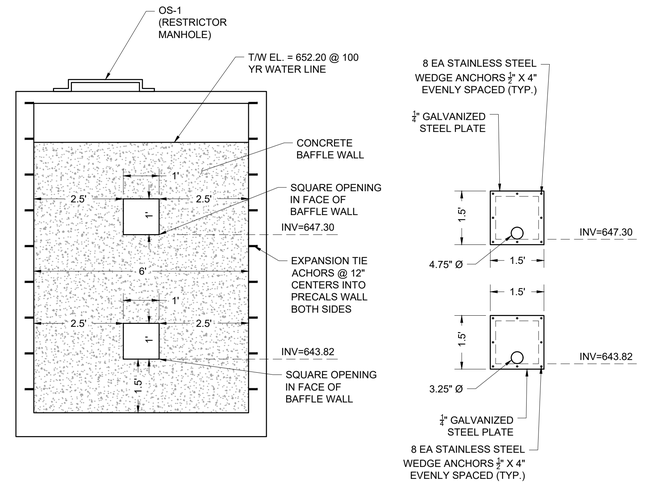
DATE: 12/14/20 ID: 17

REVISIONS DATE



RESTRICTOR MANHOLE

N.T.S.



RESTRICTOR MANHOLE BAFFLE & ORIFICE PLATE

N.T.S.

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.590.0007
WWW.CAGECIVIL.COM

CAGE

FREDERICK W. THIETE
062–055840
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

REVISIONS △

THE DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE COPIED OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

M/I HOMES OF CHICAGO, LLC

NOBLE COURT

24950 W. 127TH STREET
PLAINFIELD, ILLINOIS

PROJ NO: 240515

ENG : FWT

DATE : 04/20/2026

SHEET TITLE

CONSTRUCTION DETAILS

SHEET NUMBER

C7.6

26 OF 26

Exhibit D
Final Landscape Plan

PLANT LIST

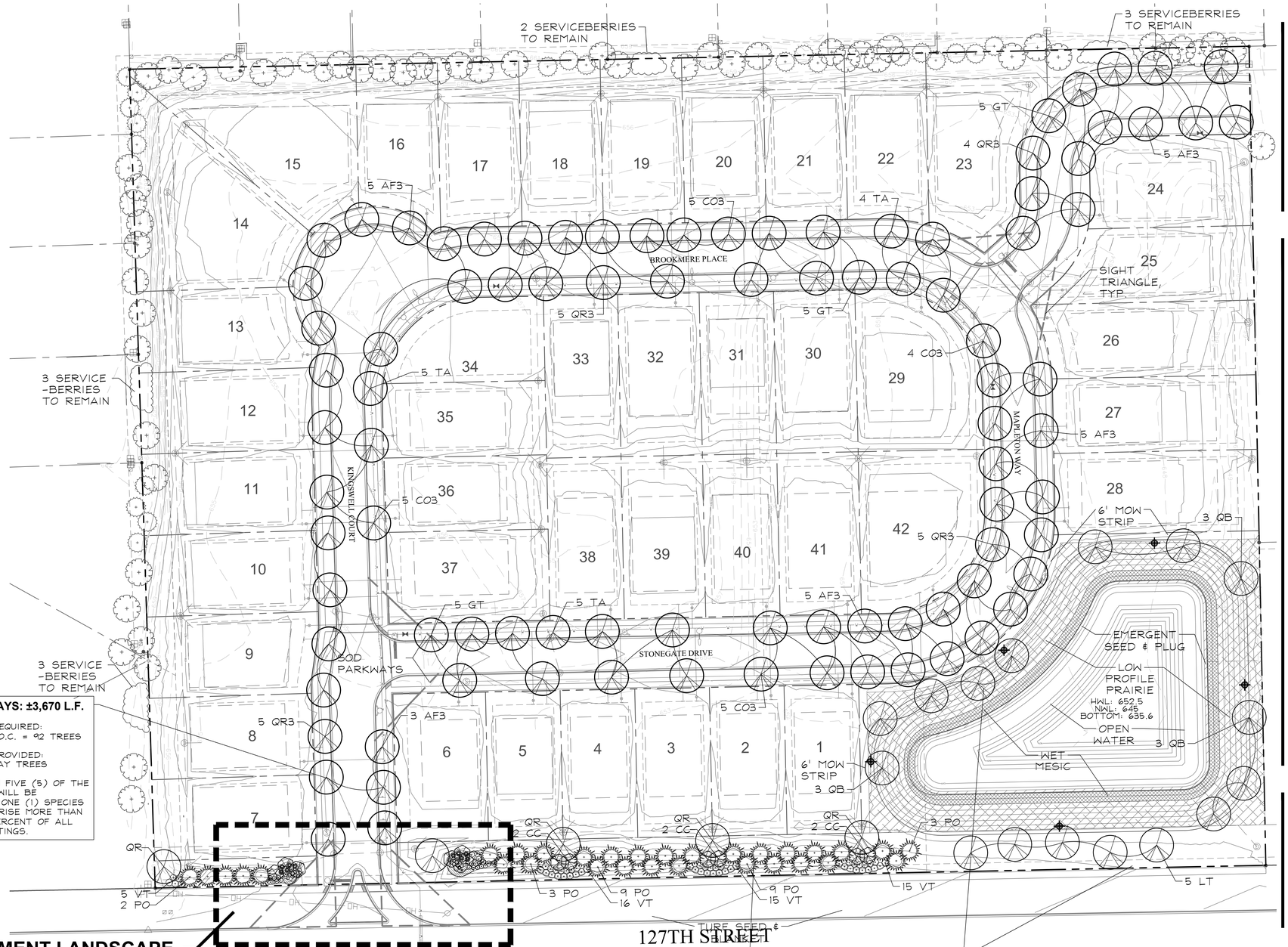
Key	Qty	Botanical/Common Name	Size	Remarks
		SHADE TREES		
AF3	25	Acer x freemanii 'Marmo' MARMO FREEMAN MAPLE	3" Cal.	
CO3	19	Celtis occidentalis COMMON HACKBERRY	3" Cal.	
GT	15	Gleditsia triacanthos var. inermis 'Skycole' SKYLINE HONEYLOCUST	3" Cal.	
LT	5	Liriodendron tulipifera TULIPTREE	2 1/2" Cal.	
QB	9	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal.	
QR	5	Quercus rubra RED OAK	2 1/2" Cal.	
QR3	19	Quercus rubra RED OAK	3" Cal.	
TA	14	Tilia americana 'Redmond' REDMOND AMERICAN LINDEN	3" Cal.	
		ORNAMENTAL TREES		
CC	6	Cercis canadensis EASTERN REDBUD	6' Ht.	Multi-Stem
SR	6	Syringa reticulata 'Ivory Silk' IVORY SILK JAPANESE TREE LILAC	2" Cal.	Single Stem
		EVERGREEN TREES		
PO	31	Picea omorika SERBIAN SPRUCE	8' Ht.	
		DECIDUOUS SHRUBS		
CS	11	Cornus sericea 'Baileyi' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C.
HP	19	Hydrangea paniculata 'SMHPLGF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
VT	51	Viburnum trilobum 'Redwing' JN SELECT CRANBERRYBUSH VIBURNUM	36" Tall	5' O.C.
		EVERGREEN SHRUBS		
BG	10	Buxus x 'Glencoe' CHICAGOLAND GREEN BOXWOOD	24" Wide	4' O.C.
		ORNAMENTAL GRASSES & PERENNIALS		
AB	27	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
CK	19	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#3	30" O.C.
HH	35	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
		MISC. MATERIALS		
	75.4	SHREDDED HARDWOOD MULCH	C.Y.	
	2,520	SOD	S.Y.	
	0.6	TURF SEED & EROSION CONTROL BLANKET	AC.	

NATIVE LEGEND

Key	Qty	Description
	0.5 AC.	LOW PROFILE PRAIRIE SEED MIX
	0.03 AC.	EMERGENT SEED & PLUG MIX
	0.1 AC.	WET MEADOW SEED MIX
⌖	5	NSMA SIGN

GENERAL LANDSCAPE NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.



9-129 PARKWAYS: ±3,670 L.F.

LANDSCAPING REQUIRED:
TREES 40' O.C. = 92 TREES

LANDSCAPING PROVIDED:
92 PARKWAY TREES

*NO MORE THAN FIVE (5) OF THE SAME SPECIES WILL BE ADJACENT AND ONE (1) SPECIES WILL NOT COMPRISE MORE THAN THIRTY (30) PERCENT OF ALL PARKWAY PLANTINGS.

MONUMENT LANDSCAPE DETAIL - SEE SHEET 2

PLANT MATERIAL QUANTITIES

PLANT TYPE	QUANTITY
SHADE TREES	111
ORNAMENTAL TREES	12
EVERGREEN TREES	31
DECIDUOUS SHRUBS	81
EVERGREEN SHRUBS	10

SOUTH THROUGH LOT: ±463 L.F.
LANDSCAPING REQUIRED PER 42 L.F.:
2 SHADE/ORNAMENTAL TREES = 22
1 EVERGREEN TREES = 11
10 LARGE SHRUBS = 110

LANDSCAPING PROVIDED:
5 SHADE TREES
12 ORNAMENTAL TREES
31 EVERGREEN TREES
51 LARGE SHRUBS
35 SMALL SHRUBS

9-132-5 OPEN SPACE
±40,282 S.F.
(1 PLANT UNIT PER 750 S.F.)

LANDSCAPING REQUIRED:	54	P.U.
LANDSCAPING PROVIDED:	54	P.U.
11 SHADE TREES	55	P.U.

OVERALL LANDSCAPE PLAN

0 20' 40' 80'
SCALE: 1"=40'
NORTH

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197
www.grwainc.com

CLIENT

M/I HOMES
2135 CITY GATE LANE
SUITE 620
NAPERVILLE, IL 60563

CIVIL ENGINEER

CAGE
2200 CABOT DRIVE
SUITE 325
LISLE, ILLINOIS 60532

NOBLE COURT
PLAINFIELD, ILLINOIS
FINAL LANDSCAPE PLAN
OVERALL LANDSCAPE PLAN

REVISION	DATE
1	2026.05.04

DATE	2026.04.17
PROJECT NO.	MI26282
DRAWN	CLE
CHECKED	DHS
SHEET NO.	L1.1

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Exhibit E
Elevations

The Barclay









The Dunbar









The Easton









The Fairchild









The Essex









Exhibit F
Exceptions to Village Ordinances

Exhibit G
Exceptions to Village Ordinances

PLAINFIELD FEES

	Proposed	
Annexation Fee Resolution 1780	$1,000.00	Paragraph 4 of Exhibit C of AA - Not Applicable
Traffic Impact and Muncipality Impact Fee Resolution 1780	$0.00	Waived in lieu of road recapture paid per AA
Traffic Improvement Fee	$0.00	Paragraph 4 of Exhibit C of AA - Not Applicable
Municipal Faciltiy Fee	$750.00	Paragraph 4 of Exhibit C of AA - Not Applicable
School Donation		
3 bedroom	$2,807.00	LV 120,000
4 bedroom	$3,490.00	Paragraph 2 of Exhibit C of AA -
5 bedroom	$5,666.00	
Park Donation		
3 bedroom	$3,875.00	LV 120,000
4 bedroom	$4,776.00	Paragraph 2 of Exhibit C of AA -
5 bedroom	$5,646.00	
School Transistion Fee Resolution 1490 condition of annexation		
3 bedroom	$0.00	Only applicable for permits issued before 6/5/27
4 bedroom	$0.00	AA expires 6/5/27
5 bedroom	$0.00	
School Facitlites impact Fee Resolution 1402 condition of annexation		
3 bedroom	$2,116.50	Only applicable for permits issued before 6/5/27
4+ bedroom	$2,610.00	AA Expires 6/5/27
Fire Protection Donation Per McMicken AA	$500.00	Paragraph 4 of Exhibit C of AA - Not Applicable
Library Impact		Paragraph 4 of Exhibit C of AA - Not Applicable
2 bedroom	$379.00	
3 bedrrom	$545.00	
4 bedroom	$707.00	
5 bedroom	$708.00	
Water	$3,570.00	Based on 1 1/2 inches
Sewer	$4,200.00	$1,200 Per PE
Recapture		
127th Roadway, Water and Sewer	$0.00	Paid
TOTALS		
3 bedroom	$18,068.50	
4 bedroom	$20,146.00	
5 bedroom	$23,192.00	

VILLAGE OF PLAINFIELD
ORDINANCE NO. _____
DATE OF PASSAGE: _____
AN ORDINANCE PROPOSING THE ESTABLISHMENT OF
A SPECIAL SERVICE AREA NUMBER 55
NOBLE COURT SUBDIVISION
WILL COUNTY IN THE VILLAGE OF PLAINFIELD
AND PROVIDING FOR A PUBLIC HEARING
AND OTHER PROCEDURES IN CONNECTION THEREWITH

WHEREAS, special service areas are established pursuant to subsection (1) of Section 7 of Article VII of the Illinois Constitution of 1970, and the Special Service Area Tax Law (35 ILCS 200/ 27- 5 et seq) and the Property Tax Code (35 ILCS 200/ 1- 1 et seq); and

WHEREAS, it is in the public interest that the territory described in the Notice set forth in paragraph 2 hereof be established as a Special Service Area for the purposes set forth herein, an accurate map of said territory being attached hereto as Group Exhibit" A- 1"; and

WHEREAS, said Area is compact and contiguous and constitutes a principal residential area of the Village; and

WHEREAS, said Area is zoned for residential purposes and will benefit specially from the municipal services to be provided which include the maintenance, repair and replacement of certain entry monuments landscaped easements, common areas and stormwater retention areas, all in accordance with the final landscape and engineering plan and final plat of subdivision for the Area; and the proposed municipal services are unique and in addition to municipal services provided to the Village of Plainfield as a whole, and it is, therefore, in the best interests of said Area and the Village of Plainfield as a whole, that the levy of special taxes against said Area for the services to be provided be considered.

NOW, THEREFORE, BE IT ORDAINED, by the Village Board of the Village of Plainfield, Illinois, as follows:

1. That a public hearing shall be held on the 15th day of September, 2026, at 7:00 p.m. in the Village Board Room of the Village Hall, 24401 W. Lockport, Plainfield, Illinois, to consider the creation of Special Service Area Number 55 of the Village of Plainfield, in the territory described in the Notice set forth in Paragraph 2 hereof. At the hearing, there will be considered the levy of an annual tax not to exceed an annual rate of twenty one- hundredths percent (. 20%, being 20 cents per 100) of the equalized assessed value of the property in said Area, said tax to be levied for an indefinite period of time from and after the date of the Ordinance establishing said Area. Said taxes shall be in addition to all other taxes provided by law and shall be levied pursuant to the provisions of the Property Tax Code. Said levies are intended to produce approximately $100,000.00 annually for the cost for said services. Notwithstanding the foregoing, taxes shall not be levied hereunder and said Area shall be " dormant" and shall take effect only if the

Homeowners Association fails to maintain, repair or replace the aforesaid required items and the Village is forced to assume said responsibilities.

2. Notice of hearing shall be published at least once not less than fifteen (15) days prior to the public hearing in a newspaper in general circulation in the Village of Plainfield. In addition, notice by mailing shall be given by depositing said Notice in the U.S. Mail addressed to the person or persons in whose name the general taxes for the last preceding year were paid on each lot, block, tract or parcel of land lying within the proposed Special Service Area. Said Notice shall be mailed not less than ten (10) days prior to the time set for the public hearing. In the event taxes for the last preceding year were not paid, the Notice shall be sent to the person last listed on the tax rolls prior to that year as the owner of said property. The Notice shall be substantially the following form:

NOTICE OF HEARING
VILLAGE OF PLAINFIELD
SPECIAL SERVICE AREA NUMBER 55
NOBLE COURT RESIDENTIAL SUBDIVISION

NOTICE IS HEREBY GIVEN that on the Monday, September 15, 2026, at 7:00 p.m., a public hearing will be held by the Village Board of the Village of Plainfield in the Village Board Room of the Village Hall, 24401 W. Lockport, Plainfield, Illinois, to consider the establishment of a Special Service Area consisting of the subject property located at the northwest corner of 127th Street and 248th Avenue, commonly known as the Noble Court Residential Subdivision in Will County, Illinois and legally described as follows:

LOT 1 IN GRACE POINT CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 29, TOWNSHIP 37 NORTH, RANGE 9 EAST.

PIN: 07-01-29-401-065-0000

An accurate map of said territory is on file in the Office of the Village Clerk and available for public inspection.

All interested persons affected by the formation of Special Service Area Number 55 will be given an opportunity to be heard regarding the formation of the boundaries of the Area and may object to the formation of the Area and the levy of taxes affecting said Area.

The purpose of the formation of Special Service Area Number 55 in general is to provide for the maintenance, repair and replacement of certain entry monuments, landscaped easements and stormwater retention areas in said Area, all in accordance with the final landscape and engineering plan and final plat of subdivision for the Area, and the proposed municipal services are unique and are in addition to the improvements provided and/or maintained by the Village generally.

At the hearing, all persons affected will be given an opportunity to be heard. At the hearing, there will be considered the levy of an annual tax of not to exceed an annual rate of twenty one-hundredths percent (.20%, being 20 cents per $100) of the equalized assessed value of the property in the proposed Special Service Area Number 55, said tax to be levied for an indefinite period of time from and after the date of the Ordinance establishing said Area. Said taxes shall be in addition to all other taxes provided by law and shall be levied pursuant to the provisions of the Property Tax Code. Said levies are intended to produce approximately $100,000.00 annually for the cost for said services. Notwithstanding the foregoing, taxes shall not be levied hereunder and said Area shall be "dormant" and shall take effect only if the Homeowners Association fails to maintain, repair or replace the aforesaid required items and the Village is forced to assume said responsibilities. The hearing may be adjourned by the Village Board to another date without further notice other than a motion to be entered upon the minutes of its meeting fixing the time and place of its adjournment.

If a petition signed by at least fifty-one percent (51%) of the electors residing within the proposed Special Service Area Number 55 and by at least fifty-one percent (51%) of the owners of record of the land included within the boundaries of the proposed Area is filed with the Village Clerk within sixty (60) days following the final adjournment of the public hearing objecting to the establishment of the Area, then enlargement thereof, or the levy or imposition of a tax for the provision of special services to the Area, no such Area may be established or enlarged, or tax levied or imposed.

By order of the Corporate Authorities of the Village of Plainfield, Will and Kendall Counties, Illinois.

MICHELLE GIBAS
Village Clerk

Case No. 2129-042326.FP.SSA

Date this ___ day of ____, 2026.

SIGNED BY:

_____
VILLAGE CLERK:

PASSED THIS ____ DAY OF _____, 2026.

AYES:

NAYS:

ABSENT:

APPROVED THIS ____ DAY OF _____, 2026.

_____
Mayor

ATTEST:

_____
Village Clerk

FINAL PLAT
OF
NOBLE COURT

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS



AREA TABLE

LOTS 1–46:	320,990 SQUARE FEET (7.368 AC±)
TRACTS:	76,464 SQUARE FEET (1.755 AC±)
R.O.W.:	102,386 SQUARE FEET (2.350 AC±)
TOTAL:	499,840 SQUARE FEET (11.475 AC±)

LEGAL DESCRIPTION

LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENTED NO. R2007149379, IN WILL COUNTY, ILLINOIS.

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT
4. EASEMENTS AND SETBACKS AS SHOWN ON THIS PLATTED SUBDIVISION ARE HEREBY GRANTED TO THE VILLAGE OF PLAINFIELD.
5. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, PRE–EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENT OF RECORD AND MAY NOT BE SHOWN OR PLOTTABLE.

OWNER/CLIENT

WINGSPAN DEVELOPMENT GROUP
1001 FREEHANDVILLE DRIVE
MT PROSPOECT, IL 60056

CURRENT P.I.N.:

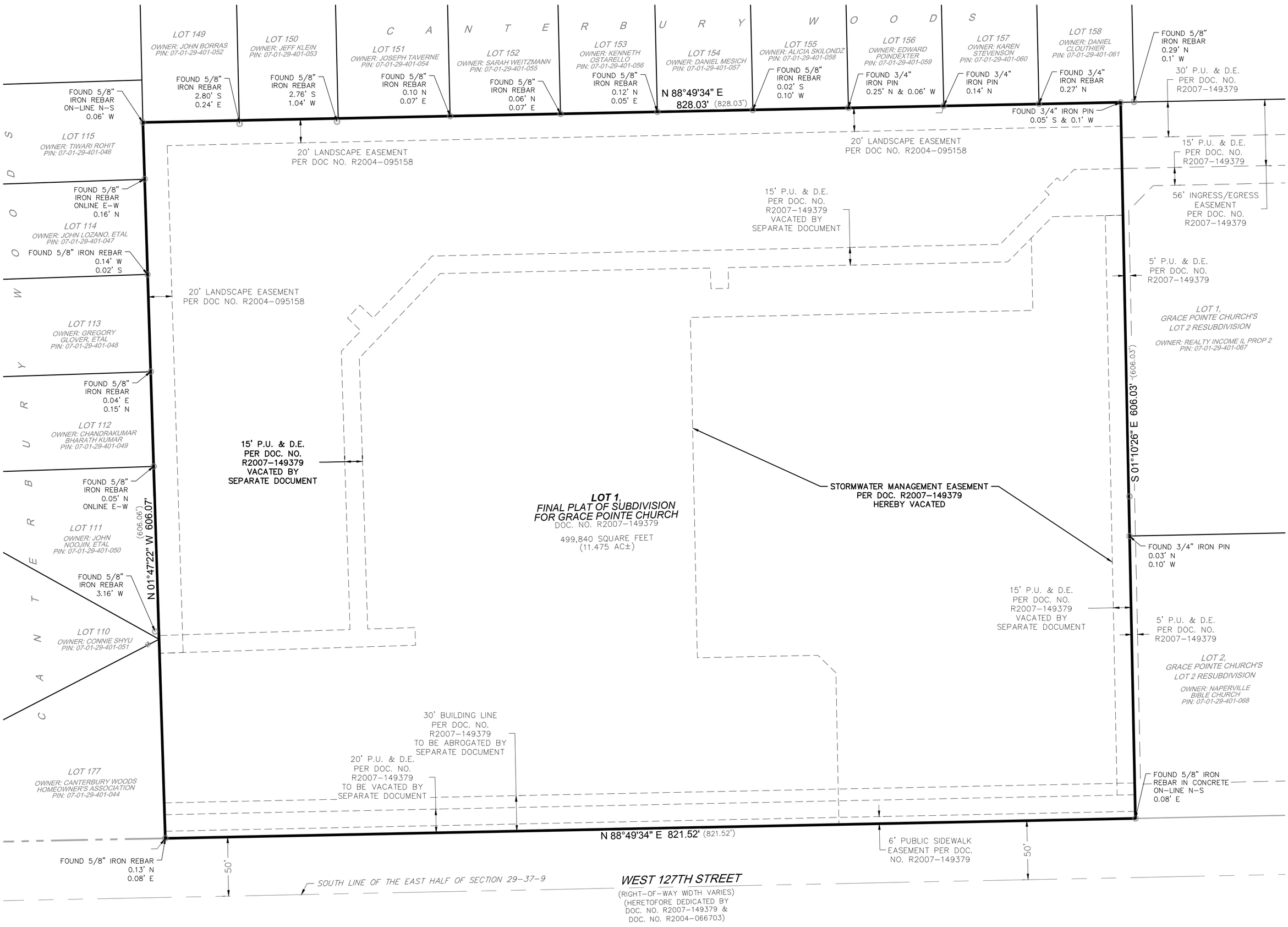
01–29–401–065

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL–TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS

SHEET INDEX

SHEET 1	LEGAL, EXISTING LOT, AND EASEMENTS
SHEET 2	WEST PART PROPOSED LOTS AND EASEMENTS
SHEET 3	EAST PART PROPOSED LOTS AND EASEMENTS
SHEET 4	CERTIFICATIONS



LEGEND

FOUND IRON PIPE/ROD =	○
BOUNDARY LINE =	———
R.O.W. LINE =	———
LOT LINE =	———
SECTION LINE =	—— — — ——
EASEMENT LINE =	— — — — — —
CENTERLINE =	——— — ———
PUBLIC UTILITY & DRAINAGE EASEMENT =	P.U. & D.E.
PUBLIC UTILITY EASEMENT =	P.U.E.
MEASURED INFORMATION =	XXX.XX
RECORD INFORMATION =	(XXX.XX)

0 50' 100'
1" = 50' (HORIZONTAL)

SHEET NUMBER 1 OF 4

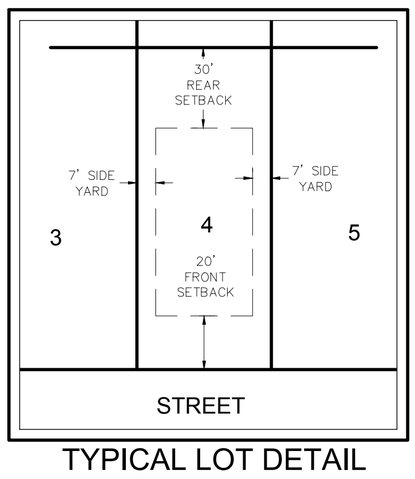
PROJ NO: 240515
PM: GP
DATE: 04/20/2026
SCALE: 1" = 50'

NOBLE COURT
PLAINFIELD, ILLINOIS
FINAL PLAT OF SUBDIVISION

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. AND SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

REVISIONS △

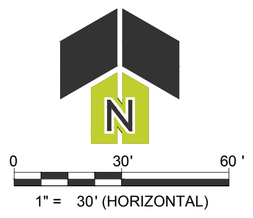
CAGE CIVIL ENGINEERING



TYPICAL LOT DETAIL

FINAL PLAT
OF
NOBLE COURT

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS



CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C4	41.67'	126.00'	18°56'54"
C5	32.72'	126.00'	14°52'46"

AREA TABLE

LOTS 1–46:	320,990 SQUARE FEET (7.368 AC±)
TRACTS:	76,464 SQUARE FEET (1.755 AC±)
R.O.W.:	102,386 SQUARE FEET (2.350 AC±)
TOTAL:	499,840 SQUARE FEET (11.475 AC±)

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL–TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS



SHEET INDEX

SHEET 1	LEGAL, EXISTING LOT, AND EASEMENTS
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SHEET 4	CERTIFICATIONS

2 OF 4 SHEET NUMBER

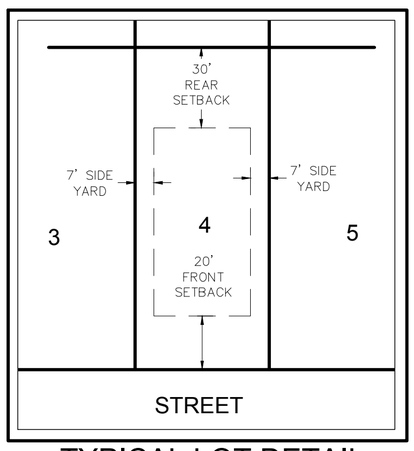
SCALE : 1" = 30'
DATE : 04/20/2026
PM : GP
PROJ.NO 240515

NOBLE COURT
PLAINFIELD, ILLINOIS
FINAL PLAT OF SUBDIVISION

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REVISIONS △

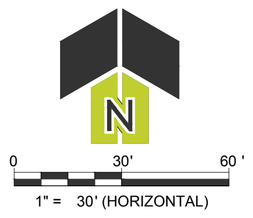
CAGE CIVIL ENGINEERING



TYPICAL LOT DETAIL

FINAL PLAT
OF
NOBLE COURT

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS



CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C1	37.69'	24.01'	89°56'02"
C2	64.97'	76.21'	48°50'50"
C3	61.74'	126.00'	28°04'34"
C6	83.79'	126.00'	38°06'13"
C7	22.23'	26.00'	48°59'18"

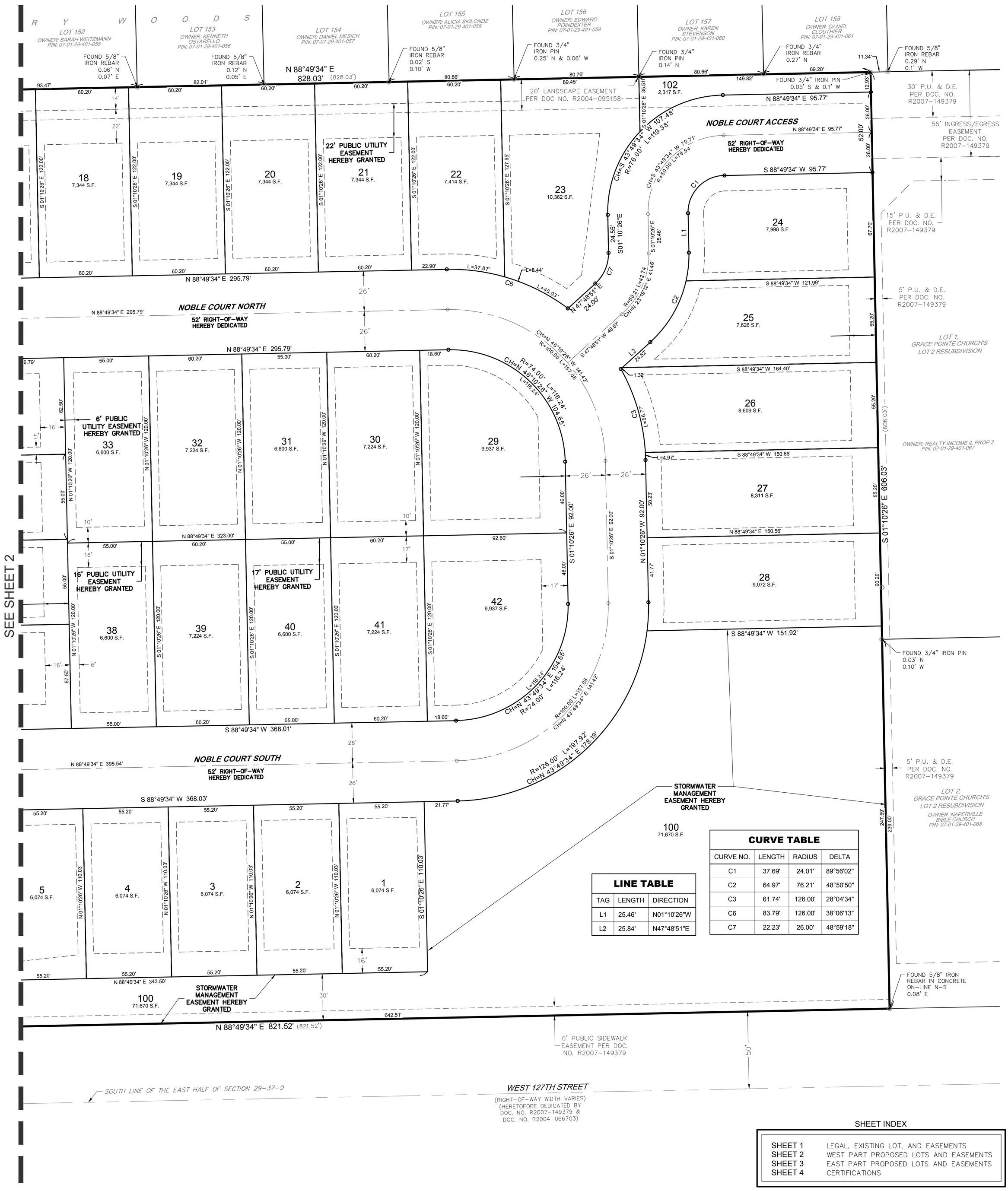
LINE TABLE		
TAG	LENGTH	DIRECTION
L1	25.46'	N01°10'26"W
L2	25.84'	N47°48'51"E

AREA TABLE

LOTS 1–46:	320,990 SQUARE FEET (7.368 AC±)
TRACTS:	76,464 SQUARE FEET (1.755 AC±)
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SHEET 4	CERTIFICATIONS

SHEET NUMBER 3 OF 4

SCALE : 1" = 30'
DATE : 04/20/2026
PM : GP
PROJ NO: 240515

NOBLE COURT
PLAINFIELD, ILLINOIS
FINAL PLAT OF SUBDIVISION

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REVISIONS △

CAGE CIVIL ENGINEERING

FINAL PLAT
OF
NOBLE COURT

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ATTACHED PLAT OF SUBDIVISION , AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USED AND PURPOSED THEREIN HAS CAUSED AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATED FOR THE PUBLIC USE THE LANDS SHOWN ON THE THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS, AND PUBLIC SERVICES: AND HEREBY ALSO RESERVES FOR THE ILLINOIS BELL TELEPHONE COMPANY AND THE COMMONWEALTH EDISON COMPANY, AND THE VILLAGE, THE EASEMENT PROVISIONS WHICH ARE STATED ON THEIR STANDARD FORM WHISH IS ATTACHED HERETO.

TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20_____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20_____.

_____
NOTARY PUBLIC SIGNATURE

SCHOOL DISTRICT BOUNDARY STATEMENT

BEING DULY SWORN, UPON HIS/HER OATH DEPOSES AND STATES AS FOLLOWS:

1. THE OWNER OF THE PROPERTY LEGALLY DESCRIBED ON THIS PLAT OF SUBDIVISION, WHICH HAS BEEN SUBMITTED TO THE VILLAGE OF PLAINFIELD FOR APPROVAL, WHICH LEGAL DESCRIPTION IS INCORPORATED HEREIN BY REFERENCE: AND

2. TO THE BEST OF THE OWNER'S KNOWLEDGE, THE SCHOOL DISTRICT IN WHICH TRACT, PARCEL, LOT OR BLOCK OF THE PROPOSED SUBDIVISION LIES IS LOCATED IN:

PLAINFIELD COMMUNITY CONSOLIDATED SCHOOL DISTRICT 202
500 W. FORT BEGGS DRIVE, PLAINFIELD, ILLINOIS 60544

DATED THIS _____ DAY OF_____ A.D., 20_____.

BY: _____ ATTEST: _____
SIGNATURE SIGNATURE

TITLE: _____ TITLE: _____
PRINT TITLE PRINT TITLE

SUBSCRIBED AND SWORD BEFORE ME THIS _____ DAY OF_____ A.D., 20_____.

_____
NOTARY PUBLIC SIGNATURE

BASIS OF BEARINGS

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WILL COUNTY TAX MAPPING CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, DIRECTOR OF MAPPING AND PLATTING OFFICE DO HEREBY CERTIFY THAT I HAVE CHECKED THE PROPERTY DESCRIPTION ON THIS PLAT AGAINST THE PROPERTY HEREIN DESCRIBED IS LOCATED ON TAX MAP NO._____ AND IS IDENTIFIED AS PERMANENT REAL ESTATE TAX INDEX NUMBERS (P.I.N.) _____ AND _____.

DATED THIS _____ DAY OF_____ A.D., 20_____

_____
DIRECTOR

WILL COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, COUNTY CLERK OF WILL COUNTY, ILLINOIS DO HEREBY CERTIFY THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.
I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

THIS _____ DAY OF_____ A.D., 20_____

_____
COUNTY CLERK

WILL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS INSTRUMENT _____, WAS FILD FOR RECORD IN THE RECORDER'S OFFICE OF WILL COUNTY, ILLINOIS ON THE _____ DAY OF_____ A.D., 20_____ AT _____ O'CLOCK A.M./P.M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____

_____
RECORDER OF DEEDS

SURFACE WATER STATEMENT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

TO THE BEST OF MY KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE OF THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, A.D., 20_____

_____
OWNER OR ATTORNEY

_____
ILLINOIS PROFESSIONAL ENGINEER

STATE REGISTRATION NUMBER _____

REGISTRATION EXPIRATION DATE _____

PUBLIC UTILITY EASEMENT PROVISIONS

EASEMENTS FOR PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF PLAINFIELD INCLUDING BUT NOT LIMITED TO, AMERITECH, COMMONWEALTH EDISON COMPANY, NICOR, ATT BROADBAND, COMCAST, AND THEIR SUCCESSORS AND ASSIGNS, OVER ALL OF THE AREAS MARKED "PUBLIC UTILITY EASEMENTS" OF "P.U." ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RE-CONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, COMMUNITY, ANTENNA TELEVISION SYSTEMS AND INCLUDING MANHOLES, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY PERSONS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK, THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENTS THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES, NO PERMANENT BUILDING SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS, WHERE AN EASEMENT IS USED BOTH FOR SEWERS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF PLAINFIELD .

UTILITY EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATIONS SERVICE WAS RESERVED FOR COMMONWEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY (AMERITECH), GRANTEES, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO INSTALL, OPERATE, MAINTAIN AND REMOVE, FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND SOUND AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DOTTED LINES ON THE PLAT AND MARKED "EASEMENT", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF THE DESIGNATED EASEMENT AREAS THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHT HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES, OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DOTTED LINES MARKED "EASEMENT" WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES, AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

EASEMENT PROVISIONS

A PERMANENT NONEXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF PLAINFIELD, ILLINOIS AND TO ITS SUCCESSORS AND ASSIGNS, IN, UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "EASEMENTS" ON THE ATTACHED PLAT OF SUBDIVISION FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, RENEWING, ALTERING, ENLARGING, REMOVING, REPAIRING, CLEANING, AND MAINTAINING STORM AND FLOOD WATER CHANNELS, BASINS, SEWERS, STORM SEWERS AND SANITARY SEWERS, WATER TRANSMISSION MAINS AND LINES, VALVE VAULTS AND HYDRANTS, AND ANY AND ALL MANHOLES, HYDRANTS, PIPES, CONNECTIONS, CATCH BASINS, BUFFALO BOXES AND WITHOUT LIMITATION, SUCH OTHER STRUCTURES AND APPURTENANCES AS MAY BE NECESSARY OR CONVENIENT FOR THE FURNISHING OF PUBLIC UTILITY SERVICES, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS ACROSS AND THROUGH THE EASEMENTS FOR PERSONS AND EQUIPMENT TO DO ANY OR ALL OF THE ABOVE WORK. THE RIGHT IS ALSO HEREBY GRANTED TO THE VILLAGE TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENTS AS WELL AS REMOVE ANY OTHER FENCE OR STRUCTURE THAT INTERFERE WITH THE OPERATION OF THE ABOVE OR WITH THE EXERCISE OF ANY RIGHTS UNDER THIS PARAGRAPH. ALL THE EASEMENTS INDICATED SHALL BE PERPETUAL, EXCEPT THOSE IDENTIFIED AS "TEMPORARY." THE EASEMENT AREAS SHOWN AS DETENTION OR RETENTION EASEMENTS SHALL INCLUDE, IN ADDITION TO THE ABOVE RIGHTS, THE RIGHT TO FLOOD SUCH AREA WITH STORM WATERS, AND SHALL ALSO INCLUDE THE RIGHT TO INSTALL AND MAINTAIN STORM WATER DETENTION AND RETENTION STRUCTURES. NO FENCES, STRUCTURES OR TREES SHALL BE PLACED IN EASEMENTS LABELED "EMERGENCY OVERLAND RELEASE ROUTES."

CERTIFICATE AS TO SPECIAL ASSESSMENT

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I,_____, TREASURER OF THE VILLAGE OF PLAINFIELD DO HEREBY CERTIFY THAT THERE ARE NOT DELINQUENT OF UNPAID CURRENT OF FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.
.
DATED IN PLAINFIELD, WILL COUNTY, ILLINOIS, THIS _____ DAY OF_____ A.D., 20_____.

_____
TREASURER

BOARD OF TRUSTEES

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED AND ACCEPTED BY THE BOARD OF TRUSTEES OF PLAINFIELD, WILL COUNTY, ILLINOIS.
DATED THIS _____ DAY OF_____ A.D., 20_____.

_____
VILLAGE PRESIDENT

ATTEST: _____

PLAN COMMISSION

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I,_____, CHAIRPERSON OF THE VILLAGE OF PLAINFIELD PLAN COMMISSION DO HEREBY CERTIFY THAT ON THE _____ DAY OF _____ A.D., 20_____, THIS PLAT OF SUBDIVISION WAS DULY APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF PLAINFIELD.

_____
CHAIRPERSON

SURVEYOR'S AUTHORIZATION TO RECORD

I HEREBY DESIGNATE _____, AND/OR REPRESENTATIVES THEREON, TO RECORD THIS PLAT, A TRUE COPY OF WHICH HAS BEEN RETAINED BY ME TO ASSURE NO CHANGES HAVE BEEN MADE TO SAID PLAT.

DATED THIS _____ DAY OF_____ A.D., 20_____.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

ALL OF LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENTED NO. R2007149379, IN WILL COUNTY, ILLINOIS.

SUBDIVIDED PROPERTY CONTAINS 11.475 ACRES MORE OR LESS AND ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

AS SHOWN BY THE PLAT WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. I FURTHER CERTIFY THAT THE SAID PROPERTY WAS SURVEYED WITHIN THE LAST 18 MONTHS. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE VILLAGE BOARD RELATIVE TO PLATS AND SUBDIVISION HAVE BEEN COMPILED WITH IN THE PREPARATION OF THIS PLAT. THE PROPERTY INCLUDED IN THIS PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF PLAINFIELD, WILL COUNTY, ILLINOIS.

ALSO, I DO FURTHER CERTIFY THAT THIS SITE FALLS WITHIN "OTHER AREAS: ZONE X" (AREA OF MINIMAL FLOOD HAZARD) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17197C0038G, HAVING A REVISED DATE OF FEBRUARY 15, 2019.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS, THIS ___ DAY OF _____ A.D., 20__.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2027.

DATE OF FIELD SURVEY: OCTOBER 17, 2025

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY

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REVISIONS △
CAGE CIVIL ENGINEERING

PLANT LIST

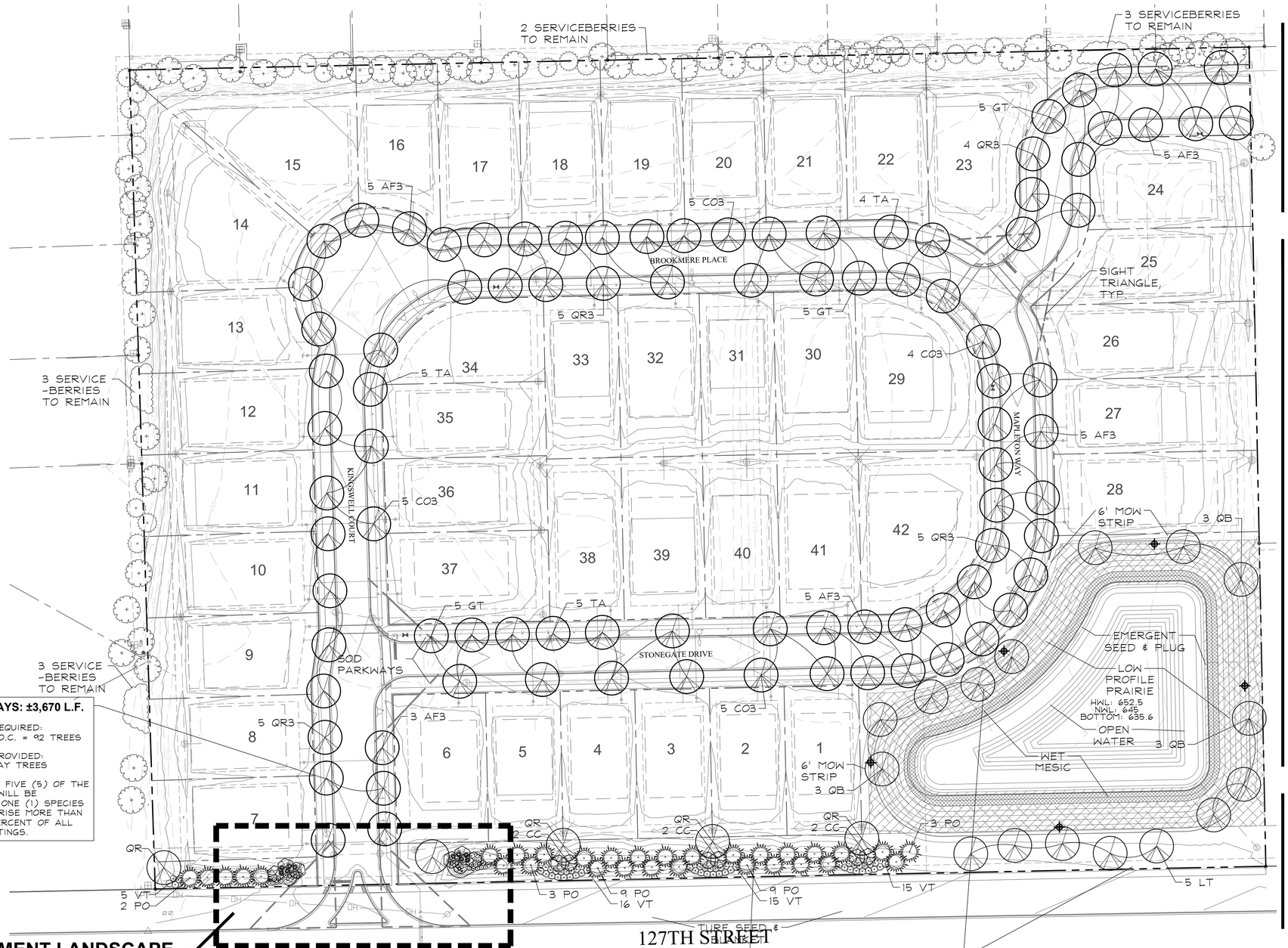
Key	Qty	Botanical/Common Name	Size	Remarks
		SHADE TREES		
AF3	25	Acer x freemanii 'Marmo' MARMO FREEMAN MAPLE	3" Cal.	
CO3	19	Celtis occidentalis COMMON HACKBERRY	3" Cal.	
GT	15	Gleditsia triacanthos var. inermis 'Skycole' SKYLINE HONEYLOCUST	3" Cal.	
LT	5	Liriodendron tulipifera TULIPTREE	2 1/2" Cal.	
QB	9	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal.	
QR	5	Quercus rubra RED OAK	2 1/2" Cal.	
QR3	19	Quercus rubra RED OAK	3" Cal.	
TA	14	Tilia americana 'Redmond' REDMOND AMERICAN LINDEN	3" Cal.	
		ORNAMENTAL TREES		
CC	6	Cercis canadensis EASTERN REDBUD	6' Ht.	Multi-Stem
SR	6	Syringa reticulata 'Ivory Silk' IVORY SILK JAPANESE TREE LILAC	2" Cal.	Single Stem
		EVERGREEN TREES		
PO	31	Picea omorika SERBIAN SPRUCE	8' Ht.	
		DECIDUOUS SHRUBS		
CS	11	Cornus sericea 'Baileyi' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C.
HP	19	Hydrangea paniculata 'SMHPLGF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
VT	51	Viburnum trilobum 'Redwing' JN SELECT CRANBERRYBUSH VIBURNUM	36" Tall	5' O.C.
		EVERGREEN SHRUBS		
BG	10	Buxus x 'Glencoe' CHICAGOLAND GREEN BOXWOOD	24" Wide	4' O.C.
		ORNAMENTAL GRASSES & PERENNIALS		
AB	27	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
CK	19	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#3	30" O.C.
HH	35	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
		MISC. MATERIALS		
	75.4	SHREDDED HARDWOOD MULCH	C.Y.	
	2,520	SOD	S.Y.	
	0.6	TURF SEED & EROSION CONTROL BLANKET	AC.	

NATIVE LEGEND

Key	Qty	Description
	0.5 AC.	LOW PROFILE PRAIRIE SEED MIX
	0.03 AC.	EMERGENT SEED & PLUG MIX
	0.1 AC.	WET MEADOW SEED MIX
⌖	5	NSMA SIGN

GENERAL LANDSCAPE NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.



9-129 PARKWAYS: ±3,670 L.F.

LANDSCAPING REQUIRED:
TREES 40' O.C. = 92 TREES

LANDSCAPING PROVIDED:
92 PARKWAY TREES

*NO MORE THAN FIVE (5) OF THE SAME SPECIES WILL BE ADJACENT AND ONE (1) SPECIES WILL NOT COMPRISE MORE THAN THIRTY (30) PERCENT OF ALL PARKWAY PLANTINGS.

MONUMENT LANDSCAPE DETAIL - SEE SHEET 2

PLANT MATERIAL QUANTITIES

PLANT TYPE	QUANTITY
SHADE TREES	111
ORNAMENTAL TREES	12
EVERGREEN TREES	31
DECIDUOUS SHRUBS	81
EVERGREEN SHRUBS	10

SOUTH THROUGH LOT: ±463 L.F.
LANDSCAPING REQUIRED PER 42 L.F.:
2 SHADE/ORNAMENTAL TREES = 22
1 EVERGREEN TREES = 11
10 LARGE SHRUBS = 110

LANDSCAPING PROVIDED:
5 SHADE TREES
12 ORNAMENTAL TREES
31 EVERGREEN TREES
51 LARGE SHRUBS
35 SMALL SHRUBS

9-132-5 OPEN SPACE
±40,282 S.F.
(1 PLANT UNIT PER 750 S.F.)

LANDSCAPING REQUIRED:	54	P.U.
LANDSCAPING PROVIDED:	54	P.U.
11 SHADE TREES	55	P.U.

OVERALL LANDSCAPE PLAN

0 20' 40' 80'
SCALE: 1"=40'
NORTH

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197
www.grwainc.com

CLIENT

M/I HOMES
2135 CITY GATE LANE
SUITE 620
NAPERVILLE, IL 60563

CIVIL ENGINEER

CAGE
2200 CABOT DRIVE
SUITE 325
LISLE, ILLINOIS 60532

NOBLE COURT
PLAINFIELD, ILLINOIS
FINAL LANDSCAPE PLAN
OVERALL LANDSCAPE PLAN

REVISION	DATE
1	2026.05.04

DATE	2026.04.17
PROJECT NO.	MI26282
DRAWN	CLE
CHECKED	DHS
SHEET NO.	L1.1

L:\Projects\MI26282\Acad\MI26282_A02_01FLP.dwg 5/4/2026 4:45 PM

PLAT OF ABROGATION

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

LEGEND

FOUND IRON PIPE/ROD =	o
BOUNDARY LINE =	———
R.O.W. LINE =	———
LOT LINE =	———
SECTION LINE =	—— — — ——
EASEMENT LINE =	— — — — — —
CENTERLINE =	——— — ———
EX. SETBACK LINE =	— — — — —
PUBLIC UTILITY & DRAINAGE EASEMENT =	P.U. & D.E.
PUBLIC UTILITY EASEMENT =	P.U.E.
MEASURED INFORMATION =	XXX.XX
RECORD INFORMATION =	(XXX.XX)

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT

LEGAL DESCRIPTION OF THE AFFECTED PROPERTY

LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENTED NO. R2007149379, IN WILL COUNTY, ILLINOIS.

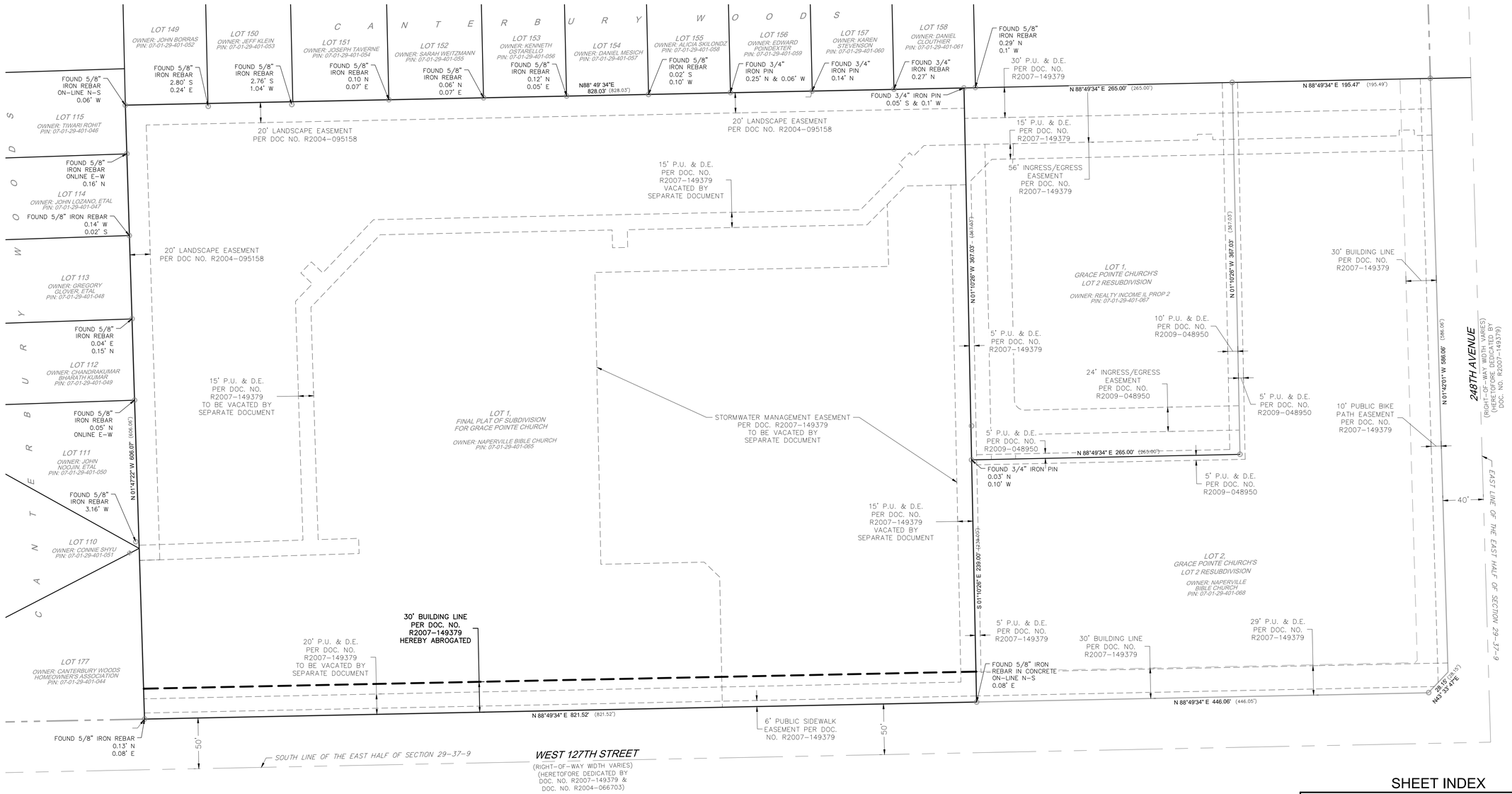
OWNER/CLIENT

WINGSPAN DEVELOPMENT GROUP
1001 FREEHANDVILLE DRIVE
MT PROSPOECT, IL 60056

CURRENT P.I.N.:

01-29-401-065

0 50' 100'
1" = 50' (HORIZONTAL)



SHEET INDEX

SHEET 1	LEGAL, EXISTING LOTS, AND EASEMENTS
SHEET 2	CERTIFICATIONS

CAGE CIVIL ENGINEERING

REVISIONS

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. AND SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

NOBLE COURT
PLAINFIELD, ILLINOIS
PLAT OF ABROGATION

PROJ NO: 240515
PM: GP
DATE: 05/19/2026
SCALE: 1" = 50'

SHEET NUMBER
1 OF 2

PLAT OF ABROGATION

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF LOT 1 OF GRACE POINTE CHURCH SUDIVISION, AND DOES HEREBY CONSENT TO THE ABROGATION OF SETBACK DEPICTED HEREON.

TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20____.

_____
NOTARY PUBLIC SIGNATURE

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF LOT 2 OF GRACE POINTE CHURCH'S LOT 2 RESUBDIVISION, AND DOES HEREBY CONSENT TO THE ABROGATION OF SETBACK DEPICTED HEREON.

TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20____.

_____
NOTARY PUBLIC SIGNATURE

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF LOT 1 OF GRACE POINTE CHURCH'S LOT 2 RESUBDIVISION, AND DOES HEREBY CONSENT TO THE ABROGATION OF SETBACK DEPICTED HEREON.

TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20____.

_____
NOTARY PUBLIC SIGNATURE

BOARD OF TRUSTEES

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED AND ACCEPTED BY THE BOARD OF TRUSTEES OF PLAINFIELD, WILL COUNTY, ILLINOIS.
DATED THIS _____ DAY OF_____ A.D., 20____.

_____
VILLAGE PRESIDENT

ATTEST: _____

WILL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS INSTRUMENT _____, WAS FILD FOR RECORD IN THE RECORDER'S OFFICE OF WILL COUNTY, ILLINOIS ON THE _____ DAY OF_____ A.D., 20_____ AT _____ O'CLOCK A.M./P.M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____

_____
RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PROPERTY DESCRIBED HEREON, AND THAT THIS PLAT WAS PREPARED FOR THE PURPOSE OF VACATING EASEMENT(S) AS SHOWN AND THAT THIS PLAT OF VACATION ACCURATELY DEPICTS SAID PROPERTY.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS, THIS ___ DAY OF ____ A.D., 20__.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2027.

GABRIELA PTASINSKA 3893 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LISLE, ILLINOIS

SHEET INDEX

SHEET 1	LEGAL, EXISTING LOTS, AND EASEMENTS
SHEET 2	CERTIFICATIONS

CAGE CIVIL ENGINEERING

REVISIONS

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

NOBLE COURT
PLAINFIELD, ILLINOIS
PLAT OF ABROGATION

PROJ NO: 240515
PM: GP
DATE: 05/19/2026
SCALE: N.T.S.

SHEET NUMBER
2 OF 2

E:_Projects\240515 - Noble Court Subdivision – Plainfield, IL\10 - Survey\Office_CAD\240515 - Plat(s) of Vacation\240515 - Plat of Abrogation_SETBACK.dwg, SHT 2, 5/22/2026 9:33:17 AM

PLAT OF VACATION

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

LEGEND

FOUND IRON PIPE/ROD =	o
BOUNDARY LINE =	
R.O.W. LINE =	
LOT LINE =	
SECTION LINE =	
EASEMENT LINE =	
CENTERLINE =	
EX. SETBACK LINE =	
EXISTING EASEMENT HEREBY VACATED =	
PUBLIC UTILITY & DRAINAGE EASEMENT =	P.U. & D.E.
PUBLIC UTILITY EASEMENT =	P.U.E.
MEASURED INFORMATION =	XXX.XX
RECORD INFORMATION =	(XXX.XX)

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT

LEGAL DESCRIPTION OF THE AFFECTED PROPERTY

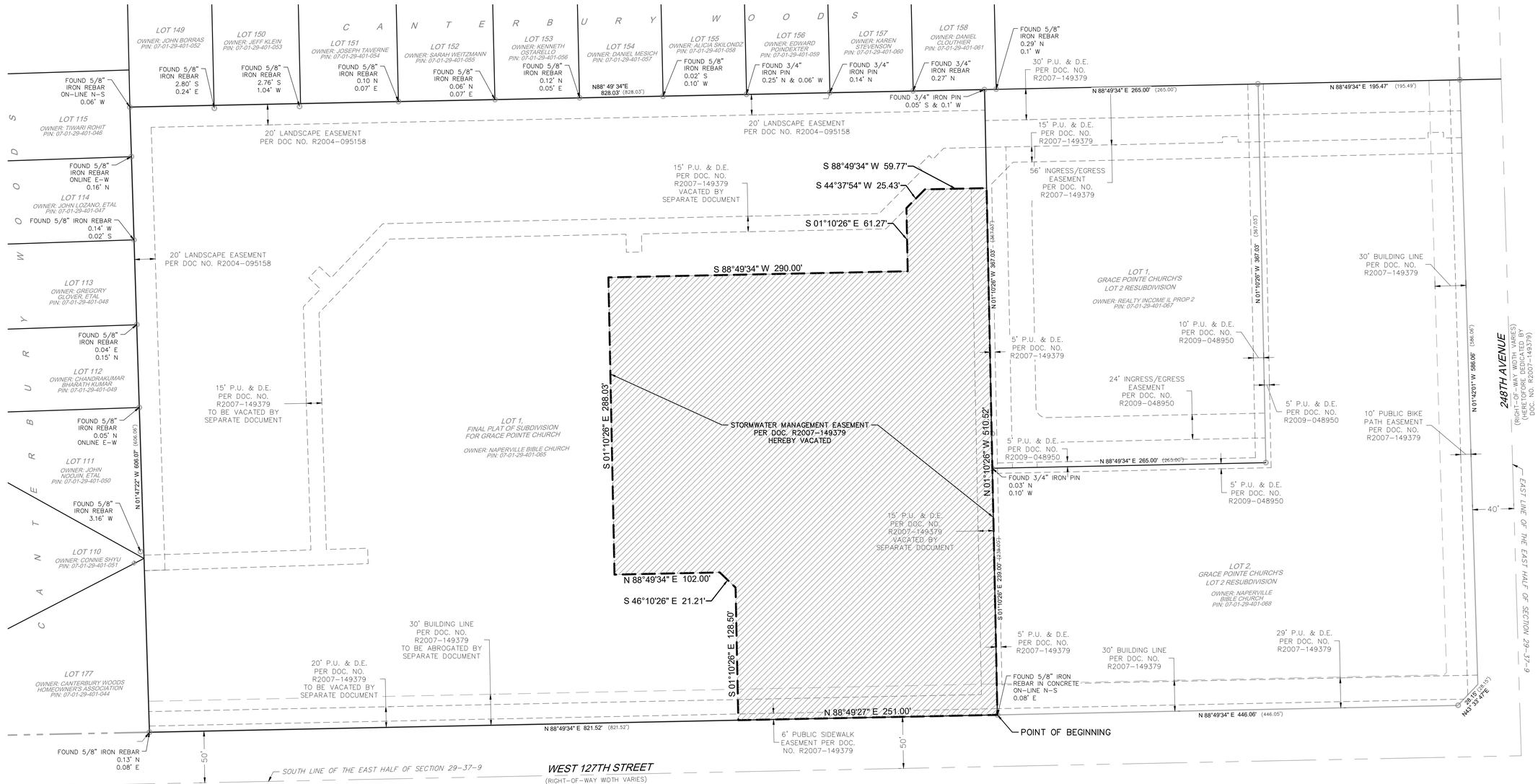
LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENTED NO. R2007149379, IN WILL COUNTY, ILLINOIS.

LEGAL DESCRIPTION OF EASEMENT TO BE VACATED

THAT PART OF LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENT NO. R2007149379, IN WILL COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1 IN THE GRACE POINTE CHURCH SUBDIVISION; THENCE NORTH 01 DEGREES 10 MINUTES 26 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 1 A DISTANCE OF 510.52 FEET; THENCE SOUTH 88 DEGREES 49 MINUTES 34 SECONDS WEST A DISTANCE OF 59.77 FEET; THENCE SOUTH 44 DEGREES 37 MINUTES 54 SECONDS WEST A DISTANCE OF 25.43 FEET; THENCE SOUTH 01 DEGREES 10 MINUTES 26 SECONDS EAST A DISTANCE OF 61.27 FEET; THENCE SOUTH 88 DEGREES 49 MINUTES 34 SECONDS WEST A DISTANCE OF 290.00 FEET; THENCE SOUTH 01 DEGREES 10 MINUTES 26 SECONDS EAST A DISTANCE OF 288.03 FEET; THENCE NORTH 88 DEGREES 49 MINUTES 34 SECONDS EAST A DISTANCE OF 102.00 FEET; THENCE SOUTH 46 DEGREES 10 MINUTES 26 SECONDS EAST A DISTANCE OF 21.21 FEET; THENCE SOUTH 01 DEGREES 10 MINUTES 26 SECONDS EAST A DISTANCE OF 128.50 FEET TO THE SOUTH PROPERTY LINE OF SAID LOT 1; THENCE NORTH 88 DEGREES 49 MINUTES 27 SECONDS EAST ALONG SAID SOUTH PROPERTY LINE A DISTANCE OF 251.00 FEET TO THE POINT OF BEGINNING,

CONTAINING A CALCULATED AREA OF 148,124 SQUARE FEET OR 3.400 ACRES, MORE OR LESS.



SHEET INDEX

SHEET 1	LEGAL, EXISTING LOTS, AND EASEMENTS
SHEET 2	CERTIFICATIONS

OWNER/CLIENT

WINGSPAN DEVELOPMENT GROUP
1001 FREEHANDVILLE DRIVE
MT PROSPOECT, IL 60056

CURRENT P.I.N.:

01-29-401-065

0 50' 100'
1" = 50' (HORIZONTAL)

CAGE CIVIL ENGINEERING

REVISIONS

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

NOBLE COURT
PLAINFIELD, ILLINOIS
PLAT OF VACATION

PROJ NO: 240515
PM : GP
DATE : 05/19/2026
SCALE : 1" = 50'

SHEET NUMBER
1 OF 2

PLAT OF VACATION

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF LOT 1 OF GRACE POINTE CHURCH SUDIVISION, AND DOES HEREBY CONSENT TO THE VACATION OF EASEMENT(S) DEPICTED HEREON.

TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20____.

_____
NOTARY PUBLIC SIGNATURE

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF LOT 2 OF GRACE POINTE CHURCH'S LOT 2 RESUBDIVISION, AND DOES HEREBY CONSENT TO THE VACATION OF EASEMENT(S) DEPICTED HEREON.

TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20____.

_____
NOTARY PUBLIC SIGNATURE

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

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TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20____.

_____
NOTARY PUBLIC SIGNATURE

BOARD OF TRUSTEES

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED AND ACCEPTED BY THE BOARD OF TRUSTEES OF PLAINFIELD, WILL COUNTY, ILLINOIS.
DATED THIS _____ DAY OF_____ A.D., 20____.

_____
VILLAGE PRESIDENT

ATTEST: _____

VACATION OF EASEMENTS APPROVED AND ACCEPTED

AUTHORITIES ON SIGNING THIS DOCUMENT HEREBY RELEASE AND CONSENT TO THE RELEASE AND VACATION OF THE EASEMENTS AS GRANTED BY DOCUMENTS R2007-149379 AS MORE PARTICULARLY SHOWN HEREON AS "HEREBY VACATED":

ACCEPTED: _____ DATE: _____
VILLAGE OF PLAINFIELD

_____
PRINTED NAME AND TITLE

WILL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS INSTRUMENT _____, WAS FILD FOR RECORD IN THE RECORDER'S OFFICE OF WILL COUNTY, ILLINOIS ON THE _____ DAY OF_____ A.D., 20____ AT _____ O'CLOCK A.M./P.M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____

_____
RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PROPERTY DESCRIBED HEREON, AND THAT THIS PLAT WAS PREPARED FOR THE PURPOSE OF VACATING EASEMENT(S) AS SHOWN AND THAT THIS PLAT OF VACATION ACCURATELY DEPICTS SAID PROPERTY.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS, THIS ___ DAY OF ____ A.D., 20__.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2027.

GABRIELA PTASINSKA 3893 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LISLE, ILLINOIS

SHEET INDEX

SHEET 1	LEGAL, EXISTING LOTS, AND EASEMENTS
SHEET 2	CERTIFICATIONS

CAGE CIVIL ENGINEERING

REVISIONS

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NOBLE COURT
PLAINFIELD, ILLINOIS
PLAT OF VACATION

PROJ NO: 240515
PM : GP
DATE : 05/19/2026
SCALE : N.T.S.

SHEET NUMBER
2 OF 2

PLAT OF VACATION

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

LEGEND

FOUND IRON PIPE/ROD =	O
BOUNDARY LINE =	
R.O.W. LINE =	
LOT LINE =	
SECTION LINE =	
EASEMENT LINE =	
CENTERLINE =	
EX. SETBACK LINE =	
EXISTING EASEMENT HEREBY VACATED =	
PUBLIC UTILITY & DRAINAGE EASEMENT =	P.U. & D.E.
PUBLIC UTILITY EASEMENT =	P.U.E.
MEASURED INFORMATION =	XXX.XX
RECORD INFORMATION =	(XXX.XX)

LEGAL DESCRIPTION OF EASEMENT TO BE VACATED

THAT PART OF LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENT NO. R2007149379, IN WILL COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1 IN THE GRACE POINTE CHURCH SUBDIVISION; THENCE NORTH 01 DEGREES 10 MINUTES 26 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 1 A DISTANCE OF 550.02 FEET; THENCE SOUTH 88 DEGREES 49 MINUTES 34 SECONDS A DISTANCE OF 40.66 FEET; THENCE SOUTH 44 DEGREES 37 MINUTES 54 SECONDS WEST A DISTANCE OF 15.03 FEET; THENCE NORTH 45 DEGREES 22 MINUTES 06 SECONDS WEST A DISTANCE OF 5.19 FEET; THENCE SOUTH 44 DEGREES 37 MINUTES 54 SECONDS WEST A DISTANCE OF 15.00 FEET; THENCE SOUTH 45 DEGREES 22 MINUTES 06 SECONDS EAST A DISTANCE OF 5.19 FEET; THENCE SOUTH 44 DEGREES 37 MINUTES 54 SECONDS WEST A DISTANCE OF 58.91 FEET; THENCE SOUTH 88 DEGREES 49 MINUTES 34 SECONDS WEST A DISTANCE OF 480.99 FEET; THENCE SOUTH 43 DEGREES 40 MINUTES 46 SECONDS WEST A DISTANCE OF 72.52 FEET; THENCE NORTH 46 DEGREES 19 MINUTES 14 SECONDS WEST A DISTANCE OF 15.62 FEET; THENCE SOUTH 43 DEGREES 40 MINUTES 46 SECONDS WEST A DISTANCE OF 15.00 FEET; THENCE SOUTH 46 DEGREES 19 MINUTES 14 SECONDS EAST A DISTANCE OF 15.62 FEET; THENCE SOUTH 43 DEGREES 40 MINUTES 46 SECONDS WEST A DISTANCE OF 23.97 FEET; THENCE SOUTH 01 DEGREE 47 MINUTES 22 SECONDS EAST A DISTANCE OF 235.62 FEET; THENCE SOUTH 88 DEGREES 12 MINUTES 38 SECONDS WEST A DISTANCE OF 161.85 FEET TO APPINT ON THE WEST PROPERTY LINE OF SAID LOT 1; THENCE SOUTH 01 DEGREES 47 MINUTES 22 SECONDS EAST ALONG SAID WEST PROPERTY LINE A DISTANCE OF 15.00 FEET; THENCE NORTH 88 DEGREES 12 MINUTES 38 SECONDS A DISTANCE OF 216.83 FEET; THENCE NORTH 01 DEGREES 47 MINUTES 22 SECONDS WEST A DISTANCE OF 15.00 FEET; THENCE SOUTH 88 DEGREES 12 MINUTES 38 SECONDS WEST A DISTANCE OF 39.98 FEET; THENCE NORTH 01 DEGREES 47 MINUTES 22 SECONDS WEST A DISTANCE OF 229.34 FEET; THENCE NORTH 43 DEGREES 40 MINUTES 46 SECONDS EAST A DISTANCE OF 98.97 FEET; THENCE NORTH 88 DEGREES 49 MINUTES 34 SECONDS EAST A DISTANCE OF 229.07 FEET; THENCE SOUTH 01 DEGREES 10 MINUTES 26 SECONDS EAST A DISTANCE OF 17.50 FEET; THENCE NORTH 88 DEGREES 49 MINUTES 34 SECONDS EAST A DISTANCE OF 15.00 FEET; THENCE NORTH 01 DEGREES 10 MINUTES 26 SECONDS WEST A DISTANCE OF 17.50 FEET; THENCE NORTH 88 DEGREES 49 MINUTES 34 SECONDS EAST A DISTANCE OF 236.78 FEET; THENCE NORTH 44 DEGREES 37 MINUTES 54 SECONDS EAST A DISTANCE OF 53.79 FEET; THENCE NORTH 88 DEGREES 49 MINUTES 34 SECONDS EAST A DISTANCE OF 44.77 FEET; THENCE SOUTH 01 DEGREES 10 MINUTES 26 SECONDS EAST A DISTANCE OF 490.52 FEET; THENCE SOUTH 88 DEGREES 49 MINUTES 34 SECONDS WEST A DISTANCE OF 806.73 FEET TO A POINT ON THE WEST PROPERTY LINE OF SAID LOT 1; THENCE SOUTH 01 DEGREES 47 MINUTES 22 SECONDS ALONG SAID WEST PROPERTY LINE A DISTANCE OF 20.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 88 DEGREES 49 MINUTES 34 SECONDS EAST ALONG THE SOUTH PROPERTY LINE OF SAID LOT 1 A DISTANCE OF 821.52 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 42,947 SQUARE FEET OR 0.986 ACRES, MORE OR LESS.

LEGAL DESCRIPTION OF THE AFFECTED PROPERTY

LOT 1, IN GRACE POINTE CHURCH, BEING A SUBDIVISION OF THE SOUTH 656.03 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 9, 2007 AS DOCUMENTED NO. R2007149379, IN WILL COUNTY, ILLINOIS.

OWNER/CLIENT

WINGSPAN DEVELOPMENT GROUP
1001 FREEHANDVILLE DRIVE
MT PROSPOECT, IL 60056

CURRENT P.I.N.:

01-29-401-065

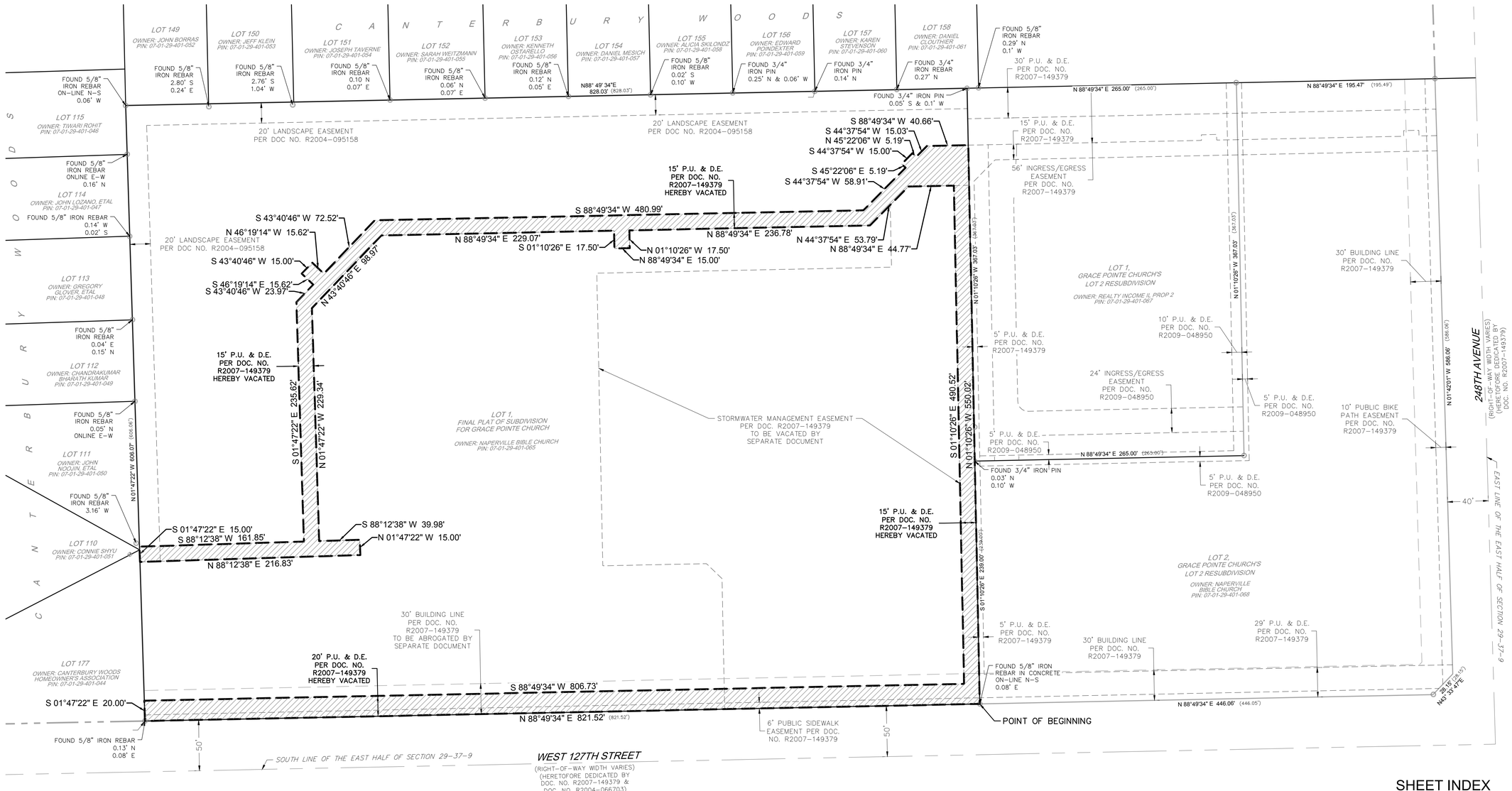
SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT

N

0 50' 100'

1" = 50' (HORIZONTAL)



SHEET INDEX

SHEET 1	LEGAL, EXISTING LOTS, AND EASEMENTS
SHEET 2	CERTIFICATIONS

CAGE CIVIL ENGINEERING

REVISIONS

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NOBLE COURT
PLAINFIELD, ILLINOIS
PLAT OF VACATION

PROJ NO: 240515
PM: GP
DATE: 05/19/2026
SCALE: 1" = 50'

SHEET NUMBER
1 OF 2

PLAT OF VACATION

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, IN TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF LOT 1 OF GRACE POINTE CHURCH SUBDIVISION, AND DOES HEREBY CONSENT TO THE VACATION OF EASEMENT(S) DEPICTED HEREON.

TITLE: _____

ADDRESS: _____

DATED THIS _____ DAY OF_____ A.D., 20____.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

DATED THIS _____ DAY OF_____ A.D., 20____.

_____
NOTARY PUBLIC SIGNATURE

VACATION OF EASEMENTS APPROVED AND ACCEPTED

AUTHORITIES ON SIGNING THIS DOCUMENT HEREBY RELEASE AND CONSENT TO THE RELEASE AND VACATION OF THE EASEMENTS AS GRANTED BY DOCUMENTS R2007-149379 AS MORE PARTICULARLY SHOWN HEREON AS "HEREBY VACATED":

ACCEPTED: _____ DATE: _____
AT&T

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
COMMONWEALTH EDISON

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
NI-GAS COMPANY

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
COMAST CABLE COMPANY

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
VILLAGE OF PLAINFIELD

_____
PRINTED NAME AND TITLE

BOARD OF TRUSTEES

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED AND ACCEPTED BY THE BOARD OF TRUSTEES OF PLAINFIELD, WILL COUNTY, ILLINOIS.
DATED THIS _____ DAY OF_____ A.D., 20____.

_____
VILLAGE PRESIDENT

ATTEST: _____

WILL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS INSTRUMENT _____, WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF WILL COUNTY, ILLINOIS ON THE _____ DAY OF_____ A.D., 20_____ AT _____ O'CLOCK A.M./P.M., AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____

_____
RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PROPERTY DESCRIBED HEREON, AND THAT THIS PLAT WAS PREPARED FOR THE PURPOSE OF VACATING EASEMENT(S) AS SHOWN AND THAT THIS PLAT OF VACATION ACCURATELY DEPICTS SAID PROPERTY.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS, THIS ___ DAY OF ____ A.D., 20__.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2027.

GABRIELA PTASINSKA 3893 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LISLE, ILLINOIS

SHEET INDEX

SHEET 1	LEGAL, EXISTING LOTS, AND EASEMENTS
SHEET 2	CERTIFICATIONS

CAGE CIVIL ENGINEERING

REVISIONS △

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NOBLE COURT
PLAINFIELD, ILLINOIS
PLAT OF VACATION

PROJ NO: 240515
PM: GP
DATE: 05/19/2026
SCALE: N.T.S.

SHEET NUMBER
2 OF 2

John F. Argoudelis
PRESIDENT

Michelle Gibas
VILLAGE CLERK

TRUSTEES
Margie Bonuchi
Richard Kiefer
Siv Panicker
Tom Ruane
Vanessa Sula
Brian Wojowski

MEMO TO: President Argoudelis and Board of Trustees
FROM: Jonathan Proulx, Director of Planning
DATE: July 2, 2026
RE: Playa Vista Townes ~ Dormant Special Service Area No. 54
Case No. 2110-082025.FP/SSA

Staff is seeking to complete the process of establishing Special Service Area No. 54, to act as a dormant insurance policy for maintenance of common areas at the Playa Vista Townes development, as outlined below.

At the November 17, 2025 meeting of the Board of Trustees, the Village Board approved the final plat for the Playa Vista Townes. Village policy is to establish a dormant special service area (DSSA) to act as a back-up for common area maintenance costs in the event a homeowners' association (HOA) fails to meet these obligations. At the April 20, 2026 Village Board meeting, the Village adopted Ordinance No. 3792 to establish a public hearing date of July 6, 2026, to consider the proposed DSSA.

Staff has prepared the enclosed ordinance to establish the DSSA. Staff is requesting motions to hold the public hearing and adopt the DSSA ordinance at the July 6, 2026 Village Board meeting. Should the Village Board concur, the following motions are offered for your consideration:

I move we open a Public Hearing regarding a proposed dormant Special Service Area (DSSA) for the Playa Vista Townes development located generally east of Ridge Road, south of 135th Street, in the Village of Plainfield.

I move we close the Public Hearing and return to the regular business meeting.

I move we approve Ordinance No. ____, Establishment of a Special Service Area Number 54 – Playa Vista Townes Residential Subdivision, Kendall County, in the Village of Plainfield, Following Notice and Public Hearing in Connection Therewith.

ORDINANCE NO. ____

ESTABLISHMENT OF A SPECIAL SERVICE AREA NUMBER 54
PLAYA VISTA TOWNES RESIDENTIAL SUBDIVISION
KENDALL COUNTY
IN THE VILLAGE OF PLAINFIELD
FOLLOWING NOTICE AND PUBLIC HEARING IN CONNECTION THEREWITH

VILLAGE OF PLAINFIELD
ORDINANCE NO. ____
AN ORDINANCE FOR THE ESTABLISHMENT OF
A SPECIAL SERVICE AREA NUMBER 54
PLAYA VISTA TOWNES SUBDIVISION
KENDALL COUNTY
IN THE VILLAGE OF PLAINFIELD
FOLLOWING NOTICE AND
PUBLIC HEARING IN CONNECTION THEREWITH

PIN: 06-01-200-006 (Kendall County)

WHEREAS, special service areas are established pursuant to subsection (1) of Section 7 of Article VII of the Illinois Constitution of 1970, and the Special Service Area Tax Law (35 ILCS 200/27-5 et seq) and the Property Tax Code (35 ILCS 200/1-1 et seq); and

WHEREAS, the Village of Plainfield desires to establish such an area as hereinafter described; and

NOW, THEREFORE, BE IT ORDAINED, by the President and Board of Trustees of the Village of Plainfield, Illinois, as follows:

SECTION ONE:

(A) That it is in the public interest that the territory hereinafter described in the Notice referred to in Section Four hereof be established as Special Service Area Number 54 for the purposes set forth herein. An accurate map and legal description of said territory is attached hereto as Group Exhibit "A-I".

(B) That said Area is compact and contiguous.

(C) That said Area is zoned for residential purposes and will benefit specially from the municipal services to be provided and that said proposed municipal services are unique an in addition to municipal services provided to the Village of Plainfield as a whole; and it is, therefore, in the best interest of said Area and the Village of Plainfield as a whole that special taxes be levied against said Area for the services to be provided.

(D) Therefore, that Village of Plainfield Special Service Area Number 54 be and is hereby established for and with regard to the aforesaid territory.

SECTION TWO: That the purpose of Village of Plainfield Special Service Area Number 54 is to provide special municipal improvements to said Area which include the maintenance, repair and replacement of certain entry monuments, landscaped easements and stormwater retention areas within the Area, all in accordance with the final landscape and engineering plan and final plat of subdivision for the Area; and the proposed municipal services are unique and are in addition to the services provided by the Village generally. Annual taxes shall be assessed and

levied for said special municipal services in said Area, on property in said Area in addition to all other municipal taxes; provided that the special annual tax shall be levied upon the equalized assessed value of the property in said Area in an amount not to exceed an annual rate of twenty-one-hundredths percent (.20%, being 20 cents per $100) of equalized assessed valuation thereof. This tax shall be levied for an indefinite period of time commencing during and in the years subsequent to the date of this Ordinance. Said taxes shall be in addition to all other taxes provided by law and shall be levied pursuant to the provisions of the Property Tax Code. Notwithstanding the foregoing, taxes shall not be levied hereunder and said Area shall be "dormant", and shall take effect only if the Homeowners Association fails to maintain, repair or replace the aforesaid required items and the Village is forced to assume said responsibilities. During the years of development in the Area and initially thereafter, said levies are intended to produce approximately $75,000.00 annually for the cost of said services. However, there Village may annually levy hereunder up to the maximum rate specified herein for the cost for the said services, as said services become necessary and are provided for.

SECTION THREE: That a public hearing has been held on the 6th day of July, 2026 at 7:00 p.m., in the Village Board Room of the Village Hall, 24401 W. Lockport, Plainfield, Illinois, with regard to the establishment of Village of Plainfield Special Service Area Number 54 in the territory described in the Notice referred to in Section Four hereof. At the hearing, there was considered the levy of an annual tax as described and limited in Section Two hereof.

SECTION FOUR: That notice of hearing was published on the 19th day of June, 2026, in a newspaper in general circulation in the Village of Plainfield. In addition, the Notice was sent to the person last listed on the tax rolls prior to that year as the owner of said property. Notice was provided for in the form described by Exhibit "B" attached hereto.

SECTION FIVE: That this ordinance shall be in full force and effect, and shall be controlling, upon its passage and approval.

SECTION SIX: That all ordinances or parts of ordinances thereof in conflict therewith are hereby repealed to the extent of any such conflict.

SECTION SEVEN: That any Section or provisions of this Ordinance that is construed to be invalid or void shall not affect the remaining Sections or provisions which shall remain in full force and effect thereafter.

PASSED THIS _____ DAY OF _____, 2026.

AYES:

NAYS:

ABSENT:

APPROVED THIS _____ DAY OF _____, 2026.

_____
VILLAGE PRESIDENT

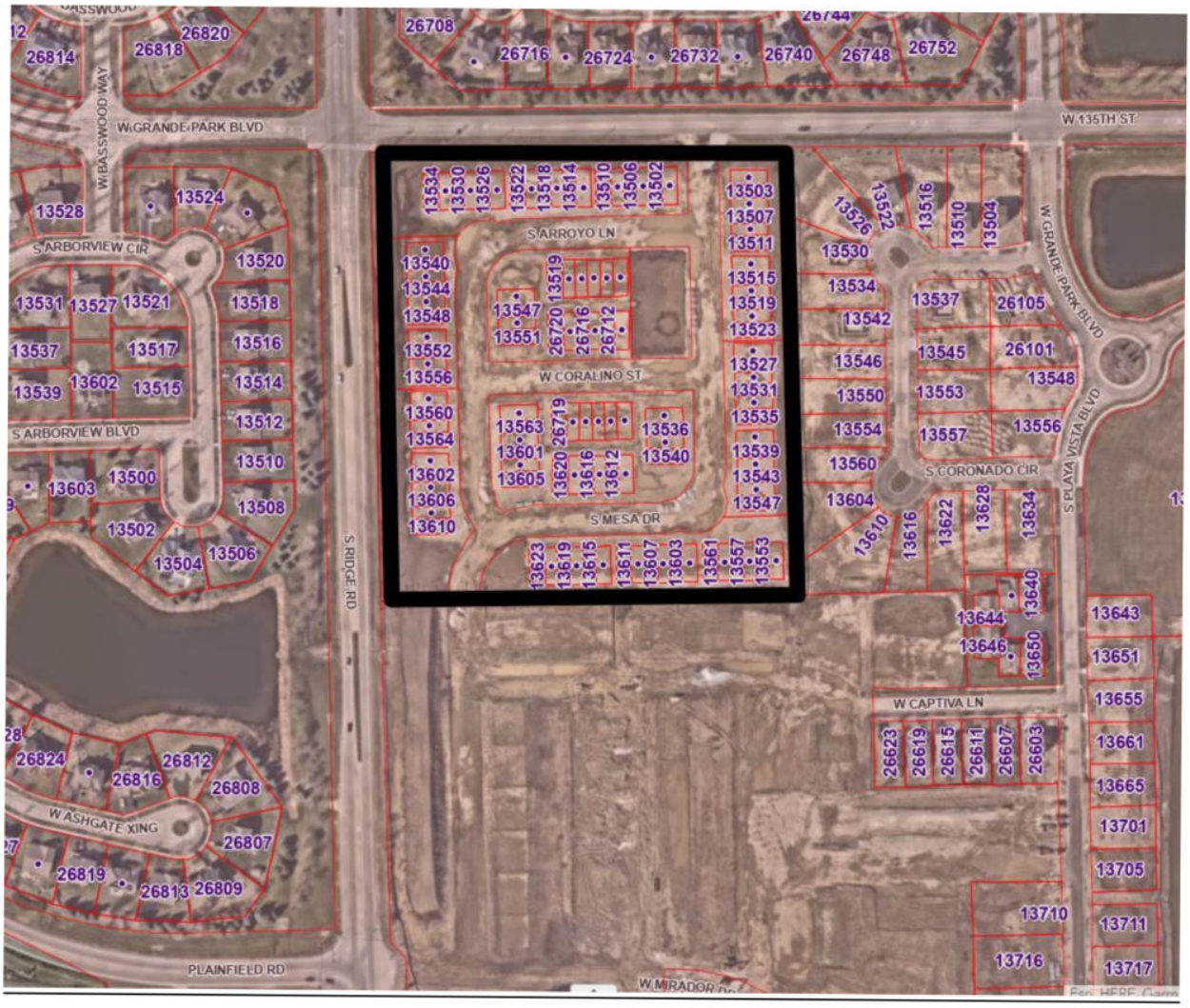
ATTEST:

_____
VILLAGE CLERK

PREPARED BY AND RETURN TO:
VILLAGE OF PLAINFIELD
24401 W. LOCKPORT STREET
PLAINFIELD, IL 60544
ATTN: VILLAGE CLERK

EXHIBIT A-I

MAP AND LEGAL DESCRIPTION FOR
VILLAGE OF PLAINFIELD SPECIAL SERVICE AREA 54



The proposed Special Service Area (SSA) consists of property generally located at the southeast corner of 135th Street and Ridge Road and is commonly known as the Playa Vista Residential Subdivision in Kendall County, Illinois.

The legal description of the proposed SSA is as follows:
Being A Subdivision Of Section 1, Township 36 North, Range 8, East Of The Third Principal Meridian, In The Township Of Na-Au-Say, Kendall County, Illinois.

EXHIBIT B

Certificate of the Publication

The Herald-News

Description:PLAYA VISTA
2332272
PLAYA VISTA

VILLAGE OF PLAINFIELD
ATTN KRISTIN PARTYKA
24401 W LOCKPORT ST
PLAINFIELD IL 60544-2313

Shaw Media certifies that it is the publisher of The Herald-News. The Herald-News is a secular newspaper, has been continuously published daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Joliet, County of Will, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 ILCS 5/5.

A notice, a true copy of which is attached, was published one time(s) in The Herald-News, namely one time per week for one successive week(s). Publication of the notice was made in the newspaper, dated and published on
06/19/2026

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2.1.
In witness, Shaw Media has signed this certificate by Jennifer Heintzelman, its Director of Public Notices, at Joliet, Illinois, on
19th day of June, A.D. 2026

Shaw Media By:

Shaw Media, Director of Public Notices

By: /Jennifer Heintzelman/
its Director of Public Notices

Account Number [redacted]

Amount [redacted]

PUBLIC NOTICE
NOTICE OF HEARING
VILLAGE OF PLAINFIELD
SPECIAL SERVICE AREA NUMBER 54
PLAYA VISTA TOWNES RESIDENTIAL SUBDIVISION

NOTICE IS HEREBY GIVEN that on the Monday, July 6, 2026, at 7:00 p.m., a public hearing will be held by the Village Board of the Village of Plainfield in the Village Board Room of the Village Hall, 24401 W. Lockport, Plainfield, Illinois, to consider the establishment of a Special Service Area consisting of the subject property located at the southeast corner of 135th St. and Ridge Rd. commonly known as the Playa Vista Townes Residential Subdivision in Kendall County, Illinois and legally described as follows:

Being A Subdivision Of Section 1, Township 36 North, Range 8, East Of The Third Principal Meridian, In The Township Of Na-Au-Say, Kendall County, Illinois.

An accurate map of said territory is on file in the Office of the Village Clerk and available for public inspection.

All interested persons affected by the formation of Special Service Area Number 54 will be given an opportunity to be heard regarding the formation of the boundaries of the Area and may object to the formation of the Area and the levy of taxes affecting said Area.

The purpose of the formation of Special Service Area Number 54 in general is to provide for the maintenance, repair and replacement of certain entry monuments, landscaped easements and stormwater retention areas in said Area, all in accordance with the final landscape and engineering plan and final plat of subdivision for the Area, and the proposed municipal services are unique and are in addition to the improvements provided and/or maintained by the Village generally.

At the hearing, all persons affected will be given an opportunity to be heard. At the hearing, there will be considered the levy of an annual tax of not to exceed an annual rate of twenty one-hundredths percent (.20%, being 20 cents per $100) of the equalized assessed value of the property in the proposed Special Service Area Number 54, said tax to be levied for an indefinite period of time from and after the date of the Ordinance establishing said Area. Said taxes shall be in addition to all other taxes provided by law and shall be levied pursuant to the provisions of the Property Tax Code. Said levies are intended to produce approximately $75,000.00 annually for the cost for said services. Notwithstanding the foregoing, taxes shall not be levied hereunder and said Area shall be "dormant" and shall take effect only if the Homeowners Association fails to maintain, repair or replace the aforesaid required items and the Village is forced to assume said responsibilities.

The hearing may be adjourned by the Village Board to another date without further notice other than a motion to be entered upon the minutes of its meeting fixing the time and place of its adjournment.

If a petition signed by at least fifty-one percent (51%) of the electors residing within the proposed Special Service Area Number 54 and by at least fifty-one percent (51%) of the owners of record of the land included within the boundaries of the proposed Area is filed with the Village Clerk within sixty (60) days following the final adjournment of the public hearing objecting to the establishment of the Area, then enlargement thereof, or the levy or imposition of a tax for the provision of special services to the Area, no such Area may be established or enlarged, or tax levied or imposed.

By order of the Corporate Authorities of the Village of Plainfield, Will and Kendall Counties, Illinois.

MICHELLE GIBAS
Village Clerk

Case No. 2110-082025.FP.SSA

(Published in Herald-News June 19, 2026) 2332272

MEMORANDUM

To: **Mayor Argoudelis and Trustees**

From: **Robert Miller, Chief of Police**
Joshua Blakemore, Village Administrator

Date: **Monday, July 6, 2026**

Re: **Police Sergeant's Collective Bargaining Unit (MAP #94) Contract Approval**

Background Findings

Staff is seeking board approval of the Police Sergeant's collective bargaining unit (Metropolitan Alliance of Police #94) new contract. This contract will retroactively go into effect on May 1, 2026, and expire on April 30, 2029. The updates to the contract include the following:

- Sec. 7.2 – Shift Schedule: A change of schedule will now be 14 days' notice (previously 21 days)
- Sec. 7.9 – Compensatory Time Option: Can earn/use up to 88 hours of compensatory time with a minimum of 14 days' notice (previously was 96 hours with 5-day notice).
- Sec. 9.1 and 9.2 – Holiday: Can earn compensatory time in lieu of holiday pay on Thanksgiving and the day after Thanksgiving (previously unable to earn compensatory time on any holiday)
- Sec. 10.8 – Deferred Compensation Contribution: Sergeants with 10+ years of service can sellback up to 80 hours of sick time into their 457 plan (previously 60 hours with 8 years as a Sergeant). They cannot drop below 120 hours in their sick bank.
- Sec. 17.3 – Educational Assistance Plan: Sergeants can be re-imbursed up to $5,000 of out-of-pocket expense for education (previously was $3,000).
- Sec. 18.5 – Plainclothes Employees: All non-uniformed personnel will fall under the quartermaster system (previously received $600 clothing stipend).
- Wages: There are no changes to the structure of the wages as the Sergeant's wage is a percentage above the top officer's wage based on years of service as a sergeant (10% - 20%)

Recommendation

It is Staff's recommendation the Village Board direct the President to authorize the approval of the collective bargaining contract between the Village of Plainfield and the Sergeant's collective bargaining unit, MAP #94.

2026 - 2029

CONTRACT
BETWEEN
THE VILLAGE OF PLAINFIELD, ILLINOIS
AND
METROPOLITAN ALLIANCE OF POLICE
PLAINFIELD SERGEANT CHAPTER #94

EFFECTIVE 05/01/2026 THROUGH 04/30/2029

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PREAMBLE

THIS AGREEMENT is entered into by the VILLAGE OF PLAINFIELD, Illinois (the "Village") and the METROPOLITAN ALLIANCE OF POLICE PLAINFIELD SERGEANT CHAPTER #94 (the "Union") this _____ day of _____, 2026, and is in recognition of the Union's status as the representative of certain of the Village's full-time employees, as certified in ILRB Case No. S-RC-23-020, and has as its basic purpose the promotion of harmonious relations between the parties, the establishment of an equitable and orderly procedure for resolving differences arising out of the employment relationship and the establishment of an entire agreement covering rates of pay, hours of work, and other conditions of employment for employees of the Village in the unit described in Article I hereof. Therefore, in consideration of the mutual promises and agreements contained in this Agreement, the Village and the Union do mutually promise and agree as follows:

ARTICLE I
RECOGNITION OF BARGAINING AGENT

Section 1.1. Recognition of Bargaining Agent. The Village agrees during the term of this Agreement to recognize the Union as the sole and exclusive bargaining agent with respect to wages, hours and conditions of employment for employees in the bargaining unit as certified by ILRB case #S-RC-23-020.

INCLUDED: All full-time, sworn police sergeants.

EXCLUDED: All full-time sworn peace officers in the titles of Patrol Officers and Detective, Chief of Police, Deputy Chief, Commanders, all non-sworn employees, and any supervisory, managerial, or confidential employees and all other employees of the Village of Plainfield.

The probationary period for sergeants shall commence on the employee's date of promotion and continue for twelve (12) months following promotion. Time absent from duty or not served shall not apply toward satisfaction of the probationary period. During the probationary period, a sergeant is entitled to all rights, privileges, or benefits under this Agreement, except as limited by the express terms of this Agreement, which limitations include that the Chief of Police and/or the Plainfield Board of Police Commissioners (hereinafter the "Board") may suspend or demote, a probationary sergeant, but only for just cause. Such actions of the Chief of Police and the Board shall be subject to the provisions in Article VI of this Agreement.

Section 1.2. Fair Representation. The Union recognizes its responsibility as the exclusive bargaining agent of all employees in the bargaining unit and agrees to fairly represent each and every employee regardless of whether they are members of the Union, in accordance with the Illinois Public Labor Relations Act.

Section 1.3. Gender. In this contract, the pronouns "He, Him and His" shall refer to both male and female employees equally.

ARTICLE II
MANAGEMENT RIGHTS

Section 2.1. Management Rights. Except as specifically limited by the express provisions of this Agreement, and subject to the powers of the Board, the Village retains all traditional rights to manage and direct the affairs of the Village in all of its various aspects and to manage and direct its employees, including but not limited to the following: to plan, direct, control and determine the budget and all the operations, services, policies, practices and missions of the Village; to supervise and direct the working forces; to establish the qualifications for employment and to deploy employees both internally and externally to other police-related assignments or functions; to schedule and assign work; to establish and eliminate specialty positions and to select personnel to fill them; to transfer and reassign employees; to establish work and productivity standards, and, from time to time, to change those standards; to assign overtime; to purchase goods and contract

out services; to determine the methods, means, organization and number of personnel by which departmental operations and services shall be made or purchased; to make, alter and enforce rules, regulations, orders, policies and procedures; to evaluate, promote or demote (with the approval of the Board), and to establish the standards for such promotions; to establish performance standards; to recommend discipline, suspend and/or discharge non-probationary employees for just cause, (probationary employees without case); to change or eliminate existing methods, practices, equipment or facilities or introduce new ones; to determine fitness and training needs and to assign employees to training; to determine work hours (shift hours) and to change them from time to time: to determine and implement internal investigation procedures; to take any and all actions as may be necessary to carry out the mission of the Village and the Police Department in the event of civil emergency as may be declared by the Village President, Chief of Police or their authorized designees, which may include, but are not limited to: riots, civil disorders, tornado conditions, floods or other catastrophes or financial emergencies, to suspend the terms of this Agreement during such civil emergency; and, to generally carry out the mission of the Village.

Section 2.2. Authority of the Plainfield Board of Police Commissioners ("Board"). This Agreement is not intended and shall not be construed to diminish or modify the authority of the Board, or any successor to it except that disciplinary actions shall be subject to the grievance and arbitration provisions of this contract. The parties hereto expressly recognize the existing authority of the Board for all matters other than discipline.

Section 2.3. Work Rules, General Orders and Regulations. The Village may adopt, change or modify work rules, general orders, and regulations ("work rules"). The Village agrees to post or make available in the Department a copy of its applicable work rules where such rules exist in writing. Whenever the Village changes work rules or issues new work rules applicable to employees, the Union will be given reasonable notice, absent an emergency, before the effective date of the work rules in order that the Union may discuss such work rules with the Village before they become effective, if the Union so requests.

Section 2.4. No Solicitation. While the Village acknowledges that bargaining unit employees may conduct solicitation of Plainfield merchants, residents or citizens, the Chapter agrees that no bargaining unit employee will solicit any person or entity for contributions on behalf of the Plainfield Police Department or the Village of Plainfield.

Bargaining unit members agree that the Village name, shield or insignia, communication systems, supplies and/or materials will not be used for solicitation purposes. Solicitation for the benefit of the collective bargaining representative by bargaining unit employees may not be done on work time or in a work uniform. The bargaining unit employees agree that they will not use the words "Plainfield Police Department" in their name or describe themselves as the "Village of Plainfield." Bargaining unit members shall have the right to explain to the public, if necessary, that they are members of an organization providing collective bargaining, legal defense and other benefits to all patrol-rank police officers employed by the Village.

The foregoing shall not be construed as a prohibition of lawful solicitation efforts by bargaining unit members directed to the general public. Each party hereto agrees that they will comply with all applicable laws regarding solicitation.

This Section 2.4 does not apply to the solicitation efforts of the Metropolitan Alliance of Police or any of its agents who are not bargaining unit employees.

ARTICLE III
PERSONNEL FILES

Section 3.1. Review Of Personnel Files. All employees may review their respective personnel files pursuant to the provisions of Section 40/2 *et seq.* of Chapter 820 of the Illinois Compiled Statutes, (820 ILCS 40/2). It is agreed that any grievance related to this Section may be processed only up to Step Three of the grievance procedure. Nothing in this section shall diminish an employee's right to seek enforcement of their rights under 820 ILCS ILCS 40/2 by actions other than the grievance procedure.

Section 3.2. Use of Personnel Files. Any record of Notices of Counseling, Counseling Letters, Written Reprimands and/or record of punitive action which resulted in one (1) suspension day shall not be used in future disciplinary actions, if the following requirements are met:

1. No other violation(s) of a similar type have occurred within twelve (12) months (24 months for a suspension day) from the date of receiving the reprimand (suspension). If a violation of a similar type occurs within twelve (12) months (24 months for a single suspension day) from the date of receiving the reprimand (or suspension), neither the initial violation nor the subsequent violation will be subject to this section.

Section 3.3. Employee Notification. A copy of any disciplinary action or material related to disciplinary action or material related to employee performance, which is placed in the personnel file, shall be sent to the employee.

ARTICLE IV
UNION SECURITY

Section 4.1. Dues Check-off. While this Agreement is in effect, the Village will deduct from each employee's paycheck once each month the uniform, regular monthly union dues for each employee in the bargaining unit who has filed with the Village a lawful, voluntary, effective check-off authorization form. The Village will honor all executed check-off authorization forms received not later than ten (10) working days prior to the next deduction date and such authorization forms shall remain in effect until revoked.

Total deductions collected for each calendar month shall be remitted by the Village to an address provided by the Union not later than the fifteenth (15th) of the following month. The Union agrees to refund to the employee(s) any amount paid to the Union in error on account of this dues deduction provision.

A Union member desiring to revoke the dues check-off may do so at any time upon written notice to the Village and Union. Dues shall be withheld and remitted to the Union unless or until such time as the Village and Union receive a notice of revocation of dues check-off from an employee, or notice of revocation of dues check-off from an employee, or notice of an employee's death, transfer from covered employment, termination of covered employment, or when there are insufficient funds available in the employee's earnings after withholding all other legal and required deductions. Information concerning dues not deducted under this Article shall be forwarded to the Union, and this action will discharge the Village's only responsibility with regard to such cases. Deductions shall cease at such time as a strike or work stoppage occurs in violation of Article V of the Agreement (No Strike, No Lockout).

Section 4.2. Union Indemnification. The Union shall indemnify, defend and hold harmless the Village and its officials, representatives, employees and agents against any and all claims, demands, suits or other forms of liability (monetary or otherwise) and for all legal costs including attorneys' fees incurred by the Village that shall arise out of or by reason of action taken or not taken by the Village in complying with the provisions of this Article except if the Village initiates or prosecutes such action. If an improper deduction is made, the Union shall refund any such amount directly to the employee.

Section 4.3. Bulletin Board. The Village will provide a bulletin board in or proximate to the lunchroom and/or locker rooms for posting of Union notices of meetings, the seniority roster, notices of educational opportunities, and notices of extra duty opportunities. The Union shall limit its posting of notices and other materials to such bulletin board. The Union shall not use the bulletin board space for posting abusive or inflammatory or partisan political material. All material shall be signed and approved by an authorized representative of the Union prior to posting.

Section 4.4. Fair Share. In light of *Janus v. AFSCME,* fair share fees are no longer collected. So long as *Janus* remains binding authority, fair share fees will not be collected. However, should *Janus* be overruled, theparties will meet and bargain over the means and manner by which fair share fees will be collected.

ARTICLE V
NO STRIKE, NO LOCKOUT

Section 5.1. No Strike. Neither the Union nor any employees, will instigate, promote, sponsor, engage in, or condone any strike, sympathy strike, secondary boycott, slowdown, speed-up, sit-down, concerted stoppage of work, concerted refusal to perform overtime, converted abnormal or unapproved enforcement procedures or policies, work-to-the-rule situation, mass absenteeism, which in any way results in the interruption or disruption of the operations of the Village, regardless of the reason for doing so. Each employee who holds the position of employee or steward of the Union occupies a position of special trust and responsibility to maintain compliance with the provisions of this Article. In addition, in the event of a violation of this section of this Article, the Union agrees to inform its members of their obligation under this Agreement

and to direct them to return to work. Employees who violate this clause shall be subject to discipline.

Any grievance filed under this Section 5.1 shall be solely limited to the issue of whether the employee or employees violated Section 5.1.

Section 5.2. No Lockout. The Village will not lockout any employees during the term of this Agreement as a result of a labor dispute with the Union. A "lockout" shall refer to a refusal by the Village to allow employees to work in order to obtain a concession with regard to rates of pay, hours of work and other conditions of employment. This term does not apply to a reduction in force, curtailment of operations or disciplinary action involving termination or suspension.

ARTICLE VI
GRIEVANCE PROCEDURE

Section 6.1. Definition of Grievance. A grievance is defined as a complaint arising under and during the term of this Agreement raised by an employee or the Union involving an alleged violation, misinterpretation or misapplication of this Agreement. This grievance procedure shall supersede any other Village grievance procedure.

Section 6.2. Grievance Procedure. Recognizing that grievances should be raised and settled promptly, a grievance must be raised by the affected employee and/or the Union Steward within seven (7) working days after the occurrence of the event giving rise to the grievance, or within seven (7) working days after the date when the employee or the Union Steward should, using reasonable diligence, reasonably have become aware of the event giving rise to the grievance, in accord with the following procedure (a working day shall not include Saturdays, Sundays and holidays observed by the Village):

Step One: Immediate Supervisor. The employee or the Union shall give written notification of the grievance to the immediate supervisor (Commander). Such notification shall specifically state that the matter is a grievance under this Agreement and shall include a description of the event giving rise to the grievance, the date of the event, the specific provision of the Agreement alleged to have been violated and the relief requested. Such notification shall be on a Union grievance form containing the relevant information. The immediate supervisor shall answer the grievance in writing within seven (7) working days.

Step Two: Appeal to Chief. If the grievance is not settled in Step One, or if a timely answer is not given, the employee or the Union may, within ten (10) working days following the Commander's answer or expiration of the time limit set forth in Step One, file with the Chief of Police a written appeal signed by the employee or the Union. The written appeal shall include a description of the event giving rise to the grievance, the date of the event, the provision of the Agreement alleged to have been violated and the basis upon which the grievant believes the grievance was improperly denied at the previous step. The employee and a representative of the Union (if requested by the employee) may meet with the Chief of Police to discuss the grievance at a mutually agreeable time. If no agreement is reached in such discussion, the Chief of Police or

his designee shall give a written answer within ten (10) working days of the date of receiving the grievance, or of the discussion if held.

Step Three: Appeal to Village Administrator. If the grievance is not settled in Step Two, or if a timely answer is not given, the employee or the Union may, within ten (10) working days thereafter, file with the Village Administrator a written appeal signed by the employee or the Union. The employee and a representative of the Union (if requested by employee) may meet with the Village Administrator or his designee to discuss the grievance at a mutually agreeable time. If no agreement is reached in such discussion, the Village Administrator or his designee shall give his answer in writing within ten (10) working days of the date of the discussion. If no meeting is held, such answer will be provided within ten (10) working days of the date of receipt.

Step Four: Arbitration. If the grievance is not settled in accordance with the foregoing procedure, the Union may refer the grievance to arbitration by giving written notice to the Village Administrator within ten (10) working days after receipt of the Village Administrator's answer in Step Four.

1. If the parties are unable to agree upon an arbitrator within ten (10) working days after the Village receives the notice of referral, they shall jointly request the Federal Mediation and Conciliation Service to submit a panel of five (5) arbitrators, all of whom shall be members in good standing of the National Academy of Arbitrators, and all of whom shall maintain business offices in FMCS Region Four. Upon receipt of the panel, the Union shall strike two names, the Village shall then strike two names, and the person whose name remains shall be the arbitrator, provided that either party, before striking any names, shall have the right to reject one panel of arbitrators in its entirety and request that a new panel be submitted.

2. The arbitrator shall be notified of their selection and shall be asked to set a time and place for hearing, subject to the availability of Village and Union representatives. Upon the request of either party, the arbitrator shall have the power to require the presence of a reasonable number of witnesses and/or documents.

3. The arbitrator shall have the power to resolve the grievance and apply a remedy consistent with Illinois law. More than one grievance may be submitted to the same arbitrator if both parties mutually agree in writing. The arbitrator shall submit in writing his decision within thirty (30) calendar days following close of the hearing or submission of briefs by the parties, whichever is later, unless the parties agree to an extension. Any decision or award of the arbitrator rendered consistent with this Article shall be final and binding on the parties. The costs of the arbitration, including the fees and expenses of the arbitration and the cost of the court reporter and written transcript, if any, shall be divided equally between the Village and the Union. Each party shall be responsible for compensating its own representatives and witnesses.

Section 6.3. Time Limits. No grievance shall be entertained or processed unless it is filed within the time limits set forth in Section 6.2. If a grievance is not presented by the employee or the Union within the time limits set forth above, it shall be considered waived and may not be further pursued by the employee or the Union. If a grievance is not appealed within the time limits for appeal set forth above, it shall be deemed settled on the basis of the last answer of the Village and shall not be subject to further appeal. If the Village fails to provide an answer within the time limits so provided, the Union may immediately appeal to the next step.

Section 6.4. Investigation and Discussion. All grievance discussions and investigations shall take place in a manner which does not interfere with Village operations. No time spent on grievances or other Union related matters by employees shall be considered time worked for compensation purposes unless the Chief of Police provides written authorization to the contrary.

Section 6.5. Suspension or Termination. It is understood promotion, demotion of probationary employees, discipline exceeding 3 or more days of suspension, and discharge are subject to the jurisdiction of the Chief of Police and the Board (or any successor to it) and are subject to this grievance procedure.

If the Chief of Police imposes discipline for an employee covered by this Agreement, the matter is appealable through the grievance and arbitration procedure of this Agreement.

No employee covered by this Agreement shall be disciplined except for just cause.

ARTICLE VII
HOURS OF WORK AND OVERTIME

Section 7.1. Purpose. This Article defines the normal hours of work and establishes the basis for the calculation of overtime. It is not, however, a guarantee of hours of work per day, work period, month or year. It is not intended to establish a right to compensation in any form for time not worked except as specifically provided for in this Article.

Section 7.2. Shift Schedule. The Village shall establish the work schedules for police employees that may be changed from time to time by the Village as circumstances warrant. If a change in the present Work Cycle system, as defined in section 7.3, will affect bargaining unit members, before implementing such changes, the Chief of Police or his designee will bargain such changes with bargaining unit representatives. Prior to implementing any changes, the Village shall give affected employees at least fourteen (14) calendar days' notice (21 days for platoon change). The fourteen (14) day notice may be waived by agreement of the affected employee. In addition, employees in specialty assignments may be allowed to flex their work schedules, with the permission of their supervisor, provided the change does not impact the operational needs of the Department. The fourteen (14) day notice does not apply to transitional duty assignments or temporary assignments. Any emergency changes of an employee's schedule shall be temporary and not exceed thirty (30) days.

The Village shall provide to all employees covered by this Agreement, a written schedule

for work at least thirty (30) days prior to its effective date.

In addition, the Village agrees that the work schedule for all employees covered by this Agreement shall contain the provision for consecutive days off.

Section 7.3. Work Cycle.

7.3.1 The normal workday shall be one of the following:

a. Eight Hour Shift Cycle
Eight (8) consecutive hours of work including a one-half hour paid meal period for five (5) consecutive days followed immediately by two (2) consecutive days off. Employees shall remain available for work during the meal period. If an employee's lunch is seriously interrupted by emergency work duties, the employee shall be allowed to take additional time off for lunch to account for his lunch period, work permitting.

b. Ten Hour Shift Cycle
Ten (10) consecutive hours of work including a one-half hour paid meal period for four (4) days with two (2) of the three (3) days off being consecutive days. Employees shall remain available for work during the meal period. If an employee's lunch is seriously interrupted by emergency work duties, the employee shall be allowed to take additional time off for lunch to account for his lunch period, work permitting.

c. Modified Twelve Hour Patrol Shift Cycle
The Modified Twelve-Hour Shift shall be a combination of six (6) days of twelve (12) consecutive hours of work and one (1) day of eight (8) consecutive hours of work in each fourteen (14) day work period as follows:

Cycle A

M	T	W	T	F	S	S
ON	ON	OFF	OFF	ON	ON	ON
OFF	OFF	ON	ON	OFF	OFF	OFF

Cycle B

M	T	W	T	F	S	S
OFF	OFF	ON	ON	OFF	OFF	OFF
ON	ON	OFF	OFF	ON	ON	ON

Twelve-hour patrol shift workdays shall run from 0600 to 1800 for day shift personnel and 1800 to 0600 for night shift personnel. The Chief of Police may, in his sole discretion, implement a cover-shift based upon the operational needs of the Department, which operational needs shall be re-evaluated annually by the Chief. The cover shift shall work the Modified Twelve-Hour Shift described above, however the actual work hours for cover-shift personnel shall be determined by the Chief of Police. The twelve-hour shift shall include a forty-five (45) minute paid meal period. The eight-hour shift shall include a one-half hour paid meal period. Employees shall remain available for work during the meal period. If an employee's lunch is seriously interrupted by emergency work duties, the employee shall be allowed to take additional time off for lunch to account for his lunch period, work permitting. The scheduling of said eight (8) hour day is to be determined at the Village's discretion and does not need to abide by the 21-day rule.

The parties agree that the above shift work cycles shall remain in full force and effect for the duration of this Agreement, subject only to modification in the event changes are made as provided in Section 7.2 or as a result of the mission of the Department.

The current twelve (12) hour work shift in place for the patrol division shall remain in full force and effect for the duration of this Agreement, subject to the language in Section 7.2. Annual patrol shift bids, excluding specialty and collateral assignments, shall be based on seniority. All employees covered under this agreement shall complete an annual patrol shift bid. In the event an employee covered under this agreement who is assigned to a specialty assignment is temporarily or permanently reassigned to Patrol, their annual shift bid shall apply. Specialty and collateral assignments shall not be subject to shift bids.

7.3.2 Employees shall receive two (2) fifteen (15) minute rest breaks during their shift.

7.3.3 The normal work cycle shall be a fourteen (14) day period.

7.3.4 Employees shall have holidays, personal days, vacation, and sick time computed on an hourly basis rather than a daily basis.

Section 7.4. Overtime Hours.

7.4.1 For purposes of overtime calculation, "hours worked" shall mean and include all hours actually worked, and shall also include vacation time, sick leave, holiday time and other authorized paid time off.

7.4.2 Overtime shall be paid at the rate of one and one-half (1½) times the employee's current rate of pay. Overtime shall be paid when the employee has exceeded the following hours worked as defined in Section 7.4.1:

a. For eight (8) hour shifts, eighty (80) hours during the regular fourteen (14) day work

period.

b. For ten (10) hour shifts, eighty (80) hours in the regular fourteen (14) day work period.

c. For modified twelve (12) hour shifts, eighty (80) hours in the fourteen (14) day FLSA work cycle.

7.4.3 Overtime details shall be paid at the rate of one and one-half (1½) times the employee's current rate of pay.

Section 7.5. Extra Duty Details. The term "Extra Duty Details" shall mean work for which the Village charges a fee to the party seeking a police presence. All Extra Duty Details shall be scheduled, assigned and filled as set forth in Section 7.6 below. Extra Duty Details shall be paid at the rate of one and one-half (1½) times the employee's current rate of pay. Employees may not earn compensatory time in lieu of overtime pay for hours worked during an Extra Duty Detail.

Section 7.6. Scheduling and Assignment of Overtime Details and Extra Duty Details. Except as otherwise provided herein, any and all overtime related to police functions requiring a supervisor, including an Overtime Detail or an Extra Duty Detail, shall be assigned according to this Section. Employees covered under this Agreement shall only be assigned to Overtime Details or Extra Duty Details requiring a supervisor. For the purpose of scheduling supervisory Overtime Details and/or Extra Duty Details, the Chief of Police or his designee shall utilize one (1) seniority list (the "List") which shall be posted in the Roll Call Room. The List will identify all employees covered by this Agreement and their rotation status with respect to future supervisory Overtime Details and Extra Duty Details. The Chief of Police or his designee shall assign employees to supervisory Overtime Details or Extra Duty Details in the order of reverse seniority from the List. Upon assignment of an employee to a supervisory Overtime Detail or Extra Duty Detail, the Chief of Police or his designee will proceed in the order of reverse seniority to the next employee on the List for the purpose of the next supervisory Overtime Detail or Extra Duty Detail assignment. Upon exhaustion of the List, the Chief of Police or his designee shall repeat this process. Notwithstanding the foregoing, on January 1st and July 1st of each calendar year, the Chief of Police or his designee shall start the rotation process over and shall assign employees to supervisory Overtime Details or Extra Duty Details in the order of reverse seniority from the List, regardless of the number of rotations through the List, or any part thereof, occurring in the preceding six (6) months. No employee covered under this Agreement shall be forced to work non-supervisory Overtime Details or Extra Duty Details unless emergency circumstances exist.

For the purpose of maintaining the List, employees covered under this agreement shall only be credited with working an overtime or extra duty detail under the following conditions:

1. An employee is forced to work any posted overtime or extra duty details;

2. An employee is called in early, or held over from their shift for three (3) or more hours for the purpose of patrol shift coverage only, not late calls, reports, etc.;

3. An employee is forced to work during their regularly scheduled time off for patrol shift

coverage; or

4. An employee is forced to work during their regularly scheduled time off for an overtime or extra duty detail that would have otherwise been posted to the board and online scheduling system but for time constraints which caused immediate assignment of the detail.

For the purpose of assignment of an employee to a supervisory Overtime Detail or Extra Duty Detail, the employees who have paid benefit time off (vacation, compensatory, personal, sick time) for their regularly scheduled shift immediately preceding, during, or immediately after the detail shall not be forced to work the detail except during declared Village emergencies. Additionally, the Chief of Police or his designee may, for reasons acceptable to him in his sole discretion, including but not limited to the employee being scheduled for regular duty, an "on-call" status during the time of the subject detail, or the subject detail causing the employee to work in excess of sixteen (16) hours in a twenty-four (24) hour period, skip over an employee on the List. If an employee is skipped over on the List for the assignment of a supervisory Overtime Detail or Extra Duty Detail, the employee will be immediately placed back into the rotation for future supervisory Overtime Detail or Extra Duty Detail assignments.

The employer agrees to post scheduled supervisory Overtime Details on the bulletin board in the roll call room and using the online scheduling system as soon as reasonably possible after management has had the opportunity to confirm the Detail. The employer agrees to post scheduled supervisory Extra Duty Details on the bulletin board in the roll call room and using the online scheduling system as soon as reasonably possible after management has had the opportunity to confirm the Extra Duty Detail. The employer shall make all reasonable efforts to post an Overtime Detail or an Extra Duty Detail not more than forty-eight (48) hours after confirmation of the Detail. Overtime Details and Extra Duty Details requiring a supervisor, Sergeant or higher, shall only be given to employees covered under this Agreement.

Notwithstanding the foregoing, employees covered under this Agreement shall have priority to work all Overtime Details and Extra Duty Details directly related to their current fulltime or collateral assignment(s). These details are not subject to bumping. Employees covered under this Agreement shall have priority to work supervisory details or supervisory overtime selected by bargaining unit members by seniority.

The Chief of Police or his designee, reserves the right to assign a Sergeant to an Overtime Detail or an Extra Duty Detail if in his sole discretion he determines a supervisor's presence is necessary for the Overtime Detail or Extra Duty Detail.

For posted supervisory Overtime Details or Extra Duty Details, employees covered under this Agreement with seniority may bump less senior employees for a scheduled detail provided the bumping does not contradict the previous paragraph. Within seventy-two (72) hours of the scheduled work assignment, no bumping will be allowed and the signed-up employee will be responsible for his assignment. Any scheduled Overtime Detail or Extra Duty Detail requiring a supervisor not filled by the seventy-two (72) hour time frame, will be filled by management and assigned to the next employee on the List, as prescribed above. Additionally, any last-minute

schedule changes, i.e., sick time, emergency day off, etc. will be handled by the shift supervisor and/or the Chief of Police or his designee without regard to seniority.

Section 7.7. Court Time. An employee who is required by the Village to be in court while off duty, shall be compensated at one and one-half (1½) times his regular hourly rate of pay for hours spent on court time with a minimum of two (2) hours compensated. Compensatory Time may be taken in lieu of overtime pay.

A midnight patrol employee who is required by the Village to be in court while off duty, shall be compensated at one and one-half (1½) times his regular hourly rate of pay for hours spent on court time, outside the Village limits, with a minimum of three (3) hours compensated. Compensatory Time may be taken in lieu of overtime pay.

Section 7.8. Call-Back Pay. A "call back" is defined as an official assignment of work which does not continuously precede or follow an employee's regularly scheduled working hours. Call-backs shall be compensated at one and one-half (1½) times an employee's regular rate of pay for all hours worked on call-back. A minimum of three (3) hours call-back pay will be guaranteed for all call-backs that require the employee to report to work. If an employee is required to report to work for a call-back and is called off the assignment the employee shall be guaranteed a minimum of one (1) hour of call-back pay. Employees who are on an on-call status and who are contacted via telephone, text message, and/or email regarding on-going, active, and/or in-progress work matters requiring an immediate response shall be guaranteed a minimum of one half (1/2) hour of call-back pay for any such communications; any call-backs of this type shall be documented via the online scheduling system in a timely manner. Employees shall be afforded a minimum of one (1) hour call-back pay for departmental meetings. Compensatory time may be taken in lieu of overtime pay for a "call back".

Section 7.9. Compensatory Time Option. Compensatory time may be earned by covered employees in lieu of monetary compensation for hours worked, as that term is defined in Section 7.4.1 above, over the employee's daily scheduled hours at the rate of one and one half (1½) hours for every one (1) hour worked, except that compensatory time shall not be earned in lieu of holiday pay as a result of regularly scheduled work on a holiday (exception for Thanksgiving and the day after Thanksgiving). Unless otherwise set forth in this Agreement, the choice of compensatory time in lieu of paid overtime shall be that of the covered employee, and shall apply as follows:

1. Employees may maintain no more than eighty-eight (88) hours in their compensatory time bank at any given time. Employees may use up to a maximum of eighty-eight (88) hours of compensatory time per calendar year. An employee may accrue and use more than the maximum hours of compensatory time upon the written request to, and written permission from, the Chief of Police or his designee. An employee may roll over any amount of compensatory time from one calendar year to the next provided the amount does not exceed the maximum number of allowable compensatory time bank hours.

2. Employees may also, at any time, request a payout for all or a portion of any accrued compensatory time. The Village shall disburse the compensatory time payout to the

employee, via a regular payroll check, separate check, or by deposit directly into the employee's 457 plan, on the next payday. All payouts shall be at the employee's current rate of pay as of the date of the payout.

3. Compensatory time may be used in a minimum initial block of one (1) hour, with additional one (1) hour increments. Requests for compensatory time may be made up to one (1) hour before usage; however, requests for compensatory time made less than fourteen (14) days before usage shall be denied if granting the request would cause the Department to go below minimum staffing levels for the Patrol Division. Requests for compensatory time made fourteen (14) days or more before usage shall be granted. Notwithstanding the foregoing, requests for compensatory time shall not be granted for New Year's Eve, July 4th, Christmas Eve or Christmas Day in any calendar year, if granting the request would cause the Department to go below minimum staffing levels for the Patrol Division.

4. Compensation for hours worked at the overtime rate of pay shall be either earned compensatory time credited to the affected employee or monetary compensation, such choice shall initially be at the employee's discretion and made at the time the hours are earned unless the earned compensatory time would exceed the eighty-eight (88) hour maximum.

5. Upon separation, either through termination, retirement or resignation, the employee will be compensated for compensatory time accrued at the employee's then current rate of pay.

6. Compensatory time may be used in conjunction with other benefit time off, such as vacation, holiday or sick leave.

Section 7.10. Required Overtime. The Chief of Police or his designee(s) shall have the right to require overtime work, and employees may not refuse overtime assignments.

Section 7.11. No Pyramiding. Overtime compensation shall not be paid more than once for the same hours under any provision of this Article, this Agreement, State or Federal law.

ARTICLE VIII
VACATIONS

Section 8.1. Eligibility and Allowances. Employees start to earn vacation allowance as of their date of hire. Vacation allowances shall be earned yearly based on the following schedule:

LENGTH OF CONTINUOUS SERVICE	VACATION DAYS PER YEAR
After one (1) year	80 hours

After five (5) years	120 hours
After eight (8) years	144 hours
After ten (10) years	160 hours
After fifteen (15) years	184 hours
After twenty (20) years	200 hours

Section 8.2. Vacation Pay. The rate of vacation pay shall be the employee's regular straight-time rate of pay in effect for the employee's regular job classification on the day of the employee's requested vacation.

Section 8.3. Time for Vacation. Employees who receive one hundred-twenty (120) or more hours of vacation in a year may elect to receive a payout of accrued vacation in lieu of the employee taking the time off based upon the following schedule:

VACATION HOURS PER YEAR	MAY SELL BACK
120	40
144	45
160	50
184	60
200	65

Vacation payout income shall be distributed to the employee within thirty (30) days of the request to sell back such time, by separate paycheck, or paid directly into the employee's 457 Plan defined in Section 10.8 below, if so requested by the employee.

Employees who are unable to utilize vacation time because of the needs of the Village shall either have such vacation time bought back by the Village, or at the Employee's option, such employee(s) will be allowed to carry over such unused vacation hour(s) provided they are utilized within the following calendar year. Employees shall be allowed to accrue up to two (2) times their annual allotment. Employees shall not accrue or cash out vacation time in excess of these limits. Upon separation, Employees shall be cashed out of all accrued but unused vacation time.

The parties mutually recognize and agree the benefits provided in this Agreement are more generous than the benefits required by the Illinois Paid Leave for All Workers Act S.B. 0208. Pursuant to Section 15(n) of that Act, the parties voluntarily waive the benefits provided under that Act in favor of the benefits provided under this bargaining agreement, however, this waiver is limited to only the numeric amount of hours or days of leave provided, and to recognizing that the use of benefit time must be scheduled pursuant to the processes set forth in the CBA, such as §8.4 vacation scheduling, §8.9 Personal Leave, and §7.9 Compensatory time.

Section 8.4. Scheduling. The time when an employee covered by this Agreement may take vacation leave and the length of said vacation leave shall be determined by the Chief of Police

or his designee. For the purpose of determining vacation leave, the Chief of Police or his designee, shall consider the Department's minimum staffing requirements.

All vacation requests for employees covered by this Agreement shall be submitted to the Chief of Police, or his designee, between the date on which patrol shifts are posted for the immediately subsequent calendar year, or November 30th, whichever is earlier, and December 15th of that calendar year. Such vacation leave requests may only seek leave from January 1st through December 31st of the calendar year for which the patrol shifts are posted. All vacation leave requests submitted on or before December 15th shall be reviewed by the Chief of Police or his designee, on or before January 1st of that calendar year for which patrol shifts are posted. All requests not denied on or before January 1st of that calendar year will be deemed granted. Notwithstanding the foregoing, requests for vacation leave shall not be granted for New Year's Eve, July 4th, Christmas Eve or Christmas Day in any calendar year if granting such request would cause the Department to go below minimum staffing levels for the Patrol Division.

Subsequent to January 1st of the calendar year in which the vacation leave is sought, all additional vacation leave requests shall be considered on a first come first serve basis. Such vacation leave may be requested in a minimum block of one (1) hour, with additional one (1) hour increments. Vacation leave requests may be made the same day utilized, up to one (1) hour before usage; however, such vacation leave requests shall be denied if granting the request would cause the Department to go below minimum staffing levels for the Patrol Division.

Section 8.5. Village Emergency. In case of an emergency, such as but not limited to riot, civil disaster, presidential visit, extreme illness and the like, the Village President, the Police Chief, or their designee, may cancel and reschedule any or all approved vacation leaves in advance of their being taken and/or recall any employee from vacation in progress.

Section 8.6. Termination of Employment. Upon separation of employment from the Village, all employees shall be entitled to receive payment for all accrued vacation time, payable at their hourly rate of pay within fourteen (14) days of separation.

Section 8.7. Accrual of Vacations for Employees on Special Leave. Employees on special leave shall accrue vacation benefits as follows:

1. Employees on disability, military or sick leave for less than one hundred eighty (180) days shall earn vacation at the normal rate.

2. Employees on special leave without pay shall not earn vacation benefits for the period of the leave.

3. Employees on leave receiving workers' compensation benefits from the Village shall earn vacation benefits at the normal rate.

Section 8.8. Personal Time. All employees covered by this Agreement shall be allowed twenty-four (24) hours of personal time with full pay per fiscal year. Accrued personal time not used by the end of the Village's fiscal year, shall be forfeited by the employee.

Employees who do not use any sick time during a fiscal year shall be entitled to an additional eight (8) hours of personal time in the immediate subsequent fiscal year. Any hours so earned will have the same conditions and limitations as any other personal time as provided in this Agreement.

Personal time may be used in a minimum initial block of one (1) hour, with additional one (1) hour increments, up to the amount of unused accrued personal time available to the employee. Personal time may be used with other paid benefit time. Requests for personal time may be made up to one (1) hour before usage, however requests for personal time made less than one hundred and twenty (120) hours before usage shall be denied if granting the request would cause the Department to go below minimum staffing levels for the Patrol Division. Requests for personal time made one hundred and twenty (120) hours or more before usage shall be granted. Notwithstanding the foregoing, requests for personal time shall not be granted for New Year's Eve, July 4th, Christmas Eve or Christmas Day in any calendar year, if granting the request would cause the Department to go below minimum staffing levels for the Patrol Division.

Section 8.9. FMLA Leave. The Village agrees to comply with all State and Federal Laws as to the benefits of the Family Medical Leave Act.

ARTICLE IX
HOLIDAYS

Section 9.1. General Information. The following will be recognized as holidays:

New Year's Day	Veterans' Day
Presidents Day	Thanksgiving Day
Memorial Day	The day after Thanksgiving
Independence Day	Christmas Eve
Labor Day	Christmas Day

For purposes of determining the Holiday schedule, employees covered under this agreement shall follow the actual calendar dates of the holidays and not the Village observed dates. Employees who are not scheduled to work a holiday shall receive eight (8) hours of compensation at their regular hourly rate for each holiday. Holiday hours shall not be converted to compensatory time off (exception for Thanksgiving and the day after Thanksgiving).

Section 9.2. Work on a Holiday. Employees assigned to work on a holiday, excluding hours worked during an Extra-Duty Detail, shall receive two and one half (2 ½) times their hourly rate of pay for all such hours worked during their shift, provided the employee begins his assigned shift on the holiday. Employees shall not earn compensatory time in lieu of holiday pay for regularly scheduled work on a holiday (exception for Thanksgiving and the day after Thanksgiving of one and one half (1.5) hours of compensatory time earned for every one (1) hour of work).

ARTICLE X
INSURANCE AND DISABILITY BENEFITS

Section 10.1. Coverage. The Village shall continue to make available to non-retired employees and their eligible dependents the same insurance coverage and benefits, including a vision insurance plan and a dental plan, on the same terms as are offered to other Village employees.

Employee premium contributions will remain in effect for the term of this contract at: PPO1-18% of total medical premium, PPO2-13% of total medical premium, and HMO-13% of total medical premium. Employees participating in annual Village Wellness Programs will receive a $300.00 discount on the annual premium.

The Village Wellness Program consists of Wellness Screens (blood screen/wellness profile/biometrics/health risk assessment). Wellness screens may be completed during duty hours for employees covered by this Agreement. All components of the programs must be completed before June 30th each year to enjoy the Wellness Program discount. No physical fitness test shall be required of bargaining unit members, except as required by Section 15.7 of this Agreement.

Employees not enrolled in the Village Medical Plan, providing evidence of enrollment in another plan, will receive a One Thousand Two Hundred Dollar ($1,200) taxable fringe benefit. Qualified employees will receive this benefit over twelve (12) monthly installments.

Section 10.2. Terms of Insurance Policies to Govern. The extent of coverage under the insurance policies (including HMO and self-insured plans) referred to in this Agreement shall be governed by the terms and conditions set forth in said policies or plans. Any questions or disputes concerning said insurance policies or plans or benefits thereunder shall be resolved in accordance with the terms and conditions set forth in said policies or plans and shall not be subject to the grievance and arbitration procedure set forth in this Agreement. The failure of any insurance carrier(s) or plan administrator(s) to provide any benefit for which it has contracted or is obligated shall result in no liability to the Village, nor shall such failure be considered a breach by the Village of any obligation undertaken under this or any other Agreement. However, nothing in this Agreement shall be construed to relieve any insurance carrier(s) or plan administrator(s) from any liability it may have to the Village, employee or beneficiary of any employee.

Section 10.3. Life Insurance. During the term of this Agreement, the Village shall provide each full-time employee covered by this Agreement, with Term Life Insurance equal to one times the employee's annual salary. The Village reserves the right to provide this life insurance through a self-insured plan or under a group insurance policy or policies issued by an insurance company or insurance companies selected by the Village.

Section 10.4. Limitation of Liability. It is agreed that the extent of the Village's obligation under this Article is limited solely to the payment of the cost of the premiums for the insurance program provided hereunder, and employees and their dependents and beneficiaries shall be entitled to benefits, if any, only in accordance with and as governed by the terms and conditions of the insurance policies issued to provide such benefits. Neither the Village nor the Union shall

themselves be obligated to pay any insurance benefits provided for in this Article directly to employees or their dependents or beneficiaries.

Section 10.5. Prescription Card. Provided that the Village's insurance coverage continues to offer a prescription card for use in providing prescriptions to the employees and the dependents, the Village shall continue to provide each covered employee of this Agreement such benefit.

Section 10.6. Disability Benefits. The Employer, as well as the Plainfield Police Pension Fund and the Family Medical Leave Act provide a variety of disability benefits and assistance depending upon the individual disability. For short term disabilities, that is less than thirty (30) days, the Employer provides both sick leave benefits for non-job related illnesses and workman's compensation for job related injuries. For longer term disabilities, that are more than thirty (30) days, the employee may be eligible for accumulated sick leave and/or workman's compensation reimbursement depending upon the nature of the disability. For employees, the Police Pension Fund provides disability benefits upon certification of the disability as required by the Illinois Compiled Statutes (820 ILCS 315 and 820 ILCS 320). In the event of a disability, the Employer will advise the employee of his rights under the pension fund, the Family Medical Leave Act and assist the employee or their dependents in applying for disability payments.

Section 10.7. Benefits for Families of Employees Killed while on Duty. All full-time police employees, who suffer a catastrophic injury or are killed while on duty or in the line of duty, shall be entitled to all benefits as provided by the Illinois Compiled Statutes (820 ILCS 315 and 820 ILCS 320).

Section 10.8. Deferred Compensation Contribution. The Village shall implement an IRS approved Deferred Compensation Contribution Savings Plan (the "457 Plan") for participating employees in accordance with the foregoing requirements.

Employees may elect to participate in the 457 Plan or to cease participating in the 457 Plan on an annual basis. To participate, an employee shall contribute a minimum of 1.5% of his annual salary to the 457 Plan. Such contributions shall be made from pre-tax income per paycheck (as allowed by Federal law) and remitted by the Village to the employee's deferred compensation account each payday. The minimum annual contribution will be based solely on base salary as reflected in Exhibit A of this Agreement. No overtime shall be used in the calculation of the minimum contribution required for eligibility.

Each participating employee will assume any annual maintenance and/or investment fees associated with the establishment of such deferred compensation account.

The Village shall contribute the following sums of money to each participating employee's deferred compensation account in April of each year. The Village shall contribute within the extent of the law the following sums of money, pre-tax and without pension withholding, to each participating employee's deferred compensation account in April of each year:

Employee Contribution	Village Annual Contribution
1.5%	$500
2.0%	$750
2.5%	$1,000
3.0%	$1,700
5.0%	$3,000

The Village's annual contribution level will be determined based upon the employee's plan contribution, as set forth above, as of April 1st of each year. The Village's contribution will be part of the Village's Accounts Payable check run in April. The April contribution covers services rendered during the previous contract year. Participating employees who terminate employment prior to April 1 of each contract year shall not be eligible for any contributions from the Village into the deferred compensation account.

Further, each participating employee may elect on an annual basis by April 15 of each year to sell back accrued sick leave benefits from the employee's sick leave bank, provided the participating employee retains a minimum of eighty (80) hours of accrued sick leave in his sick leave bank. Provided a sell back of sick leave does not deplete the participating employee's sick leave bank below eighty (80) hours of accrued sick leave, the employee may sell back a maximum of forty (40) hours of sick leave at the employee's rate of pay in effect on April 15 of that year. After ten (10) years of continuous service, an employee may elect to sell back a maximum of eighty (80) hours of sick leave provided a sell back does not deplete the participating employee's sick leave bank below one hundred and twenty (120) hours. Any amounts elected to be sold back shall be removed from the employee's sick bank and deposited into the employee's deferred compensation account pre-tax and without pension withholding.

Section 10.9. Retiree Health Insurance Coverage. All sworn employees retiring after twenty (20) years of police service may elect to continue healthcare, dental and vision coverage until reaching the age of sixty-five (65). The Village shall offer retirees and their family the option to participate in any of the current plans offered by the Village to employees, subject to their contribution of premium costs, the cost of which shall not exceed the Village's cost for coverage. The Village reserves the right to change insurance carriers or benefit levels or to self-insure as it deems appropriate, so long as the new coverage and benefits are substantially similar to those which predated this Agreement. Prior to implementing any change, the Village shall notify the Chapter at least thirty (30) days prior to any change and, if requested, schedule a meeting to discuss any changes. The Village shall comply with the Illinois Police employee's continuance privilege (215 ILCS 5/367g).

ARTICLE XI
SICK LEAVE

Section 11.1. Purpose. The purpose of sick leave is to provide the employee with protection against loss of income due to personal sickness or injury, or for necessary care of an employee's immediate family, or for physical examinations or medical consultations which prevents the performance of normal job duties. Sick leave may be taken because of personal illness, disability,

or for the necessary care of the employee's immediate family. Sick leave may also be used for physical examinations and medical consultations.

Section 11.2. Sick Leave. Each employee shall accumulate sick leave at the rate of eight (8) hours per calendar month of service, and it may be used only after it is earned. Employees shall, upon separation from employment with the Village, forfeit all earned sick leave not used by them prior to their separation from employment.

An employee who is absent, due to illness or to care for immediate family, for three (3) or more consecutive days, and/or who is absent due to illness or to care for immediate family, or requested days off, and/or establishes a pattern of regular usage of sick time may be required to submit a physician's certificate attesting to the illness. If an employee uses sick leave to extend the use of other forms of benefit time, the employee may be required to submit a physician's certificate attesting to the illness. If an employee uses sick leave on a day when other benefit time was previously requested and denied, the employee shall be required to submit a physician's certificate attesting to the illness.

Sick leave may not be granted in units of less than one (1) hour at a time. Sick leave may not be used to extend an employee's vacation time.

Section 11.3. Notification of the Police Department. To receive compensation while absent on sick leave, the employee (Patrol or other uniformed assignment) shall notify the Department, through the on-duty supervisor/OIC, not less than one (1) hour before the start of the employee's shift. Employees not in Patrol or another uniformed assignment shall notify their immediate supervisor not less than one (1) hour before the start of the employee's shift. Failure to timely report an illness shall be considered as absence without leave.

Section 11.4. Sick Leave Abuse. The parties agree that sick leave abuse is a serious matter and both the union and the employees covered by this Agreement will take all reasonable steps possible to prohibit sick leave abuse or report such abuse to the Chief of Police or his designee whenever and wherever it may occur. "Abuse" means the existence of facts and circumstances which would allow a reasonable person to conclude that sick leave is not being utilized for the purposes for which it was intended. Only sick leave defined as abuse may be used to adversely reflect on an employee's record.

ARTICLE XII
LEAVES OF ABSENCE

Section 12.1. Allowable Absence Specified. A leave of absence without pay request must be in writing, should specify the reason for the leave and the duration. The request must be submitted to the Chief of Police. The request must be approved jointly by the Chief of Police and the Village Administrator.

Approval of leave without pay is dependent upon the circumstances of each individual case. Benefits and vacation accrual are not continuous during a leave of absence period. Vacation

time, sick leave and compensatory time must be used before a leave of absence is granted.

Ordinarily leaves without pay will not be granted for a period or more than thirty (30) days. In exceptional circumstances, extended leaves may be considered.

Leaves of absence may be granted for the following reasons and consistent with the Family Medical Leave Act where applicable:

a. extended illness;
b. job related educational pursuits;
c. maternity leave;
d. military obligations;
e. jury obligations; and
f. other special situations approved by the Village Administrator.

Section 12.2. Reinstatement. Upon expiration of approved leave without pay, the employee shall be offered a position comparable to that held at the time the leave was granted.

Section 12.3. Jury Duty. An employee who is summoned for jury duty should notify his supervisor as soon as possible. Employees who are required to report to jury duty shall be granted a leave of absence with full pay.

Section 12.4. Funeral and Emergency Leave.

a. Full-time bargaining unit employees shall be granted three (3) scheduled duty days' leave with pay in the event of the death or serious injury of a covered family member. Covered families include child, stepchild, spouse, domestic partner, sibling, parent, mother/father-in-law, grandchild, grandparent, or stepparent; in addition, the Village will include brother/sister-in-law, grandparent-in-law, and anyone living within the employee's immediate household. These days need not be consecutive but must be used within sixty (60) days of the death or qualifying incident with the consent of the Chief of Police or his designee, which consent will not be unreasonably withheld. Other benefit time may be used in conjunction with Funeral/ Emergency Leave and shall not be unreasonably denied.

b. Upon demand of the Chief of Police, employees shall submit written official documentation (a copy of the obituary or death certificate) showing and verifying the need for the use of funeral leave.

c. An employee is required to provide the employer with at least 48 hours' advance notice of the employee's intention to take bereavement leave, unless providing such notice is not reasonable and practicable.

Section 12.5. Military Leave. Military leave shall be granted in accordance with existing State and Federal laws.

Section 12.6. Absence Without Leave. Absence without leave is any absence from job responsibility without prior notification to and approval of the employee's supervisor. Unauthorized leave of absence shall be without pay and shall be the basis for disciplinary action.

Three (3) consecutive days of unauthorized or unapproved leave shall constitute voluntary resignation. Reinstatement may be granted at the Village's discretion if the employee submits an acceptable reason for not providing prior notification.

ARTICLE XIII
SENIORITY

Section 13.1. Definition: Acquisition and Retention. "Seniority" shall be defined as the length of fulltime continuous service since each employee's most recent date of promotion to the rank of Sergeant and then since his most recent date of hire. If two (2) or more employees share the same promotion date their seniority shall relate to their position on the promotion eligibility list. An employee's seniority shall relate back to his most recent date of promotion to the rank of Sergeant, their position on the promotion eligibility list if the date of promotion is shared with another employee covered under this agreement, and then back to his most recent date of hire and shall be retained until the occurrence of one of the following:

(a) voluntary resignation;
(b) termination/discharge;
(c) absence from active employment for a period equal to the employee's length of service or one (1) year, whichever is less;
(d) retirement;
(e) failure to report for work upon the conclusion of a leave of absence or vacation; or
(f) failure to report for work without notice for a period of three (3) consecutive scheduled work days.

Section 13.2. Seniority Lists. The Village will post a current seniority roster on or about the effective date of this Agreement, and, thereafter, on or about January 1 of each year.

ARTICLE XIV
WAGES

Section 14.1. Wage Schedule. Employees shall be compensated in accordance with the wage schedule attached to this Agreement as Appendix "A". All wages shall be effective May 1, 2026.

Section 14.2. Reimbursement for Expenses. When an employee is on official business and required to be outside the corporate limits of the Village pursuant to said duty, such as training, transport of prisoners, out-of-state travel, etc., the employee shall be reimbursed for certain

expenses in the following manner:

a. Covered employees who are requested to travel seventy-five (75) miles or more from the Village for training purposes or other Village business, shall receive from the Village fifty dollars ($50.00) per diem to cover expenses connected with meals and gratuities. If meals are included in the training or other Village business, the cost of each included meal shall be deducted from the per diem based on the following schedule: Breakfast - $10.00; Lunch - $15.00; Dinner - $25.00.

b. Covered employees who are requested to travel less than seventy-five (75) miles from the Village, for training purposes or other Village business, shall receive from the Village fifteen dollar ($15.00) per diem to cover expenses connected with meals and gratuities. Notwithstanding the foregoing, covered employees shall not receive a per diem for travel to or from the Kendall County Courthouse or Will County Courthouse for any purpose.

c. IRS rate for mileage incurred by a covered employee who, with permission from the Chief of Police or his designee, uses his personal vehicle to travel from the Village to training or other Village business.

d. Covered employees shall be reimbursed for reasonable overnight lodging arrangements in cases of training or other required Village business which is conducted seventy-five (75) miles or more from the Village.

e. For travel destinations beyond five hundred (500) miles from the Village, employees may request airfare (economy) and automobile rental (mid-sized/standard car only).

f. Any out-of-pocket expenses such as tolls, emergency repairs, parking, etc. shall be reimbursed upon submission of receipts.

For an employee to be eligible for any of the above reimbursements, the employee must have prior approval from his immediate supervisor or Division Commander to attend the training or business event. Meal expenses shall be paid upon submission of confirmation of the completion of training. For purposes of this Section 14.2, mileage is measured from the Village's Police Department facility to the location of the training or other business event, by the most direct route.

Section 14.3. Outside Employment. Any employee of the Department desiring to engage in outside employment, either in uniform or in plain clothes, must conform to Departmental policy and procedures established for that purpose.

A. Prior to commencing any off-duty secondary employment, including self-employment, employees must submit a written request and obtain written approval from the Chief of Police.

B. Employees shall not work any secondary employment involving gambling, or the sale/distribution of alcoholic beverages; nor investigative work for insurance agencies in which the incident occurred in Will or Kendall County, any private process services and/or collection agencies, or attorneys practicing in Will or Kendall County. Nor shall the employee utilize any Village equipment, offices or systems of information.

C. The Police Department false arrest insurance and liability is not in force while employed in an outside employment capacity, nor is Plainfield's Worker's Compensation insurance.

Section 14.4. Work out of classification. Employees covered by this Agreement who are assigned by the Chief of Police or his designee to perform duties usually reserved for a rank or position above Sergeant for at least one week or more, shall receive compensation at the rate of Four Dollars ($4.00) per hour in addition to their regular hourly or overtime rate of pay, whichever is applicable, per hour worked in such assignment.

ARTICLE XV
MISCELLANEOUS PROVISIONS

Section 15.1. Ratification and Amendment. This Agreement shall become effective when ratified by the Village and the Union and signed by authorized representatives thereof and may be amended or modified during its term only with mutual written consent of both parties, or pursuant to the Illinois Public Labor Relations Act.

Section 15.2. Bill of Rights. The parties to this Agreement acknowledge the rights and issues set forth in the "Uniform Peace Employee's Disciplinary Act" (Illinois Compiled Statutes, Chapter 50, Sections 725/1, et seq.), and agree that any disciplinary action shall be undertaken only in accordance with the terms and provisions of said act. Nothing in this Section is intended to waive any statutory or "Weingarten" rights applicable to bargaining unit members.

The parties agree that any violations of this Section shall not be subject to the Grievance Procedure as set forth in this Agreement.

Section 15.3. No Discrimination. Neither the Village nor the Union shall discriminate against any employee because of race, sex, creed, color, religion or national origin. The Union agrees to represent all employees fairly and without regard to Union affiliation, non-affiliation or dis-affiliation.

The parties agree that any violations of this Section shall not be subject to the Grievance Procedure.

Section 15.4. Promotion and Promotional Exams. The Village agrees to abide by the statutory guidelines for notice of promotional exams pursuant to Illinois Compiled Statutes, Chapter 65, Section 5/10-21.-13, or as modified.

The Village agrees that it is in the best interest of the Department to develop future Agency leaders from internal employees. As such, the Village agrees to make all reasonable efforts to ensure any promotion, appointment, or otherwise authorized placement of an employee to any rank or position immediately above the rank of Sergeant shall only be filled by a qualified employee covered by this agreement. Further, the Village agrees to make all reasonable efforts to ensure employees covered by this agreement receive appropriate and timely training and/or experience to attain the qualifications required for promotion, appointment, or otherwise authorized placement to any rank immediately above the rank of Sergeant

Section 15.5. Discipline. If the Village has reason to discipline an employee, it will make every effort to do so in a manner that will not unduly embarrass the employee before other fellow employees or members of the public.

Section 15.6. Special Assignments. Upon the written consent of the Chief of Police and the Village Administrator, an employee who may be unable to perform regular duties and has a written doctor's report stating that the employee's medical condition temporarily prohibits the performance of regular duty but would permit a temporary special duty assignment, said work may be permitted.

Section 15.7. Fitness Examination. If there is any question concerning an employee's fitness for duty, or fitness to return to duty, the Village may require that the employee have an examination by a qualified and licensed physician or other appropriate medical professional selected and paid by the Village. The employee shall be given a copy of any and all information, reports, opinions and correspondence provided to the Village as a result of such testing.

Appeal of any question of an employee's fitness for duty will be subject to the grievance procedure of this Agreement.

Section 15.8. Drug and Alcohol Testing.

Statement of Policy: It is the policy of the Village that the public has the absolute right to expect persons employed by the Village in its Police Department will be free from the effects of drugs and alcohol. The Village, as the employer, has the right to expect its employees to report for work fit and able for duty and to set a positive example for the community. The purposes of this policy shall be achieved in such manner as not to violate any established constitutional rights of the employees of the Police Department.

Prohibitions: Employees shall be prohibited from:

(A) Consuming alcohol at any time during or just prior to the beginning of the workday or anywhere on any Village premises or job sites, including Village buildings, properties, vehicles and the employee's personal vehicle while engaged in Village business, except as may be necessary in the performance of duty as authorized by the Chief of Police or his designee.

(B) Possessing, using, selling, purchasing or delivery any illegal substance at any time and at any place except as may be necessary in the performance of duty as authorized by the Chief of Police or his designee.

(C) Failing to report to the employee's supervisor any known adverse side effects of medication or prescription drugs which the employee may be taking.

Drug and Alcohol Testing Permitted: Where the Village has reasonable suspicion to believe that: (a) an employee is being affected by the use of alcohol; or (b) has abused prescribed drugs; or (c) has used illegal substances, the Village shall have the right to require the employee to submit to alcohol or drug testing as set forth in this Agreement. The Village may also test on a random basis up to three (3) sworn employees at a time, up to four (4) times per year or for reassignment to a special drug-related detail or assignment.

Order to Submit to Testing: At the time the employee is ordered to testing authorized by this Agreement, the Village shall, upon request, provide the employee with a general explanation of the basis for which the test is ordered. Thereafter, a more detailed explanation of the basis upon which the test is ordered will be provided in writing to the employee within thirty-six (36) hours of the order to test. Refusal to submit to such test may subject the employee to discipline, but the employee's taking of the test shall not be construed as a waiver of any objection or rights that he or she may possess.

Test to be Conducted: In conducting the testing authorized by this Agreement, the Village shall:

(A) Use only a clinical laboratory or hospital facility which is certified by the State of Illinois to perform drug and/or alcohol testing or use a licensed breathalyzer operator who is not a member of the bargaining unit.

(B) Establish a chain of custody procedure for both the sample collection and testing that will ensure the integrity of the identity of each sample and test result.

(C) If a blood, urine, or hair test, collect a sufficient sample of the same bodily fluid or material from an employee to allow for initial screening, a confirmatory test, and a sufficient amount to be set aside reserved for later testing if requested by the employee.

(D) Collect samples in such a manner as to preserve the individual employee's right to privacy while ensuring a high degree of security for the sample and its freedom from adulteration. Employees shall not be witnessed by anyone while submitting a sample except in circumstances where the laboratory or facility does not have a "clean room" for submitting samples or where there is reasonable suspicion that the employee may attempt to compromise the accuracy of the testing procedure.

(E) Confirm any blood, urine, or other sample that tests positive in initial screening for

drugs by testing the second portion of the same sample by gas chromatography/mass spectrometry (GC/MS) or an equivalent or better scientifically accurate and accepted method that provides quantitative data about the detected drug or drug metabolites.

(F) Provide the employee tested with an opportunity to have the additional blood, urine, or other sample tested by a clinical laboratory or hospital facility of the employee's choosing, at the employee's own expense; provided the employee notified the Village within seventy-two (72) hours of receiving the results of the test.

(G) Require that the laboratory or hospital facility report to the Village that a blood, urine, or other sample is positive only if both the initial screening and confirmation test are positive. The parties agree that should any information concerning such testing, or the results thereof be obtained by the Village inconsistent with the understandings expressed herein (e.g., billings for testing that reveal the nature or number of tests administered), the Village will not use such information in any manner or form adverse to the employee's interests.

(H) Require that with regard to alcohol testing, for the purpose of determining whether the employee is under the influence of alcohol, test results showing an alcohol concentration of .02 or more based upon the grams of alcohol per 100 millimeters of blood be considered positive (NOTE: The foregoing standard shall not preclude the Village from attempting to show that test results between .000 and .019 demonstrate that the employee was under the influence, but the Village shall bear the burden of proof in such cases).

(I) Provide each employee tested with a copy of all information and reports received by the Village in connection with the testing and the results.

(J) Ensure that no employee is the subject of any adverse employment action except emergency temporary reassignment or relief of duty during the pendency of any testing procedure.

Right to Contest: If disciplinary action is not taken against the employee based in whole or in part upon the results of a drug or alcohol test, the Chapter and/or the employees, with or without the Chapter, shall have the right to file a grievance concerning any testing permitted by this Agreement, contesting the basis for the order to submit to the test, the right to test, the administration of the tests, the significance and accuracy of the test, or any other alleged violation of this Agreement. Such grievances shall be commenced at Step Two of the grievance procedure. Further, if disciplinary action is taken against an employee based in part upon the results of a test, then the Chapter and/or the employee, with or without the Chapter, shall have the right to file a grievance concerning any portion of the test or testing permitted by this Agreement as defined in Section 6 of this Agreement if the discipline is not so extreme as to invoke the jurisdiction of the Board. If the discipline is sufficiently extreme as to invoke the jurisdiction of the Board then the Chapter and/or the officer, with or without the Chapter, shall have the right to contest any testing permitted by this Agreement before the Board. Any evidence concerning test results which is

obtained in violation of the standards contained in this Article shall not be admissible in any disciplinary proceeding involving the employee.

Voluntary Request for Assistance: The Village shall take no adverse employment action against any employee who voluntarily seeks treatment, counseling, or other support for an alcohol or drug related problem not involving or related to criminal activity because of the employee's voluntary actions, other than the Village may require reassignment of the employee with pay if he is unfit for duty in his current assignment. The foregoing is conditioned upon:

(A) The employee was not under investigation for illegal substance use or abuse of alcohol, or in such a circumstance that such investigation was imminent.

(B) The employee agreeing to appropriate treatment as determined by the physician(s) involved.

(C) The employee discontinues his use of illegal substances or abuse of alcohol.

(D) The employee completes the course of treatment and aftercare prescribed by the attending medical authority(s), including an "after-care" group for a period of up to twelve (12) months.

(E) The employee agrees to submit to suspicion-less testing during hours of work during the proscribed period of treatment and aftercare discussed in (D) above.

Employees who do not agree to or act in accordance with the foregoing, or for whom there exists independent evidence of improper activity, may be subject to discipline, up to and including discharge. This Article shall not be construed as an obligation on the part of the Village to retain an employee on active status throughout the period of rehabilitation if it is appropriately determined by the attending medical authority(s) that the employee's current use of alcohol or drugs prevents such individual from performing the duties of a police employee or whose continuance on active status would constitute a direct threat to the property and safety of others. Such employee shall be afforded the opportunity, at his option, to use accumulated paid leave or take an unpaid leave of absence pending treatment.

Officer Involved Shooting or Death: When related to an Officer involved shooting or death, drug and alcohol testing will be conducted according to the attached appendix related to that specific subject.

ARTICLE XVI
BODY WORN CAMERAS

Section 16.1 Body Worn Camera Policy. The Village's body worn camera policy shall not conflict with the terms of this Agreement, the Illinois Officer Worn Body Camera Act (the "Act"), 50 ILCS 706/10 et seq., and other applicable State and Federal laws. That policy and the

related procedures are referred to in this Agreement as the "BWC Policy."

The Village has provided a copy of the BWC Policy to the Union and will provide a copy to all covered employees. If in the future the Village desires to change the BWC policy, the Village will provide the Union advance notice of the changes and follow the requirements of Section 2.3 of the collective bargaining agreement ("CBA") and the Illinois Public Labor Relations Act ("IPLRA").

In the event of a violation of this Article by either Party, the issue may be raised pursuant to the grievance process contained in Article VI of this Agreement.

Section 16.2 Body Worn Camera Training. The Village agrees to provide employees with training, at the Village's expense and during work hours, regarding the body-worn camera system, its use, and the applicable BWC Policy.

Section 16.3 Body Worn Camera Use. Body worn cameras shall not be remotely activated without extraordinary/exigent circumstances (e.g., a missing and/or unresponsive officer). Should the body worn camera be activated remotely or "live streamed," absent a compelling safety or law enforcement reason, the employee shall be notified by confirmed advance audio and/or visual means.

Body worn camera footage may be used in performance reviews and other supervisory responsibilities but is not intended to replace the review of employee performance in the field. The Village's review of covered employees BWC video shall not be conducted for discriminatory, retaliatory, arbitrary, and capricious, or illegal reasons.

Unless expressly prohibited by law, the recording employee shall have access and shall be permitted to review his or her recordings prior to completing incident reports or other documentation, provided that this fact is disclosed in the report or documentation.

Unless expressly prohibited by law, employees shall have the right to review his or her body worn camera footage prior to any "interrogation" or "informal inquiry" as defined under the Uniform Peace Officer Disciplinary Act 50 ILCS 725/1 et seq. Employees shall have the option of reviewing his or her recordings in the presence of the employee's attorney or labor representative prior to making a statement during an interrogation, provided that such review shall not unreasonably delay the investigatory interview. The parties reaffirm that all disciplinary investigations will be conducted in compliance with this Agreement, including but not limited to Section 15.2, Bill of Rights, and that the discipline, suspension, and/or discharge of non-probationary employees shall be for "just cause" pursuant to Sections 2.2 and 6.5 of this Agreement.

Nothing in this Agreement or the Village's BWC policy is construed as a waiver of an employee's ability to claim that a portion of the recording contains a communication protected by a legally recognized privileged relationship (e.g., spouse, attorney, labor representative, minister, etc.). Unless forbidden by law, an employee may turn off their body camera to engage in privileged communications. Note: A privileged conversation does not include a conversation

with another officer or supervisor while still actively engaged in a call for service, investigation, community care taking function and/or law enforcement encounters or activities.

The parties agree the BWC technology will implement a maximum of 30- second buffer period, unless otherwise required by law. The Plainfield Police Department has determined that the buffer period will record video only, not audio, and the Union does not object to that determination.

Section 16.4 Body Worn Camera Savings Clause. In the event of a conflict between an express provision of this Agreement and applicable law, the law will govern. In the event this Agreement conflicts with a change in law, either party may request bargaining pursuant to this Agreement and IPLRA.

Should any section of this Article be declared illegal or invalid by a court of competent jurisdiction, or by reason of any existing or subsequently enacted legislation, all other provisions of this Agreement shall remain in full force and effect.

ARTICLE XVII
EDUCATION BENEFITS

Section 17.1. On-Duty Training. Employees attending required training sessions away from the Department shall either be provided transportation to and from the training location, if available, or shall be paid the prevailing rate mileage allowance for the use of their own vehicle. An employee who attends a police related seminar, upon the direction of the Chief of Police, on his own time will receive one (1) hour pay for each hour spent in said seminar. Employees attending special schools or training academies outside of the Village shall be allowed to utilize a police department squad, when available, for travel to and from the school or academy. Lodging will be offered to the employee if training requires travel of over seventy-five (75) miles from the Village of Plainfield and where training lasts for three (3) or more consecutive days.

Employees attending training that is not required by the Department but at the request of the employee, shall do so on their own time and shall not be entitled to any compensatory time. It is also agreed that transportation to and from these training sessions will be the employee's responsibility.

All on-duty training shall be in lieu of shift duty.

Section 17.2. Scheduling of On-Duty Training. All police employees assigned to in-house training shall be given notice of such training with a posting of the shift schedules. When training outside the Department is scheduled for employees covered herein, an employee shall be given as much notice as possible as the Village receives notice from the training facilities.

Section 17.3. Educational Assistance Plan. Tuition for approved courses will be reimbursed by the Village, provided the employee meets the following requirements:

1. The employee is a full-time employee.

2. The program is job related (i.e. criminal justice, law enforcement studies, public administration, organizational management, or other similar degrees) and the employee has requested and received prior approval from the Chief of Police before enrollment.

3. The employee attends an accredited school or approved training class.

4. The employee produces to the Chief of Police, receipts for tuition expenses plus a grade report showing that course work was completed with a grade of **"B"** or above, or a grade of passing if the course was taken on a pass/fail basis.

5. The employee remains employed full-time with the Village for thirty-six (36) months after the course conclusion. Should the employee, for any reason, terminate employment before the conclusion of this thirty-six (36) month period, the employee shall reimburse the Village as follows:
   a) Employment termination within twelve (12) calendar months: 100% reimbursement;

   b) Employment termination between thirteen (13) and twenty-four (24) calendar months: 50% reimbursement; and

   c) Employment termination between twenty-five (25) and thirty-six (36) calendar months: 25% reimbursement.

All amounts to be reimbursed to the Village pursuant to this subparagraph 5, shall be deducted from the employee's final paycheck. If such withholding is insufficient to cover the full cost of reimbursement, the Village may then pursue further reimbursement by lawful means.

Reimbursement by the Village to employees who qualify for the education assistance plan, shall be made in the following manner:

> The Village shall reimburse a qualified employee for tuition and/or book costs, up to a maximum Five Thousand Dollars ($5,000) per fiscal year per qualifying employee.

Section 17.4. Reimbursement of Training Costs. If an employee leaves the employment of the Village for reasons other than a disability pension within one (1) year of completing any training/education program costing more than One Thousand Dollars ($1,000.00) paid for in whole or in part by the Village, and paid as a reimbursement of tuition costs under §17.3, the employee shall reimburse the Village in full for the total cost of such training/education, including tuition, books, lodging and travel expenses. The employee's obligation to reimburse the Village will begin upon completion of the course or training/education program, and the employee will be deemed to have agreed to such reimbursement and to have such reimbursement withheld from his final paycheck. If such withholding is insufficient to cover the full cost of reimbursement, then the

Village may pursue further reimbursement by lawful means.

Reimbursement shall apply only to voluntary college classes, other voluntary personal educational opportunities, or voluntary professional educational/training opportunities requested by the employee. Reimbursement shall not apply to education or training required by the Village or otherwise mandated.

ARTICLE XVIII
UNIFORM ALLOWANCE

Section 18.1. Uniform Allowance.

A. The Village agrees to maintain the current quartermaster system for all other employees, providing that when an employee turns in a piece of issued equipment, as listed in Appendix B, that is no longer usable, said equipment shall be replaced with new equipment. All equipment turn-ins shall be with the approval and the review of the Chief of Police or his designee.

B. With respect to the employee's duty weapon, the employee may, with the approval of the Chief of Police or his designee, carry his own duty weapon and the Village will continue to provide leather gear for same.

Section 18.2. Original Issue of Equipment. The parties agree that each new police employee hired by the Village shall be issued as his initial allocation of equipment, the equipment listed in Appendix C attached hereto and by reference incorporated herein. In addition, the Village shall replace the issued body armor and outer vest carrier for each employee every five (5) years, or upon the armor's expiration date, whichever comes first. Employees shall be allowed to request and receive a vest of a higher protection level, and such employee will pay the difference in cost between the upgraded vest and the standard issue.

Section 18.3. Reimbursement For Destruction of Personal Property. Personal property required to be carried on duty, such as a watch, glasses, etc. shall be repaired or replaced at a reasonable price in the event of damage pursuant to police duties. The parties agree that the replacement costs for personal property required to be carried on duty shall not exceed $200.00 for glasses so long as the damage was not caused through the fault of the employee, $100.00 for sunglasses, and shall not exceed $75.00 for a watch. Any covered employee requesting reimbursement for such damage shall provide a written receipt to the Chief of Police or his designee.

Section 18.4. Practice Ammunition. In addition to any ammunition provided to covered employees for required/scheduled practice or qualification shoots, the Village shall provide fifty (50) rounds of ammunition to each covered employee for each month in which there is no required/scheduled practice or qualification shoot. Ammunition provided pursuant to this section shall be used only at a range or other site authorized by the Chief of Police or his designee.

Section 18.5. Plainclothes Employees. Any employee covered by this Agreement required

and/or allowed to work in civilian clothes during their regularly assigned shift shall be provided a modified uniform under the quartermaster system (see Appendix B). All uniforms shall be approved by the Chief of Police or his designee and are for department use only. In addition, newly assigned employees to a full-time administrative position shall be provided with a holster, cuff case, and ammo pouch suitable for wearing with civilian clothing.

ARTICLE XIX
SAVINGS CLAUSE

Section 19.1. Savings Clause. In the event any Article, section or portion of this Agreement should be held invalid and unenforceable by virtue of legislative action or by any board, agency or court of competent jurisdiction, such decision shall apply only to the specific Article, section or portion thereof so affected and the remaining provisions of this Agreement shall remain in full force and effect.

ARTICLE XX
ENTIRE AGREEMENT

Section 20.1. Entire Agreement. This Agreement constitutes the complete and entire Agreement between the parties and concludes collective bargaining between the parties for its term. This Agreement supersedes and cancels all prior practices and agreements, whether written or oral, which conflict with the express terms of this Agreement. The parties acknowledge that during the negotiations which resulted in this Agreement, each had the unlimited right and opportunity to make demands and proposals with respect to any subject or matter not removed by law from the area of collective bargaining, and that the understanding and agreements arrived at by the parties after the exercise of that right and opportunity are set forth in this Agreement.

ARTICLE XXI
TERMINATION

Section 20.1. Termination. This Agreement shall be effective as of the day after it is executed by both parties and shall remain in force and effect until midnight April 30, 2026. It shall be automatically renewed from year to year thereafter unless either party shall notify the other in writing by certified mail, or hand delivery, at least one hundred twenty (120) days prior to the termination date that it desires to modify this Agreement. The notice shall be considered as given as of the date shown on the postmark, or the date of hand delivery in which case a written, dated receipt shall be made. In the event that such notice is given, negotiations shall begin no later than ninety (90) days prior to the expiration date. Notwithstanding any provision of this Article or Agreement to the contrary, this Agreement shall remain in full force and effect after any expiration date while negotiations or resolution of impasse procedures are continuing for a new Agreement,

or part thereof, between the parties. In the event that either party desires to terminate this Agreement, written notice must be given to the other party no later than ten (10) days prior to the desired termination date and follow all applicable law.

Executed this ___ day of _____, 2024, after ratification by the Union's membership and after receiving official approval by the President and Board of Trustees of the Village.

METROPOLITAN ALLIANCE OF POLICE, PLAINFIELD CHAPTER #94

_____
Keith George , President,
Metropolitan Alliance of Police

_____

VILLAGE OF PLAINFIELD

_____
Village President

Attest:_____
Village Clerk

APPENDIX A
WAGE SCHEDULE

Employee compensation shall start at 10% above the highest paid officer's salary and they shall receive a 2 % increase each anniversary of their promotion until their fifth year in the rank of Sergeant, as shown in the scale below:

SGTs		05/01/26	05/01/27	05/01/28
Promotion	Officer +10%	$141,120	$146,060	$151,171
1 Year	Officer +12%	$143,685	$148,715	$153,920
2 Year	Officer +14%	$146,251	$151,371	$156,669
3 Year	Officer +16%	$148,817	$154,027	$159,417
4 Year	Officer +18%	$151,383	$156,682	$162,166
5 Year	Officer +20%	$153,949	$159,338	$164,914

Wages shall be retroactive to May 01, 2026, as per Section 14.

APPENDIX B
EQUIPMENT LIST

PATROL UNIFORM

Hats:
1 Hat/5-Star
1 Winter hat (traditional or beanie)

Shirts/Turtlenecks:
3 Shirts (Long Sleeve)
3 Shirts (Short Sleeve)
2 Turtleneck Shirts

Trousers:
3 Trousers

Sweater and Outerwear
1 All-Season Jacket
1 Raincoat
1 Outervest carrier
1 Winter sweater (optional)

Miscellaneous Items:
1 Tie
1 Tie bar
1 ASP Baton
1 Handcuffs & Key
1 Hat Band
3 Name Plates
1 Hat Shield
1 Hat Band
1 Badge
1 Rain cap
1 Police Star
1 Traffic safety vest

Nylon Gear (the employee may receive leather as a replacement if already issued leather):
1 Nylon inner belt
1 Nylon outer duty belt
1 Nylon OC Spray holder
1 Nylon baton holder
1 Nylon handcuff case
5 Nylon belt keepers
1 Nylon ammunition pouch
1 Nylon duty holster
1 Nylon glove pouch
1 Nylon key holder (optional)

Dress Uniform:
1 Long sleeve dress shirt
1 Blouse Jacket
1 Dress trousers
1 Dress belt
1 Pair of Clarino dress shoes

Body Armor:
1 Bullet proof vest (manufacturer selected by the Village, minimum level protection IIA)

Boots:
1 Pair of duty boots (up to $200.00)

NON-PATROL UNIFORM (i.e. Criminal/Juvenile Investigations)

4 Polo Shirts (w/badge and name)
3 Trousers (department approved)
1 Quarter Zip Shirt – Long Sleeve (w/badge)

APPENDIX C
GENERAL DEFINITIONS ON PUNITIVE ACTION

A. Employee Performance Evaluation Database
A database used to record and track both positive and corrective action relative to an employee during an evaluation period lasting no more than one year.

B. Tardy
When the employee is absent from the commencement of an assigned duty for ten (10) minutes or less without express notification to his/her supervisor or an employee with supervisory authority (OIC).

PUNITIVE ACTION DEFINITIONS: Punitive action may be issued to an employee for actions contrary to the Department's General Orders and/or policies and procedures. Management may, in its discretion, omit certain punitive action or repeat a punitive action depending upon the circumstances of the misconduct. Punitive action shall be issued by an employee of superior rank or authority and may include any of the following:

A. Supervisory Informal Correction
Supervisory Informal Correction may be issued for minor infractions such as tardiness (both duty and court appearances), report/citation errors, vehicle maintenance, uniform violations and minor accidents. Supervisory Informal Correction will be recorded in the employee's performance evaluation database.

B. Notice of Counseling (Oral Reprimands)
Notice of Counseling may be issued with respect to any violation of the Department's General Orders and/or policies and procedures. With respect to minor infractions, a Notice of Counseling may be issued to an employee after two (2) or more Supervisory Informal Correction discussions have occurred with that employee within a one year (12 consecutive month) period. Notice of Counseling reports will be discussed with the employee by the individual issuing the Notice of Counseling. The employee must sign the Notice of Counseling acknowledging the discussion. All Notice(s) of Counseling shall be placed in the employee's personnel file.

C. Written Reprimands
Written Reprimands may be issued for repeated offenses of similar minor infractions or an offense with mitigating circumstances that in the discretion of Management warrants a Written Reprimand as the initial punitive action. All Written Reprimands shall be placed in the employee's personnel file.

D. Suspensions
Suspensions may be ordered by the Chief of Police or the Board for serious violations of the Department's General Orders and/or polices or procedures, including but not limited to repeat offenses of a similar nature. All suspensions will be in accordance with the Rules and Regulations of the Board, the Department's policies and procedures, and the collective bargaining agreement between the Village and Union. All

Suspensions shall be placed in the employee's personnel file. A Suspension Day shall be defined as one eight (8) hour period.

SQUAD CAR DAMAGE/ACCIDENTS ENFORCEMENT SCHEDULE

The Union and Village will establish an accident review board, which shall be comprised of fifty percent (50%) union members and fifty percent (50%) management staff, to determine if an employee is "At Fault" for purposes of this provision. In the event of a tie vote, the Chief of Police shall review the matter and determine if the employee is "At Fault". The decision of the Chief of Police shall be final and binding. An employee who is determined to be "At Fault" for any accident (except a minor traffic accident which is defined as an accident in which less than Two Thousand Dollars ($2,000.00) damage is caused to the Department vehicle) involving property damage to a Department vehicle or any other Village property, shall be disciplined in accordance with the following enforcement schedule:

1. First (1st) Incident: Written Reprimand
2. Second (2nd) Incident: One (1) Day Suspension
3. Third (3rd) Incident: Two (2) Day Suspension
4. Fourth (4th) Incident: Discretion of the Chief of Police

For purposes of this section, an employee's crash/accident history shall reset annually.

APPENDIX D
DRUG TESTING FOLLOWING EMPLOYEE INVOLVED SHOOTINGS

The Village of Plainfield ("Village"), and the Metropolitan Alliance of Police Chapter #94 (the "Union"), hereby agree to the following policy to be implemented in accordance with Illinois Public Act 100-389:

1. The Union agrees that its members shall be required to abide by the Village's General Order regarding "Investigation of Officer-Involved Shootings, In-Custody Death and Serious Uses of Force," including the section that requires each employee who is involved in an employee involved shooting to submit to drug and alcohol testing, so long as such testing is required by Public Act 100-389 or any similar state law.

2. For the purpose of clarity, the parties agree that a person "involved in" an employee involved shooting is defined to mean any employee who discharged a firearm thereby causing injury or death to a person or persons. If multiple employees discharged their firearm and it is unclear whose bullet struck the person or persons, then all employees who discharged their firearm in the direction of the subject shall be required to submit to drug and alcohol testing.

3. The parties agree that the term "involved in" an employee-involved shooting does not include employees who did not discharge their weapon, even if they were providing other forms of support and assistance during the call. Nor does the term "involved in" include employees who discharged their weapons when it is undeniably clear their projectiles did not actually strike any person or persons.

4. The parties agree that the provisions of the collective bargaining agreement regarding drug testing and standards for discipline shall regulate the drug testing procedures and the consequences for any positive drug test results.

5. The parties agree that any drug or alcohol test required pursuant to this Appendix shall be considered a compelled, non-voluntary drug or alcohol test under threat of disciplinary action. Such testing shall only be done by urinalysis or breathalyzer. Blood tests shall only be administered with a warrant. This does not limit the Village's right to obtain test results via other available legal process.

PLAN COMMISSION AND ZONING BOARD OF APPEALS

ANNUAL REPORT

JUNE 1, 2025 THROUGH MAY 31, 2026

JUNE 3, 2025

2090-032125.SU.SPR	**Next Door Storage** – Recommended approval of the special use for planned development and site plan. Approved by Village Board June 16, 2025.
2097-051425.REZ	**Bridge Plainfield -** Recommended approval of a map amendment (rezoning). Approved by Village Board July 7, 2025.
2098-052025.FP	**Keller Farm Unit 3 -** Recommended approval of the final plat. Approved by Village Board June 16, 2025.

JUNE 17, 2025

2094-042425.SU.SPR.PP	**Playa Vista Townes** – Recommended approval of the special use for planned development, site plan and preliminary plat. Approved by Village Board August 18, 2025.
2100-060825.FP	**DSV-Plainfield** – Recommended approval of the final plat. Approved by Village Board July 7, 2025.
2101-061125.CP	**Plainfield West Business Park** – The Plan Commission provided input to the applicant for a concept plan.

JULY 1, 2025

2099-060625.CP	**Grand View Place** – The Plan Commission provided input to the applicant for a concept plan.
2103-061825.CP	**Elevant Development Partners** – Applicant could not present this evening and this case will be rescheduled to a future meeting.

JULY 15, 2025

2104-061925.REZ.SPR.PP.FP	**Fairfield Townhomes** – Recommended approval of the map amendment (rezoning), site plan, preliminary plat, and final plat. Approved by Village Board August 4, 2025.

AUGUST 6, 2025

2095-VAR.REZ.SPR.PP — **Conor Commercial Real Estate, LLC -** Recommended approval of the variance, map amendment (rezoning), and site plan. The motion failed for the preliminary plat. Applicant withdrew development applications.

2103-061825.CP — **Elevant Development Partners** – The Plan Commission provided input to the applicant for a concept plan.

AUGUST 19, 2025

CANCELLED - due to non-compliance with the public hearing requirements outlined in the Plainfield Code of Ordinances, specifically: Chapter 9 – Zoning Ordinance, Article III – Administration and Enforcement, Section 9-38 – Public Hearings: Notice and Conduct.

SEPTEMBER 2, 2025

2107-080625.SU — **Burrito Parrilla - 15901 S. RT 59 -** Recommended approval of the special use. Approved by Village Board September 15, 2025.

2105-062425.FP — **Indian Oaks Estates Unit Six Outlot A Resub -** Recommended approval of the final plat. To date this has not moved forward to the Village Board.

2108-080825.CP — **Redwood Plainfield -** Applicant could not present this evening and this case will be rescheduled to a future meeting.

SEPTEMEBER 16, 2025

2106-072925.REZ.SPR.PP — **Plainfield Business Park West -** Recommended approval of the map amendment (rezoning), site plan review, and preliminary plat. Applicant withdrew development applications.

2109-081925.CP — **Varley Property -** The Plan Commission provided input to the applicant for a concept plan.

2108-080825.CP — **Redwood Plainfield -** The Plan Commission provided input to the applicant for a concept plan.

OCTOBER 7, 2025

2100-082025.FP.SSA — **Playa Vista Townes** – Recommended approval of the final plat. Approved by Village Board November 17, 2025.

OCTOBER 7, 2025 CONTINUED

2113-080925.FP	**Playa Vista Phase 2B** – Recommended approval of the final plat. Approved by Village Board November 17, 2025.
2112-082225.CP	**NWC of Johnson Rd. & Ridge Rd. -** The Plan Commission provided input to the applicant for a concept plan.
2117-092925.CP	**Fiduciary Real Estate Development Multi-Family -** The Plan Commission provided input to the applicant for a concept plan.

OCTOBER 21, 2025

2115-091925.VAR.SU.SPR	**7 Brew at 12740 S. RT 59 -** Recommended approval of the variance, special use, and site plan. Approved by Village Board November 3, 2025.
2116-092325.AA.REZ.VAR.SPR	**The Nook by Elevant –** Vote on the motions continued to the November 4th meeting due to lack of quorum.

NOVEMBER 4, 2025

2116-092325.AA.REZ.VAR.SPR	**The Nook by Elevant -** Recommended approval of the annexation, map amendment (rezoning), variance, and site plan. Approved by Village Board December 1, 2025.

NOVEMBER 18, 2025

214-091825.AA.REZ.SU.VAR.SPR.PP	**Dunkin' Donuts-** Public Hearing continued to December 16, 2025 meeting.
2118-102325.SU	**Riverfront Manor LLC -** Recommended approval of the special use. Approved by Village Board December 1, 2025.
2119-102425.SU	**Plainfield Pet Resort -** Recommended approval of the special use. Approved by Village Board December 1, 2025.

DECEMBER 2, 2025

Joint Meeting of the Plan Commission and Village Board
Unified Development Ordinance Workshop

DECEMBER 16, 2025

214-091825.AA.REZ.SU.VAR.SPR.PP	**Dunkin' Donuts-** Recommended approval of the annexation, map amendment (rezoning), special use, variance, site plan and preliminary plat. Approved by Village Board March 2, 2026.

JANUARY 6, 2026

CANCELLED

JANUARY 20, 2026

CANCELLED

FEBRUARY 3, 2026

Unified Development Ordinance Workshop

FEBRUARY 17, 2026

CANCELLED

MARCH 3, 2026

2114- 091825.AA.REZ.SU.VAR.SPR.PP	**NWC of Johnson Rd. & Ridge Rd. -** Public Hearing continued to March 18 2026 meeting.

MARCH 18, 2026

2114- 091825.AA.REZ.SU.VAR.SPR.PP	**NWC of Johnson Rd. & Ridge Rd. -** Recommended approval of the annexation, map amendment (rezoning), special use, variance, site plan and preliminary plat. *Pending approval by Village Board*.
2122-011426.AA.REZ.SPR.PP	**Plainfield Wheeler/Panattoni -** Recommended approval of the annexation, map amendment (rezoning), special use, site plan and preliminary plat. *Pending approval by Village Board.*

APRIL 7, 2026

2124-030926.FP	**Woodman's Subdivision Lot 7 Resub** - Recommended approval of the final plat. Approved by Village Board April 20, 2026.

APRIL 21, 2026

2125-031326.CP	**DHL Supply Chain – NEC of Ridge Rd. & 143rd St. -** The Plan Commission provided input to the applicant for a concept plan.
CASE 2126-032726.CP	**HXW Holding LLC -** The Plan Commission provided input to the applicant for a concept plan.

MAY 5, 2026

2123-021026.SPR	**Dutch Bros. –** Recommended approval of the site plan. Approved by Village Board May 18, 2026.
219-042326.FP	**Noble Court –** Recommended approval of the final plat. *Pending approval by Village Board.*

MAY 19, 2026

CANCELLED

SUMMARY: The Plan Commission (PC) and Zoning Board of Appeals (ZBA) reviewed 33 cases during fiscal year 2025–2026, 11 of which were Concept Plans. The PC and ZBA recommended approval for 22 cases. Of those, the Village Board approved 16 cases, 4 cases remain pending Village Board action, and 2 applicants withdrew their applications before the Village Board vote.

	2025-2026	2024-2025	2023-2024	2022-2023	2021-2022	2020-2021	2019-2020	2018-2019	2017-2018
Annexation	7	4	5	6	2	3	2	11	3
Annex. Agreement Amend.	0	1	3	2	2	1	2	1	1
Concept Plan	10	6	2	1	2	5	4	5	2
Final Plat	8	8	14	11	19	11	4	2	6
Preliminary Plat	10	5	4	8	6	7	3	4	3
Rezoning	8	8	4	7	1	2	2	8	2
Site Plan Review	13	12	13	14	8	10	8	12	9
Special Use	9	11	12	15	13	12	13	16	10
Text Amendment	0	0	3	1	1	1	2	1	2
Variance	3	6	7	6	3	7	4	3	3
Total Applications	**68**	**61**	**67**	**71**	**57**	**59**	**44**	**63**	**41**

MEMORANDUM

To: Joshua Blakemore, Village Administrator
From: Scott Threewitt, Director of Public Works
Date: July 1, 2026
Re: **IL Route 59 and Champion Drive – Bid Rejection and Specialty Project Finding**

Background Findings

The item under consideration by the Village Board pertains to the recent bid opening for the IL Route 59 and Champion Drive Welcome Sign and Landscaping Project. This project was publicly advertised and incorporated the Village's recent Responsible Bidders Ordinance within the bid documents. Five contractors were plan holders for the project, but the Village only received a single bid for the project. The submitted bid is from Alliance Contractors, Inc., with a total cost of $363,222.00, which is significantly higher than the Engineer's Estimate of $234,147.50.

After reviewing the project scope in conjunction with the Responsible Bidders Ordinance, it appears that the custom elements of the sign may have inadvertently led to an uncompetitive bidding process. This type of situation is addressed for "specialty projects" as part of the Responsible Bidders Ordinance within Section 3-Exemptions in that Section 1-Establish a Responsible Bidder requirements do not apply for specialty projects when certain conditions exist. Specialty projects do not receive exemption from the requirements of Section 2-Contract Performance and Payment Bonds. In this case, the project involves custom design, fabrication, or artistic elements not conducive to traditional bidding, which is the second exemption in Section 3, while the first exemption in Section 3, limited number of qualified contractors, also supports this specialty project classification.

It should be noted that by exempting this project from Section 1 requirements, the requirement to comply with the Illinois Prevailing Wage Act will still be required due to Department of Commerce and Economic Opportunity (DCEO) fund grant provisions. The practical effect of Section 1 exemption is the relaxation of the contractor's participation in the U.S. Department of Labor's Office of Apprenticeship for each of the trades of work contemplated under the awarded project.

Policy Considerations

According to Section 2-76(d)(5) of the Village Code of Ordinances, the Village Administrator shall make a recommendation to the President and Board of Trustees on purchases over the $25,000 statutory limit. The Board has the right to accept or reject any or all proposals.

Financial Considerations

Funding for engineering services is budgeted in the Capital Improvement Fund under line item 11-00-91-9152.010. The project is supported through a $200,000 DCEO grant.

Recommendation

After reviewing the bidding process, staff is recommending to reject the bid from Alliance Contractors, Inc. for the IL Route 59 and Champion Drive Welcome Sign and Landscaping Project, classify the project as a "Specialty Project" as defined in the Village's Responsible Bidders Ordinance, and thereby authorize rebidding exempt from Section 1 of the Village's Responsible Bidders Ordinance.

MEMORANDUM

To: Scott Threewitt, Director of Public Works
From: Ken Dado, Water Superintendent
Date: July 1, 2026
Re: **Naperville Road and 143rd Street Water Tower – Bid Award**

Background Findings

The item under consideration by the Village Board pertains to the construction of a 1,000,000-gallon spheroid type elevated tank (water tower) near the intersection of the new 143rd Street East Extension and Plainfield-Naperville Road. Staff did investigate other elevated tank options, but the spheroid style tank provides economic benefits and is the same style as the other modern water towers within the Village.

The 165-foot elevated water tower is to be constructed on the property previously acquired for the 143rd Street East Extension at 14218 S. Naperville Road. The existing house on the site for the new water tower has been demolished and the site will be rough graded for the new tower as part of the 143rd Street Corridor project. The existing Mill Street tank will be disconnected from the Village's water distribution system but will not be demolished as part of this contract. The existing tower on Mill Street was built in 1954 and has a capacity of 200,000 gallons. At the time, Plainfield's population was 1,762. As the Village approaches 50,000 residents, a new 1,000,000-gallon water tower is needed. The new water tower will provide greater operational flexibility, increase fire protection capabilities, and will include updated technology allowing for further integration with the Village's Supervisory Control and Data Acquisition (SCADA) system. The Engineer's Estimate for this work is $5,750,000.00.

The Village received three (3) bids for this work with the lowest bid of $5,964,000.00 received from CB&I Storage Tank Solutions, LLC. An award recommendation letter from our design consultant and detailed bid tabulation for all bidders is attached. CB&I is headquartered in Plainfield and has constructed many of the existing water towers in Plainfield.

Policy Considerations

According to Section 2-76(d)(5) of the Village Code of Ordinances, the Village Administrator shall make a recommendation to the President and Board of Trustees on purchases over the $25,000 statutory limit. The Board has the right to accept or reject any or all proposals.

Financial Considerations

Based on previous discussions regarding the Water Division budget and Five-Year Capital Plan, funding has been committed in this year's budget for the engineering design and construction of the new water tower. A line item for Tower Improvements is included within the Water and Sewer Fund under Capital, 02-12-91-8134.003.

Recommendation

Staff recommends award of the Naperville Road Elevated Tank project to CB&I Storage Tank Solutions, LLC of Plainfield, Illinois, the lowest responsible bidder, in an amount not to exceed $5,964,000.00, plus a $298,200.00 contingency (5%), for a total amount not to exceed $6,262,200.00.

BAXTER & WOODMAN
Consulting Engineers

June 17, 2026

President and Board of Trustees
Village of Plainfield
24401 W. Lockport Street
Plainfield, Illinois 60544
Attn: Scott Threewitt, PE – Public Works Director

RECOMMENDATION TO AWARD

Subject: Village of Plainfield – Naperville Road 1.0 MG Elevated Tank

Dear President and Board of Trustees:

The following bids were received for the Naperville Road 1.0 MG Elevated Tank project on June 16, 2026:

Bidder	Amount of Bid
CB&I Storage Tank Solutions LLC Plainfield, IL	$5,964,000.00
Caldwell Tanks, Inc. Louisville, KY	$7,987,000.00
Phoenix Fabricators and Erectors, LLC Avon, IN	$9,517,099.00

The Engineer's Opinion of Probable Cost for this project was $5,750,000.00. We have analyzed each of the bids and find CB&I Storage Tank Solutions LLC to be the lowest responsible and responsive Bidder. Based upon our past working relationships with this contractor, we believe that CB&I Storage Tank Solutions LLC is qualified to complete the Project. We have attached the bid tabulation to this letter.

We recommend award of the Contract to CB&I Storage Tank Solutions LLC in the amount of $5,964,000.00. We look forward to your decision and to the successful completion of the Project.

Sincerely,

BAXTER & WOODMAN, INC.
CONSULTING ENGINEERS

Peter M. Kozak, PE

Attachment

P:\PFLDV\2500263-Plainfield Naperville Road and 143\00-Design\12-Bidding\Award Recommendation.docx

Village of Plainfield, IL
Naperville Road 1.0 MG Elevated Tank

Bid Date/Time: June 16, 2026 @ 10:00 AM
Engineer's Job No. 2500263.00

				Engineer's Estimate		CB&I Storage Tank Solutions LLC		Caldwell Tanks, Inc.		Phoenix Fabricators	
No.	Item	Quantity	Unit	Unit Price	Total Price	Unit Price	Total	Unit Price	Total	Unit Price	Total
1	1.0 MG ELEVATED TANK	1	LS	$ 5,650,000.00	$ 5,650,000.00	$5,864,000.00	$ 5,864,000.00	$7,887,000.00	$ 7,887,000.00	$9,417,099.00	$ 9,417,099.00
2	CASH ALLOWANCE NO. 1	1	LS	$ 100,000.00	$ 100,000.00	$ 100,000.00	$ 100,000.00	$ 100,000.00	$ 100,000.00	$ 100,000.00	$ 100,000.00
	TOTAL LUMP SUM AND CASH ALLOWANCE				$ 5,750,000.00		$ 5,964,000.00		$ 7,987,000.00		$ 9,517,099.00

Engineer's Estimate of Cost $ 5,750,000.00
Bidder's Proposal as read $ 5,964,000.00 $ 7,987,000.00 $ 9,517,099.00

MEMORANDUM

To: Scott Threewitt, Director of Public Works
From: Randall Jessen, Superintendent of Public Improvements
David Doty, Facility Maintenance Crew Leader
Date: July 1, 2026
Re: **Law Enforcement Facility – Rooftop Units (RTUs) Phase 2 – Replacements and Related items**

Background Findings

Staff have continued to proactively identify aging mechanical components within all Village facilities. Several of the rooftop units (RTUs) at the Law Enforcement Facility have required multiple service calls in recent years and were flagged in the recent Facility Condition Index report as needing replacement. These units support heating and cooling operations for key areas of the building. Last year, two of the larger RTUs were replaced with similar TRANE units. The remaining RTUs are TRANE units and are approximately twenty years old. Staff recommends purchase of the new units through TRANE as a sole source provider as it will ensure compatibility with the other units and operating controls.

Funding for this project is included in the current fiscal year budget. The Village has previously partnered with Helm Service on similar projects with successful results. The project scope (attached) consists primarily of removing and replacing two rooftop air handling units and related components. These units serve the second floor and basement areas of the Law Enforcement Facility. As part of this work, roof curbs and associated components will be inspected and evaluated for any necessary repairs, which will be addressed during construction. Facility Maintenance staff will coordinate the work with building employees to minimize disruption.

The cost for the replacement RTUs (equipment) from TRANE is $240,000.00 (Proposal 8759191) and backup documentation is included. The cost to remove/replace the RTUs and related components from Helm Service is $394,772.00 (Proposal P19617) and backup documentation is included. Facility Maintenance staff will coordinate with the Police Department for this work.

Policy Considerations

The item is a necessary, proactive replacement to a public facility that if not corrected, could potentially cause more problems with existing systems and create an unsafe condition.

According to Section 2-76(d)(5) of the Village Code of Ordinances, the Village Administrator shall make a recommendation to the President and Board of Trustees on expenditures over the $25,000 statutory limit.

Financial Considerations

The quote has been reviewed by staff, is consistent with other facility maintenance/repairs in the past, and meets Village needs and requirements.

The EQUALIS Cooperative purchasing program allows municipalities access to pre-vetted contractors for various trades. This program is similar in nature to the “State” purchasing program where the Village has secured road salt and other items in the past. This eliminates the process of securing multiple bids in urgent situations such as this.

The Village is a member of the EQUALIS Cooperative group – member #EG-0047291.

This item has been allocated to the Building Improvements line item, 11-00-91-9107.002.

Recommendation

It is staff’s recommendation that the Village Board approve both proposals to facilitate the Law Enforcement Facility Phase 2 RTU Replacement work as noted above.

Staff is seeking Village Board approval for Proposal 8759191 from TRANE Technologies in the amount of $240,000.00, plus a $12,000 contingency (5%), for a total not-to-exceed amount of $252,000.00.

Staff is also seeking Village Board approval for Proposal P19617 from Helm Service in the amount of $394,772.00, plus a $19,738.60 contingency (5%), for a total not-to-exceed amount of $414,510.60.

Proposal

Proposal is valid for 15 days.
Customer must obtain credit approval and release order to production within 60 days of proposal date.

PROPRIETARY AND CONFIDENTIAL PROPERTY OF Trane U.S. Inc.
DISTRIBUTION TO OTHER THAN THE NAMED RECIPIENT IS PROHIBITED

Prepared For: All Bidders
Date: June 18, 2026
Job Name: C06C01878 - Plainfield Police Station RTU Replace
Proposal Number: 8759191
Delivery Terms: Freight Allowed and Prepaid - F.O.B. Factory
Payment Terms: Net 30 Days

Trane U.S. Inc. is pleased to provide the following proposal for your review and approval.

Item	Tag(s)	Qty	Description	Model Number
A	30-Ton	1	IPAK 1 20-75T Packaged Rooftop (IP1SM)	SFHPF304P*48C6DD9001DBWE000000NR Z1M8A
A	20-Ton	1	IPAK 1 20-75T Packaged Rooftop (IP1SM)	SFHPF254P*38C5ED9001DBWE000000NR Z1M8A

Product Data - Commercial Rooftop Air Conditioning Units (Midrange)

Cooling / Gas Heat
R-454B Refrigerant
460/60/3
MERV 8 Filters
0-100% Economizer with Dry Bulb Control
100% Exhaust Fan
VAV Control
UL Approval
Unit Mounted Disconnect Switch with Convenience Outlet
Hot Gas Bypass
Low Leak Fresh Air Damper
Grease Lines
Access Doors
BACnet Communication
Downflow supply/Upflow Return
Start Up
1-Year Labor Warranty

Not Including: Installation, Rigging, Storage, Control or power wiring, Low ambient Cooling, Integration Assistance, Refrigerant warranty, Extra filters, Smoke detectors, Maintenance., Any items not listed above.

Total Net Price *(excluding sales tax)* **$240,000.00**

Trane shall have the right, at its discretion, to pass along any related increases should (1) its costs related to the manufacture, supply, and shipping for any product or service materially increase. This includes, but is not limited to, cost increases in raw materials, supplier components, labor, utilities, freight, logistics, wages and benefits, regulatory compliance, or any other event beyond Company's control and/or (2) any tariffs, taxes, levies or fees affecting, placed on or related to any product or service materially increases.

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Tax Status:	Taxable Exempt	☐ ☐	If you are claiming an exemption from sales tax on this project, please submit a completed exemption certificate for both the jobsite location state and the state where the equipment will be delivered (if different from the jobsite). You can submit the relevant state exemption certificate at the following link: https://trane.certifytax.com/custportalas.aspx . You will receive an email indicating approval or rejection within 1-2 business days. If your exemption claim is rejected, sales tax will be billed based on the state where the equipment was delivered. For any questions, please email: financial_services-tax_department@tranetechnologies.com.

Sincerely,

Nicholas Hamilton
Trane U.S. Inc.
7100 South Madison
Willowbrook, IL 60527
Office Phone: (630) 734-3200
Fax: (630) 323-9040

This proposal is subject to your acceptance of the attached Trane terms and conditions.

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TERMS AND CONDITIONS - COMMERCIAL EQUIPMENT

"Company" shall mean Trane U.S. Inc. for sales in the United States and Trane Canada ULC for sales in Canada.

1. Acceptance. These terms and conditions are an integral part of Company's offer and form the basis of any agreement (the "Agreement") resulting from Company's proposal (the "Proposal") for the sale of the described commercial equipment and any ancillary services (the "Equipment"). COMPANY'S TERMS AND CONDITIONS AND EQUIPMENT PRICES ARE SUBJECT TO PERIODIC CHANGE OR AMENDMENT. The Proposal is subject to acceptance in writing by the party to whom this offer is made or an authorized agent ("Customer") delivered to Company within 15 days from the date of the Proposal. Prices in the Proposal are subject to change at any time upon notice to Customer. If Customer accepts the Proposal by placing an order, without the addition of any other terms and conditions of sale or any other modification, Customer's order shall be deemed acceptance of the Proposal subject to Company's terms and conditions. If Customer's order is expressly conditioned upon Company's acceptance or assent to terms and/or conditions other than those expressed herein, return of such order by Company with Company's terms and conditions attached or referenced serves as Company's notice of objection to Customer's terms and as Company's counteroffer to provide Equipment in accordance with the Proposal and the Company's terms and conditions. If Customer does not reject or object in writing to Company within 10 days, Company's counteroffer will be deemed accepted. Notwithstanding anything to the contrary herein, Customer's acceptance of the Equipment will in any event constitute an acceptance by Customer of Company's terms and conditions. This Agreement is subject to credit approval by Company. Upon disapproval of credit, Company may delay or suspend performance or, at its option, renegotiate prices and/or terms and conditions with Customer. If Company and Customer are unable to agree on such revisions, this Agreement shall be cancelled without any liability.

2. Connected Services and Company Provided Telematics Connectivity. In addition to these terms and conditions, the Connected Services Terms of Service ("Connected Services Terms"), available at https://www.trane.com/TraneConnectedServicesTerms, as updated from time to time, are incorporated herein by reference and shall apply to the extent that Company provides Customer with Connected Services, as defined in the Connected Services Terms. Certain Equipment may include, or be installed together with, Company provided Telematics Devices that provide remote connectivity and the Connected Services Terms set forth the terms and conditions applicable to the Telematics Devices and connectivity, including opt-out provisions. If Customer provides or transfers the Equipment to another party, Customer shall ensure that such party is informed in writing of the presence of any Telematics Devices and the applicability of the Connected Services Terms.

3. Title and Risk of Loss. All Equipment sales with destinations to Canada or the U.S. shall be made as follows: FOB Company's U.S. manufacturing facility or warehouse (full freight allowed). Title and risk of loss or damage to Equipment will pass to Customer upon tender of delivery of such to carrier at Company's U.S. manufacturing facility or warehouse.

4. Pricing and Taxes. Within forty-five (45) days following Customer acceptance of the Proposal without addition of any other terms and conditions of sale or any modification, Customer shall provide notification of release for immediate production at Company's factory. Prices for Equipment are subject to change at any time prior to shipment to reflect any cost increases related to the manufacture, supply, and shipping of Equipment. This includes, but is not limited to, cost increases in raw materials, supplier components, labor, utilities, freight, logistics, wages and benefits, regulatory compliance, or any other event beyond Company's control. If shipment is delayed due to Customer's actions, Company may also charge Customer with storage fees. If a release is not received within 6 months following order acceptance, Company reserves the right to cancel any order. Company shall be entitled to equitable adjustments in the contract price to reflect any cost increases as set forth above and will provide notice to Customer prior to the date for which the increased price is to be in effect for the applicable customer contract. In no event will prices be decreased. The price of Equipment does not include any present or future foreign, federal, state, or local property, license, privilege, sales, use, excise, value added, gross receipts or other like taxes or assessments. Such amounts will be itemized separately to Customer, who will make prompt payment to Company. Company will accept valid exemption documentation for such taxes and assessments from Customer, if applicable. All prices include packaging in accordance with Company's standard procedures. Charges for special packaging, crating, or packing are the responsibility of Customer.

5. Delivery and Delays. Delivery dates are approximate and not guaranteed. Company will use commercially reasonable efforts to deliver the Equipment on or before the estimated delivery date, will notify Customer if the estimated delivery dates cannot be honored, and will deliver the Equipment and services as soon as practicable thereafter. In no event will Company be liable for any damages or expenses caused by delays in delivery.

6. Performance. Company shall be obligated to furnish only the Equipment described in the Proposal and in submittal data (if such data is issued in connection with the order). Company may rely on the acceptance of the Proposal and submittal data as acceptance of the suitability of the Equipment for the particular project or location. Unless specifically stated in the Proposal, compliance with any local building codes or other laws or regulations relating to specifications or the location, use or operation of the Equipment is the sole responsibility of Customer. If Equipment is tendered that does not fully comply with the provisions of this Agreement and Equipment is rejected by Customer, Company will have the right to cure within a reasonable time after notice thereof by substituting a conforming tender whether or not the time for performance has passed.

7. Force Majeure. Company's duty to perform under this Agreement and the Equipment prices are contingent upon the non-occurrence of an Event of Force Majeure. If the Company shall be unable to carry out any material obligation under this Agreement due to an Event of Force Majeure, this Agreement shall at Company's election (i) remain in effect but Company's obligations shall be suspended until the uncontrollable event terminates or (ii) be terminated upon 10 days' notice to Customer, in which event Customer shall pay Company for all parts of the Work furnished to the date of termination. An "Event of Force Majeure" shall mean any cause or event beyond the control of Company. Without limiting the foregoing, "Event of Force Majeure" includes: acts of God; acts of terrorism, war or the public enemy; flood; earthquake; tornado; storm; fire; civil disobedience; pandemic insurrections; riots; labor/labour disputes; labor/labour or material shortages; sabotage; restraint by court order or public authority (whether valid or invalid); and action or non-action by or inability to obtain or keep in force the necessary governmental authorizations, permits, licenses, certificates or approvals if not caused by Company; and the requirements of any applicable government in any manner that diverts either the material or the finished product to the direct or indirect benefit of the government.

8. Limited Warranty. Company warrants the Equipment manufactured by Company for a period of the lesser of 12 months from initial start-up or 18 months from date of shipment, whichever is less, against failure due to defects in material and manufacture and that it has the capacities and ratings set forth in Company's catalogs and bulletins ("Warranty"). **Equipment manufactured by Company that includes required start-up and sold in North America will not be warranted by Company unless Company performs the Equipment startup**. Exclusions from this Warranty include damage or failure arising from: wear and tear; corrosion, erosion, deterioration; modifications made by others to the Equipment; repairs or alterations by a party other than Company that adversely affects the stability or reliability of the Equipment; vandalism; neglect; accident; adverse weather or environmental conditions; abuse or improper use; improper installation; commissioning by a party other than Company; unusual physical or electrical or mechanical stress; operation with any accessory, equipment or part not specifically approved by Company; refrigerant not supplied by Company; and/or lack of proper maintenance as recommended by Company. Company shall not be obligated to pay for the cost of lost refrigerant or lost product. Company's obligations and liabilities under this Warranty are limited to furnishing replacement equipment or parts, at its option, FCA (Incoterms 2000) factory or warehouse (f.o.b. factory or warehouse for US domestic purposes) at Company-designated shipping point, freight-allowed to Company's warranty agent's stock location, for all non-conforming Company-manufactured Equipment (which have been returned by Customer to Company). Returns must have prior written approval by Company and are subject to restocking charge where applicable. Equipment, material, and/or parts that are not manufactured by Company ("Third-Party Product(s)") are not warranted by Company and have such warranties as may be extended by the respective manufacturer. **CUSTOMER UNDERSTANDS THAT COMPANY IS NOT THE MANUFACTURER OF ANY THIRD-PARTY PRODUCT(S) AND ANY WARRANTIES, CLAIMS, STATEMENTS, REPRESENTATIONS, OR SPECIFICATIONS ARE THOSE OF THE THIRD-PARTY MANUFACTURER, NOT COMPANY AND CUSTOMER IS NOT RELYING ON ANY WARRANTIES, CLAIMS, STATEMENTS, REPRESENTATIONS, OR SPECIFICATIONS REGARDING THE THIRD-PARTY PRODUCT THAT MAY BE PROVIDED BY COMPANY OR ITS AFFILIATES, WHETHER ORAL OR WRITTEN. COMPANY MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND, INCLUDING WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE. ADDITIONALLY, COMPANY MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND REGARDING PREVENTING., ELIMINATING, REDUCING OR INHIBITING ANY MOLD, FUNGUS, BACTERIA, VIRUS, MICROBIAL GROWTH, OR ANY OTHER CONTAMINANTS (INCLUDING COVID-19 OR ANY SIMILAR VIRUS) (COLLECTIVELY, "CONTAMINANTS"), WHETHER INVOLVING OR IN CONNECTION WITH EQUIPMENT, ANY COMPONENT THEREOF, SERVICES OR OTHERWISE. IN NO EVENT SHALL COMPANY HAVE ANY LIABILITY FOR THE PREVENTION, ELIMINATION, REDUCTION OR INHIBITION OF THE GROWTH OR SPREAD OF SUCH CONTAMINANTS INVOLVING OR IN CONNECTION WITH ANY EQUIPMENT, THIRD-PARTY PRODUCT, OR ANY COMPONENT THEREOF, SERVICES OR OTHERWISE AND CUSTOMER HEREBY SPECIFICALLY ACKNOWLEDGES AND AGREES THERETO.** No warranty liability whatsoever shall attach to Company until Customer's complete order has been paid for in full and Company's liability under this Warranty shall be limited to the purchase price of the Equipment shown to be defective. Additional warranty protection is available on an extra-cost basis and must be in writing and agreed to by an authorized signatory of the Company. **EXCEPT FOR COMPANY'S WARRANTY EXPRESSLY SET FORTH HEREIN, COMPANY DOES NOT MAKE, AND HEREBY EXPRESSLY DISCLAIMS, ANY WARRANTIES, EXPRESS OR IMPLIED CONCERNING ITS PRODUCTS, EQUIPMENT OR SERVICES, INCLUDING, WITHOUT LIMITATION, ANY WARRANTY OF DESIGN, MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE, OR OTHERS THAT ARE ALLEGED TO ARISE FROM COURSE OF DEALING OR TRADE.**

9. Indemnity. To the fullest extent permitted by law, Company and Customer shall indemnify, defend and hold harmless each other from any and all claims, actions, costs, expenses, damages and liabilities, including reasonable attorneys' fees, resulting from death or bodily injury or damage to real or personal property, to the extent caused by the negligence or misconduct of their respective employees or other authorized agents in connection with their activities within the scope of this Agreement. Neither party shall indemnify the other against claims, damages, expenses, or liabilities to the extent attributable to the acts or omissions of the other party. If the parties are both

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at fault, the obligation to indemnify shall be proportional to their relative fault. The duty to indemnify will continue in full force and effect, notwithstanding the expiration or early termination hereof, with respect to any claims based on facts or conditions that occurred prior to expiration or termination.

10. Insurance. Upon request, Company will furnish evidence of its standard insurance coverage. If Customer has requested to be named as an additional insured under Company's insurance policy, Company will do so but only subject to Company's manuscript additional insured endorsement under its primary Commercial General Liability policies. In no event does Company waive any rights of subrogation.

11. Customer Breach. Each of the following events or conditions shall constitute a breach by Customer and shall give Company the right, without an election of remedies, to terminate this Agreement, require payment prior to shipping, or suspend performance by delivery of written notice: (1) Any failure by Customer to pay amounts when due; (2) any general assignment by Customer for the benefit of its creditors, or if Customer becomes bankrupt or insolvent or takes the benefit of any statute for bankrupt or insolvent debtors, or makes or proposes to make any proposal or arrangement with creditors, or if any steps are taken for the winding up or other termination of Customer or the liquidation of its assets, or if a trustee, receiver, or similar person is appointed over any of the assets or interests of Customer; (3) Any representation or warranty furnished by Customer in connection with this Agreement is false or misleading in any material respect when made; or (4) Any failure by Customer to perform or comply with any material provision of this Agreement. Customer shall be liable to the Company for all Equipment furnished and all damages sustained by Company (including lost profit and overhead).

12. Limitation of Liability. NOTWITHSTANDING ANYTHING TO THE CONTRARY, IN NO EVENT SHALL COMPANY BE LIABLE FOR ANY SPECIAL, INCIDENTAL, LIQUIDATED, INDIRECT CONSEQUENTIAL, PUNITIVE, EXEMPLARY DAMAGES (INCLUDING WITHOUT LIMITATION REFRIGERANT LOSS, BUSINESS INTERRUPTION, LOST DATA, LOST REVENUE, LOST PROFITS), OR CONTAMINANTS LIABILITIES, EVEN IF A PARTY HAS BEEN ADVISED OF SUCH POSSIBLE DAMAGES OR IF SAME WERE REASONABLY FORESEEABLE AND REGARDLESS OF WHETHER THE CAUSE OF ACTION IS FRAMED IN CONTRACT, NEGLIGENCE, ANY OTHER TORT, WARRANTY, STRICT LIABILITY, OR PRODUCT LIABILITY. In no event will Company's liability in connection with the provision of products or services or otherwise under this Agreement exceed the entire amount paid to Company by Customer under this Agreement.

13. CONTAMINANTS LIABILITY

The transmission of COVID-19 may occur in a variety of ways and circumstances, many of the aspects of which are currently not known. HVAC systems, products, services, and other offerings have not been tested for their effectiveness in reducing the spread of COVID-19, including through the air in closed environments**. IN NO EVENT WILL COMPANY BE LIABLE UNDER THIS AGREEMENT OR OTHERWISE FOR ANY INDEMNIFICATION, ACTION, OR CLAIM, WHETHER BASED ON WARRANTY, CONTRACT, TORT OR OTHERWISE, FOR ANY BODILY INJURY (INCLUDING DEATH), DAMAGE TO PROPERTY, OR ANY OTHER LIABILITIES, DAMAGES OR COSTS RELATED TO CONTAMINANTS (INCLUDING THE SPREAD, TRANSMISSION, MITIGATION, ELIMINATION, OR CONTAMINATION THEREOF) (COLLECTIVELY, "CONTAMINANTS LIABILITIES") AND CUSTOMER HEREBY EXPRESSLY RELEASES COMPANY FROM ANY SUCH CONTAMINANTS LIABILITIES.**

14. Nuclear Liability. In the event that the Equipment sold hereunder is to be used in a nuclear facility, Customer will, prior to such use, arrange for insurance or governmental indemnity protecting Company against all liability and hereby releases and agrees to indemnify Company and its suppliers for any nuclear damage, including loss of use, in any manner arising out of a nuclear incident, whether alleged to be due, in whole or in part to the negligence or otherwise of Company or its suppliers.

15. Intellectual Property; Patent Indemnity. Company retains all ownership, license and other rights to all patents, trademarks, copyrights, trade secrets, and other intellectual property rights related to the Equipment, and, except for the right to use the Equipment sold, Customer obtains no rights to use any such intellectual property. Company agrees to defend any suit or proceeding brought against Customer so far as such suit or proceeding is solely based upon a claim that the use of the Equipment provided by Company constitutes infringement of any patent of the United States of America, provided Company is promptly notified in writing and given authority, information and assistance for defense of same. Company will, at its option, procure for Customer the right to continue to use said Equipment, or modify it so that it becomes non-infringing, or replace same with non-infringing Equipment, or to remove said Equipment and to refund the purchase price. The foregoing will not be construed to include any Agreement by Company to accept any liability whatsoever in respect to patents for inventions including more than the Equipment furnished hereunder, or in respect of patents for methods and processes to be carried out with the aid of said Equipment. The provision of Equipment by Company does not convey any license, by implication, estoppel, or otherwise, under patent claims covering combinations of said Equipment with other devices or elements. The foregoing states the entire liability of Company with regard to patent infringement. Notwithstanding the provisions of this paragraph, Customer will hold Company harmless against any expense or loss resulting from infringement of patents or trademarks arising from compliance with Customer's designs or specifications or instructions.

16. Cancellation. Equipment is specially manufactured in response to orders. An order placed with and accepted by Company cannot be delayed, canceled, suspended, or extended except with Company's written consent and upon written terms accepted by Company that will reimburse Company for and indemnify Company against loss and provide Company with a reasonable profit for its materials, time, labor, services, use of facilities and otherwise. Customer will be obligated to accept any Equipment shipped, tendered for delivery or delivered by Company pursuant to the order prior to any agreed delay, cancellation, suspension or extension of the order. Any attempt by Customer to unilaterally revoke, delay or suspend acceptance for any reason whatever after it has agreed to delivery of or accepted any shipment shall constitute a breach of this Agreement. For purposes of this paragraph, acceptance occurs by any waiver of inspection, use or possession of Equipment, payment of the invoice, or any indication of exclusive control exercised by Customer.

17. Invoicing and Payment. Unless otherwise agreed to in writing by Company, equipment shall be invoiced to Customer upon tender of delivery thereof to the carrier. Customer shall pay Company's invoices within net 30 days of shipment date. Company reserves the right to add to any account outstanding for more than 30 days a service charge equal to the lesser of the maximum allowable legal interest rate or 1.5% of the principal amount due at the end of each month. Customer shall pay all costs (including attorneys' fees) incurred by Company in attempting to collect amounts due and otherwise enforcing these terms and conditions. If requested, Company will provide appropriate lien waivers upon receipt of payment. Company may at any time decline to ship, make delivery, or perform work except upon receipt of cash payment, letter of credit, or security, or upon other terms and conditions satisfactory to Company. Customer agrees that, unless Customer makes payment in advance, Company will have a purchase money security interest in all Equipment to secure payment in full of all amounts due Company and its order for the Equipment, together with these terms and conditions, form a security agreement (as defined by the UCC in the United States and as defined in the Personal Property Security Act in Canada). Customer shall keep the Equipment free of all taxes and encumbrances, shall not remove the Equipment from its original installation point, and shall not assign or transfer any interest in the Equipment until all payments due Company have been made. The purchase money security interest granted herein attaches upon Company's acceptance of Customer's order and on receipt of the Equipment described in the accepted Proposal but prior to its installation. The parties have no agreement to postpone the time for attachment unless specifically noted in writing on the accepted order. Customer will have no rights of set off against any amounts, which become payable to Company under this Agreement or otherwise.

18. Claims. Company will consider claims for concealed shortages in shipments or rejections due to failure to conform to an order only if such claims or rejections are made in writing within 15 days of delivery and are accompanied by the packing list and, if applicable, the reasons in detail why the Equipment does not conform to Customer's order. Upon receiving authorization and shipping instructions from authorized personnel of Company, Customer may return rejected Equipment, transportation charges prepaid, for replacement. Company may charge Customer any costs resulting from the testing, handling, and disposition of any Equipment returned by Customer which are not found by Company to be nonconforming. All Equipment damaged during shipment and all claims relating thereto must be made with the freight carrier in accordance with such carrier's policies and procedures. Claims for Equipment damaged during shipment are not covered under the warranty provision stated herein.

19. Export Laws. The obligation of Company to supply Equipment under this Agreement is subject to the ability of Company to supply such items consistent with applicable laws and regulations of the United States and other governments. Company reserves the right to refuse to enter into or perform any order, and to cancel any order, under this Agreement if Company in its sole discretion determines that performance of the transaction to which such order relates would violate any such applicable law or regulation. Customer will pay all handling and other similar costs from Company's factories including the costs of freight, insurance, export clearances, import duties and taxes. Customer will be "exporter of record" with respect to any export from the United States of America and will perform all compliance and logistics functions in connection therewith and will also comply with all applicable laws, rules, and regulations. Customer understands that Company and/or the Equipment are subject to laws and regulations of the United States of America which may require licensing or authorization for and/or prohibit export, re-export or diversion of Company's Equipment to certain countries, and agrees it will not knowingly assist or participate in any such diversion or other violation of applicable United States of America laws and regulations. Customer agrees to hold harmless and indemnify Company for any damages resulting to Customer or Company from a breach of this paragraph by Customer. Furthermore, the Customer acknowledges that the Company's Equipment are subject to export control and sanction laws and regulations, including but not limited to the U.S. Export Administration Regulations (EAR) (15 CFR 730-774) and the Foreign Asset Control Regulations (31 CFR 500) ("laws and regulations"). The Customer agrees to comply with all such laws and regulations. The Customer will not use or divert the Equipment for any prohibited end-uses, such as the proliferation of weapons of mass destruction. The Customer also agrees not to re-export or transfer the Equipment in violation of export control laws.

20. General. Except as provided below, to the maximum extent provided by law, this Agreement is made and shall be interpreted and enforced in accordance with the laws of the state of New York for Equipment shipped to a U.S. location and the laws of the province to which Equipment is shipped within Canada, without regard to its conflict of law principles that might otherwise call for the application of a different state's or province's law, and not including the United Nations Convention on Contracts for the International Sale of Goods. To the extent the Equipment is being used at a site owned and/or operated by any agency of the Federal Government, determination of any substantive issue of law shall be according to the Federal common law of Government contracts as enunciated and applied by Federal judicial bodies and boards of contract appeals of the Federal Government. This Agreement contains all of the agreements, representations and understandings of the parties and supersedes all

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previous understandings, commitments, or agreements, oral or written, related to the subject matter hereof. This Agreement may not be amended, modified, or terminated except by a writing signed by the parties hereto. No documents shall be incorporated herein by reference except to the extent Company is a signatory thereon. If any term or condition of this Agreement is invalid, illegal or incapable of being enforced by any rule of law, all other terms and conditions of this Agreement will nevertheless remain in full force and effect as long as the economic or legal substance of the transaction contemplated hereby is not affected in a manner adverse to any party hereto. Customer may not assign, transfer, or convey this Agreement, or any part hereof, or its right, title, or interest herein, without the written consent of the Company. Subject to the foregoing, this Agreement shall be binding upon and inure to the benefit of Customer's permitted successors and assigns. This Agreement may be executed in several counterparts, each of which when executed shall be deemed to be an original, but all together shall constitute but one and the same Agreement. A fully executed facsimile copy hereof or the several counterparts shall suffice as an original.

21. Federal Requirements. The Parties shall comply with all United States federal labor law obligations under 29 CFR part 471, appendix A to subpart A. THE FOLLOWING PROVISIONS ARE INCORPORATED HEREIN BY REFERENCE: Executive Order 11701 and 41 CFR §§ 60-250.5(a), 60-300.5; Executive Order 11758 and 41 CFR § 60-741.5(a); U.S. immigration laws, including the L-1 Visa Reform Act of 2004 and the H-1B Visa Reform Act of 2004; and Executive Order 13496. The Parties shall abide by the requirements of 41 CFR 60-300.5(a) and 60-741.5(a). These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities. Moreover, these regulations require that covered prime contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to protected veteran status or disability. The Parties certify that they do not operate any programs promoting DEI that violate any applicable United States anti-discrimination laws and acknowledge and agree that their compliance with all applicable federal anti-discrimination laws is material to the federal government's payment decisions. The Parties acknowledge and agree that their employment, procurement, and contracting practices shall not consider race, color, sex, sexual preference, religion, or national origin in ways that violate United States federal civil rights laws.

22. U.S. Government Work.

The following provision applies only to direct sales by Company to the US Government. The Parties acknowledge that Equipment ordered and delivered under this Agreement are Commercial Items as defined under Part 12 of the Federal Acquisition Regulation (FAR). In particular, Company agrees to be bound only by those Federal contracting clauses that apply to "commercial" suppliers and that are contained in FAR 52.212-5(e)(1).

The following provision applies only to indirect sales by Company to the US Government. As a Commercial Item Subcontractor, Company accepts only the following mandatory flow-down provisions: 52.219-8; 52.222-26; 52.222-35; 52.222-36; 52.222-39; 52.247-64. If the sale of the Equipment is in connection with a U.S. Government contract, Customer certifies that it has provided and will provide current, accurate, and complete information, representations and certifications to all government officials, including but not limited to the contracting officer and officials of the Small Business Administration, on all matters related to the prime contract, including but not limited to all aspects of its ownership, eligibility, and performance. Anything herein notwithstanding, Company will have no obligations to Customer unless and until Customer provides Company with a true, correct, and complete executed copy of the prime contract. Upon request, Customer will provide copies to Company of all requested written communications with any government official related to the prime contract prior to or concurrent with the execution thereof, including but not limited to any communications related to Customer's ownership, eligibility, or performance of the prime contract. Customer will obtain written authorization and approval from Company prior to providing any government official any information about Company's performance of the work that is the subject of the Proposal or this Agreement, other than the Proposal or this Agreement.

23. Limited Waiver of Sovereign Immunity. If Customer is an Indian tribe (in the U.S.) or a First Nation or Band Council (in Canada), Customer, whether acting in its capacity as a government, governmental entity, a duly organized corporate entity or otherwise, for itself and for its agents, successors, and assigns: (1) hereby provides this limited waiver of its sovereign immunity as to any damages, claims, lawsuit, or cause of action (herein "Action") brought against Customer by Company and arising or alleged to arise out of the furnishing by Company of any product or service under this Agreement, whether such Action is based in contract, tort, strict liability, civil liability or any other legal theory; (2) agrees that jurisdiction and venue for any such Action shall be proper and valid (a) if Customer is in the U.S., in any state or United States court located in the state in which Company is performing this Agreement or (b) if Customer is in Canada, in the superior court of the province or territory in which the work was performed; (3) expressly consents to such Action, and waives any objection to jurisdiction or venue; (4) waives any requirement of exhaustion of tribal court or administrative remedies for any Action arising out of or related to this Agreement; and (5) expressly acknowledges and agrees that Company is not subject to the jurisdiction of Customer's tribal court or any similar tribal forum, that Customer will not bring any action against Company in tribal court, and that Customer will not avail itself of any ruling or direction of the tribal court permitting or directing it to suspend its payment or other obligations under this Agreement. The individual signing on behalf of Customer warrants and represents that such individual is duly authorized to provide this waiver and enter into this Agreement and that this Agreement constitutes the valid and legally binding obligation of Customer, enforceable in accordance with its terms.

1-26.130-4 (0326)
Supersedes 1-26.130-4(0225)

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SECURITY ADDENDUM

This Addendum shall be applicable to the sale, installation and use of Trane equipment and the sale and provision of Trane services. "Trane" shall mean Trane U.S. Inc. for sales and services in the United States, or Trane Canada ULC for sales and services in Canada.

1. **Definitions.** All terms used in this Addendum shall have the meaning specified in the Agreement unless otherwise defined herein. For the purposes of this Addendum, the following terms are defined as follows:
"Customer Data" means Customer account information as related to the Services only and does not include HVAC Machine Data or personal data. Trane does not require, nor shall Customer provide personal data to Trane under the Agreement. Such data is not required for Trane to provide its Equipment and/or Services to the Customer.
"Equipment" shall have the meaning set forth in the Agreement.
"HVAC Machine Data" means data generated and collected from the product or furnished service without manual entry. HVAC Machine Data is data relating to the physical measurements and operating conditions of a HVAC system, such as but not limited to, temperatures, humidity, pressure, HVAC equipment status. HVAC Machine Data does not include Personal Data and, for the purposes of this agreement, the names of users of Trane's controls products or hosted applications shall not be Personal Data, if any such user chooses to use his/her name(s) in the created accounts within the controls product (e.g., firstname.lastname@address.com). HVAC Machine Data may be used by Trane: (a) to provide better support services and/or products to users of its products and services; (b) to assess compliance with Trane terms and conditions; (c) for statistical or other analysis of the collective characteristics and behaviors of product and services users; (d) to backup user and other data or information and/or provide remote support and/or restoration; (e) to provide or undertake: engineering analysis; failure analysis; warranty analysis; energy analysis; predictive analysis; service analysis; product usage analysis; and/or other desirable analysis, including, but not limited to, histories or trends of any of the foregoing; and (f) to otherwise understand and respond to the needs of users of the product or furnished service. "Personal Data" means data and/or information that is owned or controlled by Customer, and that names or identifies, or is about a natural person, such as: (i) data that is explicitly defined as a regulated category of data under any data privacy laws applicable to Customer; (ii) non-public personal information ("NPI") or personal information ("PI"), such as national identification number, passport number, social security number, social insurance number, or driver's license number; (iii) health or medical information, such as insurance information, medical prognosis, diagnosis information, or genetic information; (iv) financial information, such as a policy number, credit card number, and/or bank account number; (v) personally identifying technical information (whether transmitted or stored in cookies, devices, or otherwise), such as IP address, MAC address, device identifier, International Mobile Equipment Identifier ("IMEI"), or advertising identifier; (vi) biometric information; and/or (vii) sensitive personal data, such as, race, religion, marital status, disability, gender, sexual orientation, geolocation, or mother's maiden name.
"Security Incident" shall refer to (i) a compromise of any network, system, application or data in which Customer Data has been accessed or acquired by an unauthorized third party; (ii) any situation where Trane reasonably suspects that such compromise may have occurred; or (iii) any actual or reasonably suspected unauthorized or illegal Processing, loss, use, disclosure or acquisition of or access to any Customer Data.
"Services" shall have the meaning set forth in the Agreement.

2. HVAC Machine Data; Access to Customer Extranet and Third-Party Systems. If Customer grants Trane access to HVAC Machine Data via web portals or other non-public websites or extranet services on Customer's or a third party's website or system (each, an "Extranet"), Trane will comply with the following:
   a. Accounts. Trane will ensure that Trane's personnel use only the Extranet account(s) designated by Customer and will require Trane personnel to keep their access credentials confidential.
   b. Systems. Trane will access the Extranet only through computing or processing systems or applications running operating systems managed by Trane that include: (i) system network firewalls; (ii) centralized patch management; (iii) operating system appropriate anti-malware software; and (iv) for portable devices, full disk encryption.
   c. Restrictions. Unless otherwise approved by Customer in writing, Trane will not download, mirror, or permanently store any HVAC Machine Data from any Extranet on any medium, including any machines, devices, or servers.
   d. Account Termination. Trane will terminate the account of each of Trane's personnel in accordance with Trane's standard practices after any specific Trane personnel who has been authorized to access any Extranet (1) no longer needs access to HVAC Machine Data or (2) no longer qualifies as Trane personnel (e.g., the individual leaves Trane's employment).
   e. Third-Party Systems. Trane will provide Customer prior notice before it uses any third-party system that stores or may otherwise have access to HVAC Machine Data, unless (1) the data is encrypted and (2) the third-party system will not have access to the decryption key or unencrypted "plain text" versions of the HVAC Machine Data.

3. Customer Data; Confidentiality. Trane shall keep confidential, and shall not access or use any Customer Data and information that is marked confidential or by its nature is considered confidential ("Customer Confidential Information") other than for the purpose of providing the Equipment and Services, and will disclose Customer Confidential Information only: (i) to Trane's employees and agents who have a need to know to perform the Services, (ii) as expressly permitted or instructed by Customer, or (iii) to the minimum extent required to comply with applicable law, provided that Trane (1) provides Customer with prompt written notice prior to any such disclosure, and (2) reasonably cooperate with Customer to limit or prevent such disclosure.

4. Customer Data; Compliance with Laws. Trane agrees to comply with laws, regulations governmental requirements and industry standards and practices relating to Trane's processing of Customer Confidential Information (collectively, "***Laws***").

5. Customer Data; Information Security Management. Trane agrees to establish and maintain an information security and privacy program, consistent with applicable HVAC equipment industry practices that complies with this Addendum and applicable Laws ("***Information Security Program***"). The Information Security Program shall include appropriate physical, technical and administrative safeguards, including any safeguards and controls agreed by the Parties in writing, sufficient to protect Customer systems, and Customer's Confidential Information from unauthorized access, destruction, use, modification, or disclosure. The Information Security Program shall include appropriate, ongoing training and awareness programs designed to ensure that Trane's employees and agents, and others acting on Trane's, behalf are aware of and comply with the Information Security Program's policies, procedures, and protocols.

6. Monitoring. Trane shall monitor and, at regular intervals consistent with HVAC equipment industry practices, test and evaluate the effectiveness of its Information Security Program. Trane shall evaluate and promptly adjust its Information Security Program in light of the results of the testing and monitoring, any material changes to its operations or business arrangements, or any other facts or circumstances that Trane knows or reasonably should know may have a material impact on the security of Customer Confidential Information, Customer systems and Customer property.

7. Audits. Customer acknowledges and agrees that the Trane SOC2 audit report will be used to satisfy any and all audit/inspection requests/requirements by or on behalf of Customer. Trane will make its SOC2 audit report available to Customer upon request and with a signed nondisclosure agreement.

8. Information Security Contact. Trane's information security contact is Local Sales Office.

9. Security Incident Management. Trane shall notify Customer after the confirmation of a Security Incident that affects Customer Confidential Information, Customer systems, and Customer property. The written notice shall summarize the nature and scope of the Security Incident and the corrective action already taken or planned.

10. Threat and Vulnerability Management. Trane regularly performs vulnerability scans and addresses detected vulnerabilities on a risk basis. Periodically, Trane engages third parties to perform network vulnerability assessments and penetration testing. Vulnerabilities will be reported in accordance with Trane's cybersecurity vulnerability reported process. Trane periodically provides security updates and software upgrades.

11. Security Training and Awareness. New employees are required to complete security training as part of the new hire process and receive annual and targeted training (as needed and appropriate to their role) thereafter to help maintain compliance with Security Policies, as well as other corporate policies, such as the Trane Code of Conduct. This includes requiring Trane employees to annually re-acknowledge the Code of Conduct and other Trane policies as appropriate. Trane conducts periodic security awareness campaigns to educate personnel about their responsibilities and provide guidance to create and maintain a secure workplace.

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12. Secure Disposal Policies. Trane will maintain policies, processes, and procedures regarding the disposal of tangible and intangible property containing Customer Confidential Information so that wherever possible, Customer Confidential Information cannot be practicably read or reconstructed.

13. Logical Access Controls. Trane employs internal monitoring and logging technology to help detect and prevent unauthorized access attempts to Trane's corporate networks and production systems. Trane's monitoring includes a review of changes affecting systems' handling authentication, authorization, and auditing, and privileged access to Trane production systems. Trane uses the principle of "least privilege" (meaning access denied unless specifically granted) for access to customer data.

14. Contingency Planning/Disaster Recovery. Trane will implement policies and procedures required to respond to an emergency or other occurrence (i.e., fire, vandalism, system failure, natural disaster) that could damage Customer Data or any system that contains Customer Data. Procedures include the following:
    (i) Data backups; and
    (ii) Formal disaster recovery plan. Such disaster recovery plan is tested at least annually.

15. Return of Customer Data. If Trane is responsible for storing or receiving Customer Data, Trane shall, at Customer's sole discretion, deliver Customer Data to Customer in its preferred format within a commercially reasonable period of time following the expiration or earlier termination of the Agreement or, such earlier time as Customer requests, securely destroy or render unreadable or undecipherable each and every original and copy in every media of all Customer's Data in Trane's possession, custody or control no later than [90 days] after receipt of Customer's written instructions directing Trane to delete the Customer Data.

16. Background Checks Trane shall take reasonable steps to ensure the reliability of its employees or other personnel having access to the Customer Data, including the conducting of appropriate background and/or verification checks in accordance with Trane policies.

17. DISCLAIMER OF WARRANTIES. EXCEPT FOR ANY APPLICABLE WARRANTIES IN THE AGREEMENT, THE SERVICES ARE PROVIDED "AS IS", WITH ALL FAULTS, AND THE ENTIRE RISK AS TO SATISFACTORY QUALITY, PERFORMANCE, ACCURACY AND EFFORT AS TO SUCH SERVICES SHALL BE WITH CUSTOMER. TRANE DISCLAIMS ANY AND ALL OTHER EXPRESS OR IMPLIED REPRESENTATIONS AND WARRANTIES WITH RESPECT TO THE SERVICES AND THE SERVICES PROVIDED HEREUNDER, INCLUDING ANY EXPRESS OR IMPLIED WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR THAT THE SERVICES WILL OPERATE ERROR-FREE OR UNINTERRUPTED OR RETURN/RESPONSE TO INQUIRIES WITHIN ANY SPECIFIC PERIOD OF TIME.

March 2026
Supersedes November 2023v2

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Helm

PROJECT PROPOSAL

Company
Helm Service
2601 Beverly Drive, Suite 111
Aurora, IL 60502
Ph:

Proposal Date: 6/10/2026
Proposal Number: P19617

Bill To Identity
PLAINFIELD MAIN OFFICE
14855 S VAN DYKE RD
PLAINFIELD, IL 60544-9998

Agreement Location
PLAINFIELD POLICE DEPT
14300 S. COIL PLUS DRIVE
PLAINFIELD, IL 60544

RE: Plainfield PD 2nd Fl & Basement VAVs/RTU Replace

Helm Service would like to thank you for the opportunity to provide this proposal for your consideration. Partnering with Helm Service for this work will ensure you are receiving the highest technical expertise in our industry. Our mechanical service procedures promote the highest safety and environmentally conscious practices available. Our scope is as follows:
As an Awarded Vender through the Equalis Group Cooperative Purchasing Organization, Helm Service offers Equalis Group members the opportunity to purchase products and services without the delay and expense of going out to bid.

Helm Group & Equalis Group Publicly Procured Master Agreement Contract #R10-1177G:
Region 10 Education Service Center (Region 10), and Equalis Group Lead Agency, issued RFP #R10-1177G for HVAC & Facility Systems, Automation, Installation, Service and Related Products & Services and subsequently entered into Contract #R10-1177G with Helm Group on November 1, 2025.
Contract Information
Initial Term Through: 11/1/2025
Renewable Through: 10/31/2030

Additional information regarding the procurement process and contract award can be found on the Helm group Page (https://equalisgroup.org/helm-group/) at the Equalis Group website, including the Helm Group products and services available through the Master Agreement, RFP and scoring documents, the Master Agreement between Region 10 and Helm Group, and pricing model.

As a member of the Equalis Group, this procurement vehicle is immediately available to **PLAINFIELD MAIN OFFICE**

PLAINFIELD MAIN OFFICE Equalis Member #:EG-0047291
Helm/Equalis PQN #: 2854097 - Project Scope

- **HVAC UPGRADES/CONTROLS & RTU INSTALL 2nd Floor and Basement**
- Includes providing and installing TRANE Rooftop EQUIPMENT (2) UNITS
-
  - Replace 40 VAV's/FPBs in the Police Department serving 2nd fl and Basement
  - Install new discharge air sensors and zone sensors
  - Install new BACnet trunk to all devices- New wire to each box back to JACE
  - Integrate system into existing server
- Provide Crane Rental to install Rooftops (2) Provided by others
- Provide cut-sheets and verify units are like for like
  - this includes voltage, amp draw, breakers and curb adaptors
- Disconnect/Reconnect all gas & electrical utilities
- Controls on RTU and integration into new JACE
- Replace in like 40 VAV boxes, reconnect electrical and ductwork

- Includes all Ductwork modifications as required
- Includes Test & Balancing, VAV Calibration and air flow balancing
- All VAV boxes to be pre-measured/verify size and model prior to purchasing (labor included to do this work)
- HELM will work with utility company to apply and provide energy rebate incentives.

Total Proposed Project Price.....(less tax)..... $394,772.00

Clarifications:

- Tariff Alert: The prices quoted herein are based on the current tariff rates, duties, government charges, and trade regulations as of the date of this quote. If any new tariffs, duties, taxes, or similar charges are imposed, or any existing tariffs, duties, or charges are increased or modified by any government or regulatory authority (collectively, "Tariff Changes"), and such Tariff Changes result in an increase in the cost of goods, Helm Service reserves the right to adjust the pricing of the affected goods to reflect the increased costs. Helm Service is not obligated to deliver the goods and/or services until an agreement on the new price has been reached. Upon customer approval, Helm will verify with suppliers if any price increases have occurred and if so, will notify customer to review required price adjustment prior to order.
- Helm Service is not responsible for delays in equipment/material deliveries due to supply chain issues. With current environment, pricing is subject to change pending any equipment cost increases.
- Due to new A2L refrigerant regulations, 410-A Equipment will be discontinued after the first of the year.
- Work to be performed during normal working hours of 7:00am thru 3:30pm, Monday thru Friday.
- Helm Shall properly dispose of all debris created by the above noted repairs.
- If additional problems are found, another proposal will be offered to address anything additional.
- This proposal, scope, and price is the proprietary property of Helm Service and is for our client's use only, as it is to be utilized for the agreement evaluation. This Agreement sets forth all of the terms and conditions binding upon the parties hereto; and no person has authority to make any claim, representation, promise or condition on behalf of Helm Service, which is not expressed herein. No party shall alter this agreement. This proposal will become a binding Agreement only after acceptance by Client and approval by an officer of Helm Service as evidenced by their signatures below. All rights to any designs presented are retained by Helm Service.

Exclusions:

- The scope of this proposal does not include the replacement of any other components of the mechanical or controls systems that are not specifically listed in this proposal.
- Temporary HVAC equipment or rental equipment.
- Permits, Inspection fees of any kind.
- Isolation valves, strainers, check valves, etc. unless specifically noted.
- Electrical work of any kind, starters, disconnects, VFD's wire, conduit, breakers, fuses, etc. Unless noted above.
- Roofing, cutting, patching, flashing, painting.
- All work associated with Fire/Life Safety, including interfaces and interlocks to the Fire Alarm System, smoke detectors, fire dampers, smoke control dampers, and smoke/fire dampers.
- Additional ventilation requirements/revisions that may be required due to A2L refrigerants.
- Utility Services: We assume the existing utilities (gas, electrical, water) serving the facility are properly sized to handle the current building loads. If it is determined service upgrades are necessary to facilitate current or future loads, additional costs will apply through your utility provider and/or Helm.
- Structural building/walls; cutting, patching, and coring.
- Payment and performance bonds.
- All responsibility for lead and asbestos identification, abatement, removal, and disposal prior to start of job.

Thank you again for your consideration of our proposal. Please do not hesitate to contact me direct should you have any additional questions or comments.

Respectfully,

Dave Grey
Business Development/ Senior Account Executive
Helm Service
Ph. 630.742.6016
Email:dgrey@helmgroup.com

Upon execution as provided below, this agreement, including the following pages attached hereto (collectively, the "Agreement"), shall become a binding and enforceable agreement against both parties hereto. Customer, by execution of this Agreement, acknowledges that it has reviewed and understands the attached terms and conditions and has the authority to enter into this Agreement.

Contractor

Dave Grey
Signature (Authorized Representative)

Dave Grey
Name (Print/ Type)

Phone

6/10/2026 P19617
Date Proposal #

Customer

Signature (Authorized Representative)

Name (Print/ Type)

Title

Date PO#

Helm

HELM SERVICE
PROJECT - TERMS AND CONDITIONS

1. TERMS: IF THIS CONTRACT INVOLVES THE PURCHASE OF MATERIALS AND EQUIPMENT ONLY, THE PURCHASE PRICE SHALL BE PAYABLE AT THE TIME OF DELIVERY OF THE MATERIALS AND/OR EQUIPMENT; IF THIS CONTRACT INVOLVES LABOR OR LABOR AND MATERIALS AND EQUIPMENT, PROGRESS BILLINGS WILL BE SUBMITTED COVERING MATERIALS AND EQUIPMENT DELIVERED TO THE JOB SITE OR STORED IN ACCEPTABLE STORAGE FOR DELIVERY TO THE JOB SITE. THIS PROGRESS BILLING WILL ALSO INCLUDE LABOR WHICH HAS BEEN EXPENDED ON THE JOB OR DIRECTLY CONCERNED WITH THE JOB. THIS PROGRESS BILLING AMOUNT WILL BE DUE TEN DAYS AFTER BILLING DATE. FOR JOBS WHICH REQUIRE RETENTION, A RETENTION AMOUNT OF FIVE PERCENT WILL BE WITHHELD. IT WILL BECOME DUE AND PAYABLE AT THE COMPLETION OF HELM SERVICE'S PORTION OF THE PROJECT.

2. Title to the materials and equipment shall remain with Helm Service until the customer has paid the total price in full, and if the customer should fail to make any payment to Helm Service as the same becomes due or the customer fails to perform any other obligation under this contract, Helm Service may take possession of the materials and equipment.

3. Helm Service warrants that its labor and installation shall be done in a good and workmanlike manner and shall be free from defects for a period of one year after completion of the installation. Helm Service warrants that all equipment and materials furnished will be new unless otherwise specified in this contract, and that Helm Service has good title thereto. Helm Service does not warrant the quality of the equipment and materials furnished in any respect and the customer's remedy for defects in the equipment and materials shall be against Helm Service's suppliers or the manufacturers of the materials and equipment. Helm Service will deliver all manufacturers' written warranties to the customer upon completion of installation. UNDER NO CIRCUMSTANCES WILL HELM SERVICE BE RESPONSIBLE FOR LOSS OF USE, LOSS OF PROFITS, INCREASED OPERATING OR MAINTENANCE EXPENSE, CLAIMS OF CUSTOMER'S, TENANTS, OR CLIENTS, OR ANY SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES.

4. Once the equipment and materials have been delivered to the job site, the Customer assumes all risk of damage to same, by any cause, except that brought about by the negligence of Helm Service and its employees. The customer shall carry all Risk, Property Insurance to the full value of the materials and equipment and name Helm Service as an Additional Insured to the extent of its interest.
The Customer shall be responsible for purchasing and maintaining such liability insurance as will protect him against claims which may arise from operations under the Contract.

5. Helm Service will obtain Liability and Workers' Compensation Insurance protecting it against claims which may arise from operations under the contract.

6. Helm Service will make delivery or installation, when provided herein, within a reasonable time after this contract is entered into, but it will not be responsible for delays caused by unavailability of machinery, equipment, materials or parts, shipper's delays, strikes, lockouts, restrictions imposed by civil or military authority, priority regulation of some governmental body, insurrection or riot, or any other cause beyond Helm Service's control. If a time for performance is stated in this agreement, it shall be deemed to be an estimate only. If Helm Service is required to make some installation under this contract, the customer shall be responsible for putting the premises in a satisfactory condition including furnishing electric power, light, heat, and water so that installation can start promptly and be completed efficiently.

7. If Helm Service shall fail to perform any of its obligations under this contract and fails to perform after the customer gives Helm Service ten (10) days' written notice of the specific deficiencies, the customer may have someone else complete the performance, but Helm Service's liability shall be limited to what it reasonably costs the customer to obtain completion of Helm Service's obligations under this contract. If Helm Service fails to perform any of its obligations under this contract, the customer, at customer's option, and without being required to do so, may cancel this contract by giving Helm Service ten (10) days written notice.

8. If the Project is stopped for a period of thirty (30) days under an order of any court or other public authority having jurisdiction, or as a result of an act of government, such as a declaration of a national emergency making materials unavailable, through no act or fault of Helm Service or if the Project should be stopped for a period of thirty (30) days by Helm Service for the customer's failure to make payment thereon as provided in Paragraph 1, then Helm Service may upon seven (7) days written notice to the customer terminate this agreement and immediately recover from the customer payment for all work to date and for any proven loss sustained upon any materials, equipment, tools, construction equipment and machinery, including reasonable profit and damages.

9. In the event either party must commence a legal action to enforce any rights under this contract, the successful party shall be entitled to all court costs and reasonable attorney's fees as determined by the court for prosecuting or defending the claim as the case might be.

10. The Customer shall not leave any of the equipment or systems furnished or installed by Helm Service in operation until the customer has approved and accepted same and paid Helm Service the price in full.

11. Any written notice required under this contract may be delivered personally to the other party or mailed as certified mail, return receipt requested, to the other party's address as it appears in this agreement or as given to the other party by written notice during the terms of this contract.

12. To the fullest extent permitted by law, Customer shall indemnify and hold harmless Helm Service, its agents and employees from and against all claims, damages, losses and expenses, including but not limited to attorney's fees, arising out of or resulting from the performance of work hereunder, provided that such claim, damage, loss or expense is caused in whole or in part by any active or passive act or omission of Customer, anyone directly or indirectly employed by Customer, or anyone for whose acts Customer may be liable, regardless of whether it is caused in part by the negligence of Helm Service.

PLAINFIELD POLICE DEPARTMENT

Memo To:	John Argoudelis, Village President Joshua Blakemore, Village Administrator Village Trustees
From:	Robert Miller, Chief of Police
Date:	Friday, June 26, 2026
Subject:	Operations Report - May 2026

Special Olympics Fundraiser
Cop on Top
Dunkin Donuts
May, 2026



The following pages contain the Monthly Operations Report for the month of May 2026:

Revenue Summary	2
Vehicle Report	2
Training Report	3
Dispatch Activity	4
Arrest Report	5
Group A Offense Report	6

** Starting in May 2024, the monthly operations report updated its reporting parameters.*

PLAINFIELD POLICE DEPARTMENT

Monthly Revenue Summary: May

Payment Category		2024	2025	2026
FEES - Fees and Services				
	Administrative Ticket	$ 8,925.00	$ 11,175.00	$ 4,625.00
	Administrative Ticket-Late Fee	$ 880.00	$ 1,800.00	$ -
	Alcohol Enforcement Fine	$ 350.00	$ 350.00	$ 700.00
	Daily Storage Fee	$ 30.00	$ -	$ -
	Impound Fees	$ 3,500.00	$ 6,000.00	$ 7,500.00
	Kendall County Court Fine*	$ 275.00	$ -	$ 1,252.00
	Red Light Camera Violation*	$ 32,600.00	$ 36,910.00	$ 35,200.00
	Will County Court Fine*	$ 18,751.20	$ 20,408.52	$ 26,879.83
		$ 65,311.20	$ 76,643.52	$ 76,156.83
FINES - Fines/Forfeitures				
	Accident/Insurance Reports	$ 1,115.00	$ 845.00	$ 75.00
	Fingerprint Fee	$ 10.00	$ 10.00	$ -
	Freedom of Information Fee	$ 6.25	$ 0.25	$ -
	Offender Registration Fee	$ 100.00	$ -	$ -
		$ 1,231.25	$ 855.25	$ 75.00
PERMITS - Permits				
	Solicitors Permit	$ -	$ 50.00	$ 410.00
		$ -	$ 50.00	$ 410.00
Total		$ 66,542.45	$ 77,548.77	$ 76,641.83

**Red Light Camera Fines and Will and Kendal County fines are delayed due to the timing of payment processing relative to this reports publication.*

**Red light Camera Violations includes all transactions receipted by Plainfield and not solely the Police Department. Reporting month timing changed in the 12/2021 report for Red Light months.*

**Due to the implementation of a new system process as of 4/2026, there is currently a delay between payment receipt and posting. As a result, some payments reflected in the current reporting period were actually received during the prior reporting period.*

Monthly Vehicle Report: May

	2024	2025	2026
Average Miles Per Gallon	12.17	12.75	14.99
Gallons of Gasoline Used	4,406.00	46,666.60	4,986.70
Miles Driven	53,601	59,513	74,775
Monthly Maintenance*	$ 16,323.22	$ 12,462.07	$ 12,389.57

*Vehicle maintenance is reported as an expense based upon the calendar date paid; therefore is not necessarily representative of the date the maintenance was performed, billed, nor the budget month applied.

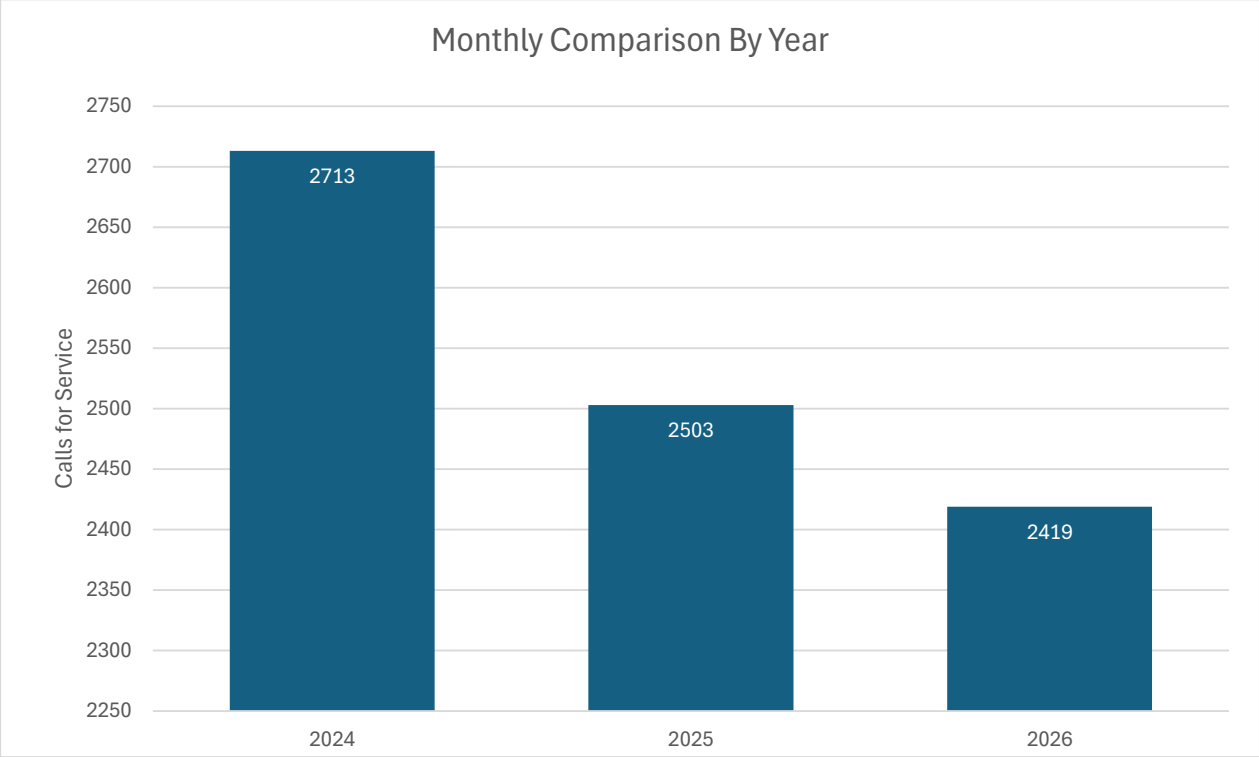
PLAINFIELD POLICE DEPARTMENT

Training Report: May

LastName	CourseTitle	StartDate	EndDate	Hours
Meyer	PPCT TPR UoF Defensive Tactics System Instructor Course	05/18/2026	05/22/2026	40
Miller	Avoiding Preventable Use of Force	05/21/2026	05/21/2026	8
Meyer	Second Division Overweight Vehicle Enforcement & Portable Weight Scale Certification	05/11/2026	05/15/2026	40
Janis	Legacy Project Annual Conference	05/15/2026	05/15/2026	8
Columbus	Will County SWAT	05/04/2026	05/04/2026	8
Columbus	Will County SWAT	05/18/2026	05/18/2026	4
Bayless, Dlugopolski, Gorski	NIST Drone Certification	05/28/2026	05/28/2026	24
Cook	Illinois Pension Conference	04/29/2026	05/01/2026	24
Martin	Police Decoy Fundamentals Workshop	05/07/2026	05/09/2026	24
Sauter	Police Decoy Fundamentals Workshop	05/07/2026	05/09/2026	24
Dabezic	Northwestern University Center for Public Safety School of Police Staff and Command	01/12/2026	05/15/2026	400
Pruchnicki	Undercover Social Media Investigations	05/14/2026	05/15/2026	16
Jeka	LE Defensive Driving for Sedans, SUV's & Pick-up Trucks	05/12/2026	05/12/2026	8
Bayless, Dlugopolski, Gorski	Aerial Advantage: Drone Deployment for Modern Policing and Strategies for Law Enforcement	05/27/2026	05/27/2026	24
Zigterman, Funk, McQuaid	Illinois Fire & Police Commissioners Association Spring Seminar	05/02/2026	05/02/2026	30
Lopez, Strickland, Wysocki	Less-lethal Shotgun	05/01/2026	05/01/2026	7.5
Sworn	ILETSB - Universal High Risk Traffic Stop (HRTS) - 8 Hour	05/05/2026	05/05/2026	464
			Total	1153.5

PLAINFIELD POLICE DEPARTMENT

Dispatch Activity: May



*Total incidents includes all CAD created incidents, including all Service Calls, Traffic Stops, Information only Calls, Etc. This chart compares the monthly CAD incidents over the past three years.

PLAINFIELD POLICE DEPARTMENT

Arrest Report: May

BookedDateTime	MinOffense	Age	SexID
5/2/2026 2:11	2410 - DUI - Under the Influence of Alcohol	25	M
5/2/2026 12:30	1310 - Criminal Damage to Property	JUVENILE	M
5/5/2026 9:00	0860 - Retail Theft - Taking Merchandise from Retail Establishment With Intent to Deprive Merchant Without Paying	35	F
5/6/2026 2:20	2410 - DUI - Under the Influence of Alcohol	62	F
5/7/2026 18:50	4387 - Violation of Order of Protection	45	M
5/8/2026 12:48	1350 - Criminal Trespass to State Supported Land	38	M
5/8/2026 21:59	0486 - Domestic Battery	43	F
5/13/2026 0:06	2020 - Possession of Controlled Substance	22	F
5/13/2026 18:50	2410 - DUI - Under the Influence of Alcohol	29	F
5/17/2026 2:40	2410 - DUI - Under the Influence of Alcohol	23	F
5/19/2026 1:58	2410 - DUI - Under the Influence of Alcohol	43	F
5/19/2026 13:50	1411 - Aggravated Unlawful Possession of Weapon	43	M
5/20/2026 19:33	1310 - Criminal Damage to Property	37	M
5/26/2026 21:54	2440 - Reckless Driving - Drives Vehicle With Willful or Wanton Disregard for Safety of Persons or Property	50	M
5/29/2026 9:29	1582 - Child Pornography	22	M
5/29/2026 19:39	0486 - Domestic Battery	39	M
5/29/2026 23:40	2485 - Driver and Passenger Required to Use Safety Belts	19	M
5/30/2026 3:55	2410 - DUI - Under the Influence of Alcohol	22	F
5/31/2026 0:07	0516 - Aggravated Assault - Offense Based ONLY on Victim - Peace Officer, Fireman, ER Mgmt. Worker, Medical Personnel	36	M
5/31/2026 2:19	2410 - DUI - Under the Influence of Alcohol	42	M
5/31/2026 23:13	2410 - DUI - Under the Influence of Alcohol	22	M

*An arrestee may face multiple charges; the charge listed represents the most serious offense.

Group A Offense Report: May

Offense	Reported in 2026	Reported in 2025	Percent Change	Offenses Cleared	Percent Cleared	Percent Of Category	Rate Per 100,000*
Murder	0	0	NA	0	0.00%	0.00%	0.00
Negligent Manslaughter	0	0	NA	0	0.00%	0.00%	0.00
Justifiable Homicide	0	0	NA	0	0.00%	0.00%	0.00
Non-consensual Sex Offenses:							
Rape	0	1	-100.00%	0	0.00%	0.00%	0
Sodomy	0	0	NA	0	0.00%	0.00%	0.00
Sexual Assault with Object	0	0	NA	0	0.00%	0.00%	0.00
Fondling	0	0	NA	0	0.00%	0.00%	0.00
Aggravated Assault	1	1	0.00%	0	0.00%	3.85%	2.15
Simple Assault	21	19	10.53%	10	47.62%	80.77%	45.14
Intimidation	3	5	-40.00%	2	66.67%	11.54%	6.45
Kidnapping/Abduction	0	0	NA	0	0.00%	0.00%	0.00
Consensual Sex Offenses:							
Incest	0	0	NA	0	0.00%	0.00%	0.00
Statutory Rape	1	0	NA	1	100.00%	3.85%	2.15
Human Trafficking, Commercial Sex Acts	0	0	NA	0	0.00%	0.00%	0.00
Human Trafficking, Involuntary Servitude	0	0	NA	0	0.00%	0.00%	0.00
Crimes Against Persons Total	**26**	**26**	**0%**	**13**	**50%**	**26.53%**	**55.89**
Robbery	0	0	NA	0	0.00%	0.00%	0.00
Burglary/Breaking & Entering	0	0	NA	0	0.00%	0.00%	0.00
Larceny/Theft Offenses	19	16	18.75%	4	21.05%	31.15%	40.85
Motor Vehicle Theft	3	3	0.00%	0	0.00%	4.92%	6.45
Arson	1	0	NA	0	0.00%	1.64%	2.15
Destruction Of Property	21	8	162.50%	3	14.29%	34.43%	45.14
Counterfeiting/Forgery	1	2	-50.00%	0	0.00%	1.64%	2.15
Fraud Offense	16	8	100.00%	3	18.75%	26.23%	34.4
Embezzlement	0	0	NA	0	0.00%	0.00%	0.00
Extortion/Blackmail	0	1	-100.00%	0	0.00%	0.00%	0
Bribery	0	0	NA	0	0.00%	0.00%	0.00
Stolen Property Offenses	0	0	NA	0	0.00%	0.00%	0.00
Crimes Against Property Total	**61**	**38**	**60.53%**	**10**	**16.39%**	**62.24%**	**131.13**
Drug/Narcotic Violations	8	8	0.00%	8	100.00%	72.73%	17.2
Drug Equipment Violations	0	0	NA	0	0.00%	0.00%	0.00
Gambling Offenses	0	0	NA	0	0.00%	0.00%	0.00
Pornography/Obscene Material	1	0	NA	0	0.00%	9.09%	2.15
Prostitution	0	0	NA	0	0.00%	0.00%	0.00
Weapons Law Violation	2	4	-50.00%	1	50.00%	18.18%	4.3
Animal Cruelty	0	0	NA	0	0.00%	0.00%	0.00
Crimes Against Society Total	**11**	**12**	**-8.33%**	**9**	**81.82%**	**11.22%**	**23.65**
Total Group "A" Offenses	**98**	**76**	**28.95%**	**32**	**32.65%**	**100%**	**210.68**

*The Rate per 100,000 will be NA when the Adjusted Population Base is Zero. Adjusted population base: 46,517