

# Traffic Impact Study Proposed 7 Brew Coffee Shop

Warrenville, Illinois



Prepared For:



December 23, 2025

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for a proposed 7 Brew coffee shop in Warrenville, Illinois.

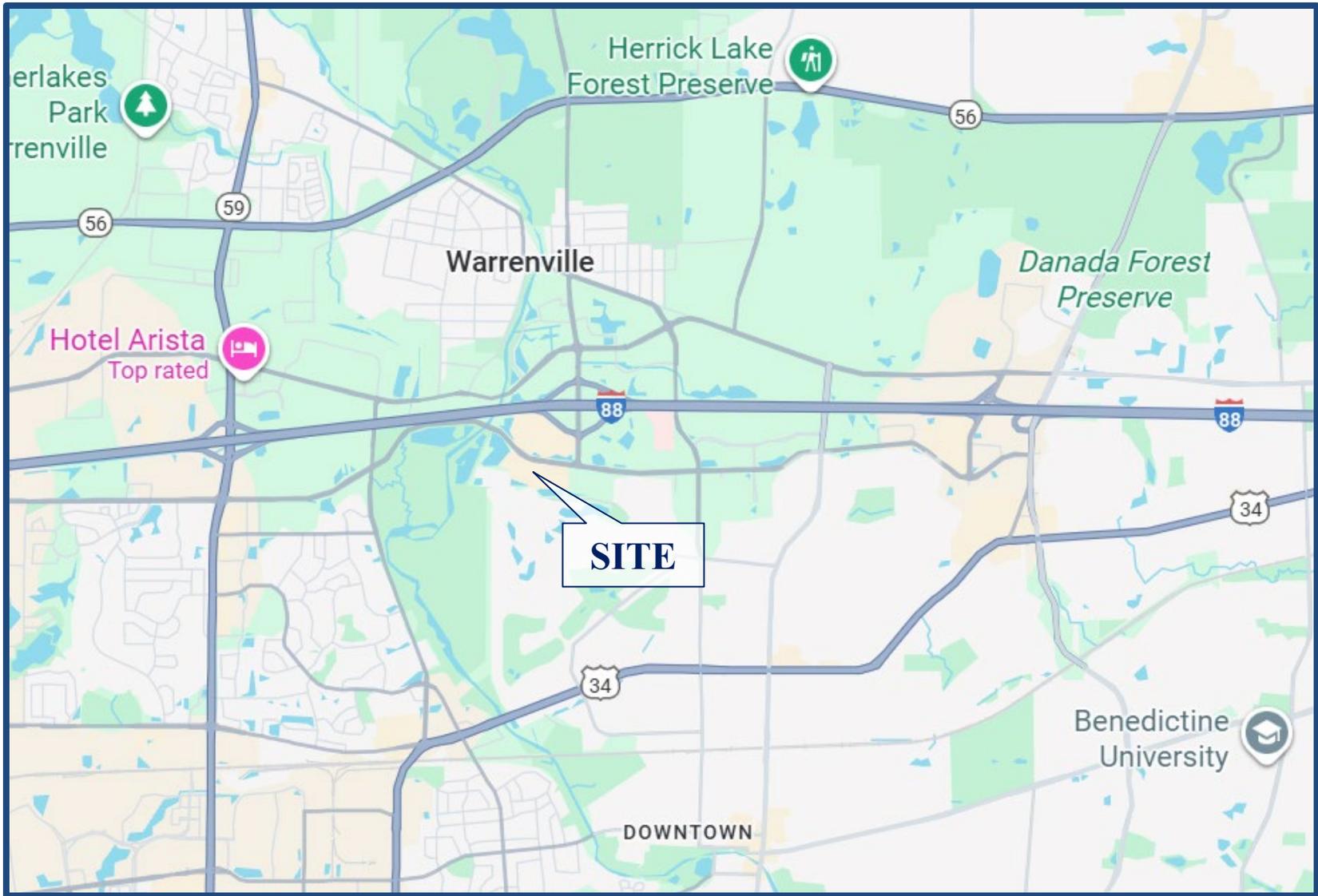
The site, which is currently occupied by a vacant building, is located at 28231 Diehl Road and is an outlot parcel within the Target anchored Cantera Commons shopping center. As proposed, the plans call for a 748 square-foot building with dual drive-through lanes. 7 Brew locations do not provide indoor seating, and all orders are facilitated through the drive-through. Access to the site will be provided via the existing access system serving the retail center.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed coffee shop will have on traffic conditions in the area, evaluate the adequacy of the drive-through stacking and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site. The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the proposed development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the drive-through usage and stacking

Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the development.
3. Year 2031 Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location

Figure 1



**Aerial View of Site**

**Figure 2**

*Proposed 7 Brew Coffee Shop  
Warrenville, Illinois*

## 2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

The site, which is an outlot parcel in the Cantera Commons shopping center that is currently occupied by a vacant building, is bounded by Diehl Road to the north, a parking lot to the east, Madurai Kitchen and Bar to the west, and Dodge Drive to the south. Access to the shopping center is currently provided via a three-quarters access drive off Diehl Road and via Dodge Drive. Land uses within the vicinity of the site are primarily commercial and include Target, Chipotle, Sankalp – The Taste of India, and Starbucks.

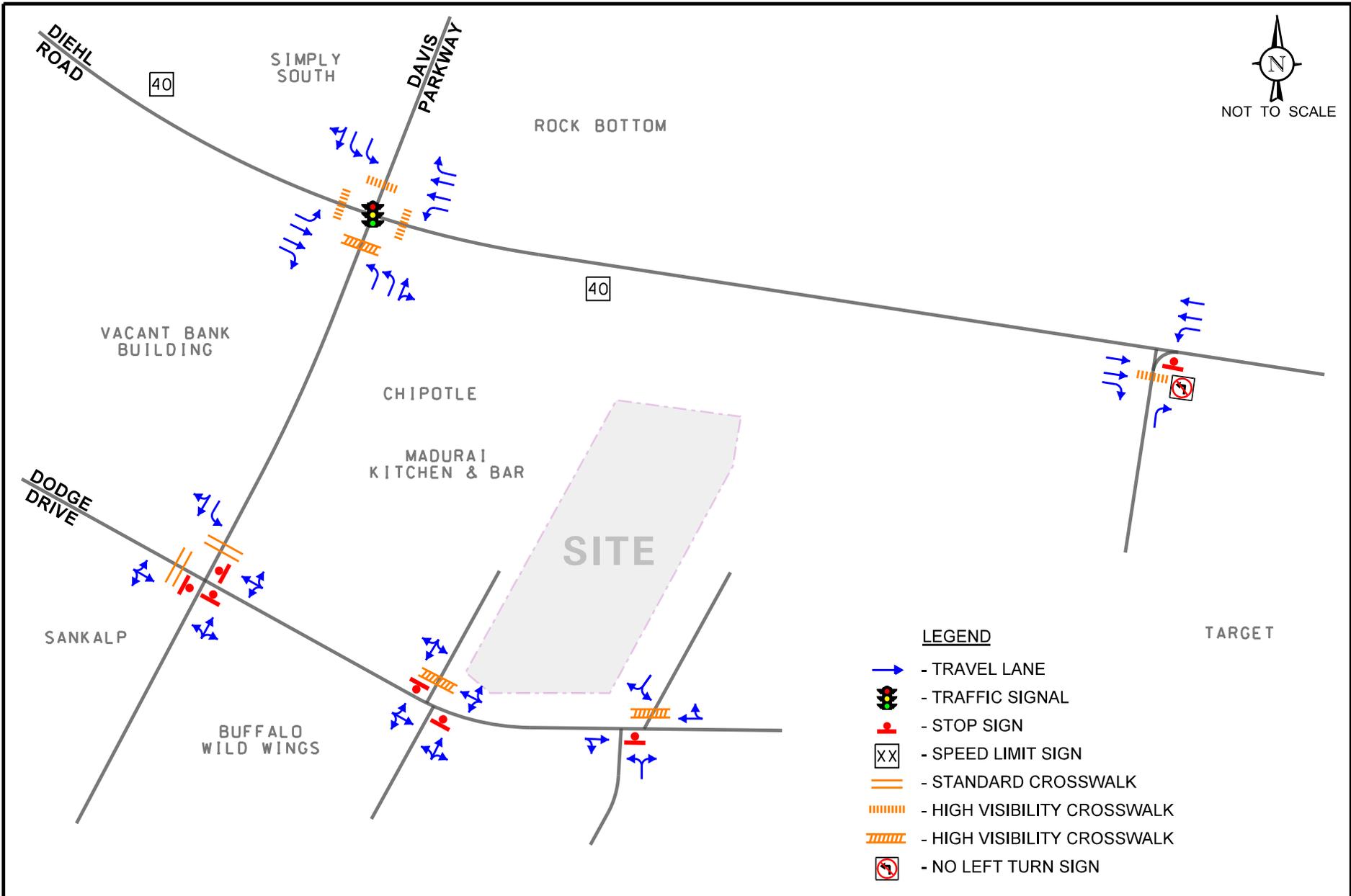
### Existing Roadway System Characteristics

The characteristics of the existing roadways near the site are described below and illustrated in **Figure 3**.

*Diehl Road* is an east-west minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with Davis Parkway, Diehl Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. High-visibility crosswalks are provided on both approaches. At its unsignalized intersection with the three-quarters access drive, Diehl Road provides two through lanes and an exclusive right-turn lane on the eastbound approach and two through lanes and an exclusive left-turn lane on the westbound approach. Diehl Road is under the jurisdiction of the DuPage Department of Transportation (DuDOT), carries an annual average daily traffic (AADT) of 10,300 vehicles (Illinois Department of Transportation [IDOT] 2024), and has a posted speed limit of 40 miles per hour.

*Davis Parkway* is a north-south local roadway that generally provides one travel lane in each direction. At its signalized intersection with Diehl Road, Davis Parkway provides two exclusive left-turn lanes and a shared through/right-turn lane on the northbound and southbound approaches. High-visibility crosswalks are provided on both approaches. At its unsignalized intersection with Dodge Drive, Davis Parkway provides a shared left-turn/through/right-turn lane on the northbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the southbound approach. The northbound approach is under stop sign control.

*Dodge Drive* is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Davis Parkway, Dodge Drive provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches and is under stop sign control.



7-Brew  
Warrenville, Illinois

Existing Roadway Characteristics



Job No: 25-276

Figure: 3

## Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Tuesday, October 7, 2025, during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods and on Saturday, October 5, 2025, during the midday (12:00 to 2:00 P.M.) peak period at the following intersections:

- Diehl Road with Davis Parkway
- Davis Parkway with Dodge Drive
- Diehl Road with three-quarters access drive
- Dodge Drive with access road
- Dodge Drive with internal access road

The results of the traffic counts indicate that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M, the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M., and the Saturday midday peak hour of traffic occurs from 12:45 P.M. to 1:45 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

## Crash Data Summary

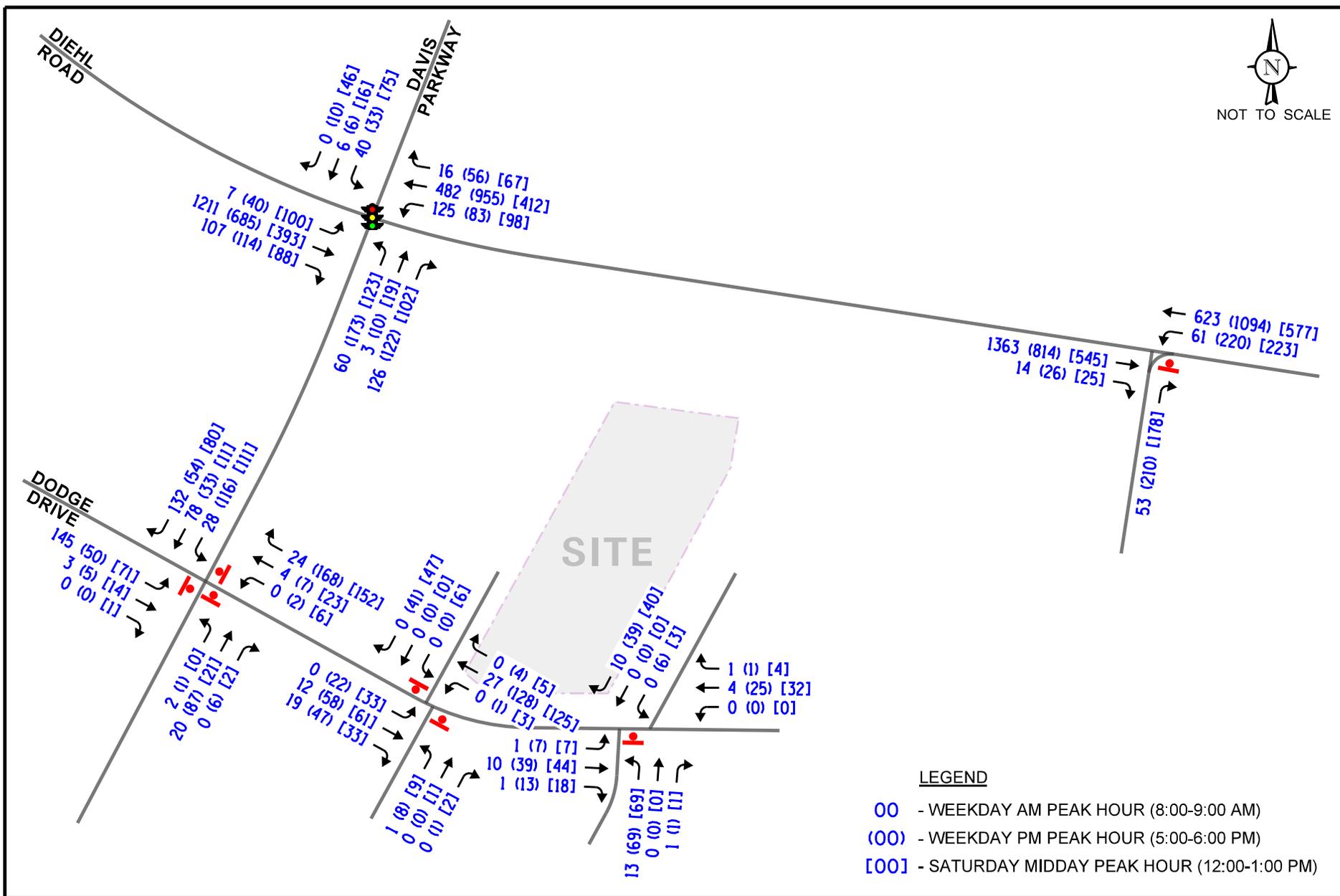
KLOA, Inc. obtained crash data for the past five years (2020 to 2024) for the intersections within the study area. It should be noted that all of the intersections experienced an average of less than one crash per year except the intersection of Diehl Road with Davis Parkway **Table 1** provides a summary of the crash data at that. Further, no fatalities were reported at the intersection during the study period.<sup>1</sup>

Table 1  
DIEHL ROAD WITH DAVIS PARKWAY - CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	2	5	0	7	4	3	0
2021	0	0	0	1	0	2	0	3	1	2	0
2022	1	0	0	0	1	2	0	4	2	2	0
2023	0	0	0	0	0	2	0	2	2	0	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>0</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>19</b>	<b>10</b>	<b>9</b>	<b>0</b>
<b>Avg</b>	<b>&lt;1.0</b>	<b>--</b>	<b>--</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>2.8</b>	<b>--</b>	<b>3.8</b>	<b>2.0</b>	<b>1.8</b>	<b>--</b>

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning  
PD – Property Damage; I – Injury; F - Fatal

<sup>1</sup> IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).



**LEGEND**

- 00 - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00) - WEEKDAY PM PEAK HOUR (5:00-6:00 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

7-Brew  
Warrenville, Illinois

Existing Traffic Volumes



### 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

#### Proposed Site and Development Plan

As proposed, the site will be developed to provide an approximately 748 square-foot 7 Brew coffee shop with dual drive-through lanes. 7 Brew locations do not provide indoor seating and all orders are facilitated through the drive-through. Therefore, the 18 proposed parking spaces provided within the site influence area are only intended to be utilized by team members. To accommodate the anticipated peak queue of the 7 Brew, the site has been sized and designed to accommodate stacking for 46 vehicles. A thorough discussion of the drive-through design, operations, and available and estimated stacking is included later in this report.

Access from the site to the external roadway network will be provided via the existing access system serving the Cantera Commons shopping center, which consists of Davis Parkway which has a signalized intersection with Diehl Road and a three-quarter movement access drive on Diehl Road, located 650 feet east of Davis Parkway, as previously described.

A copy of the preliminary site plan is included in the Appendix.

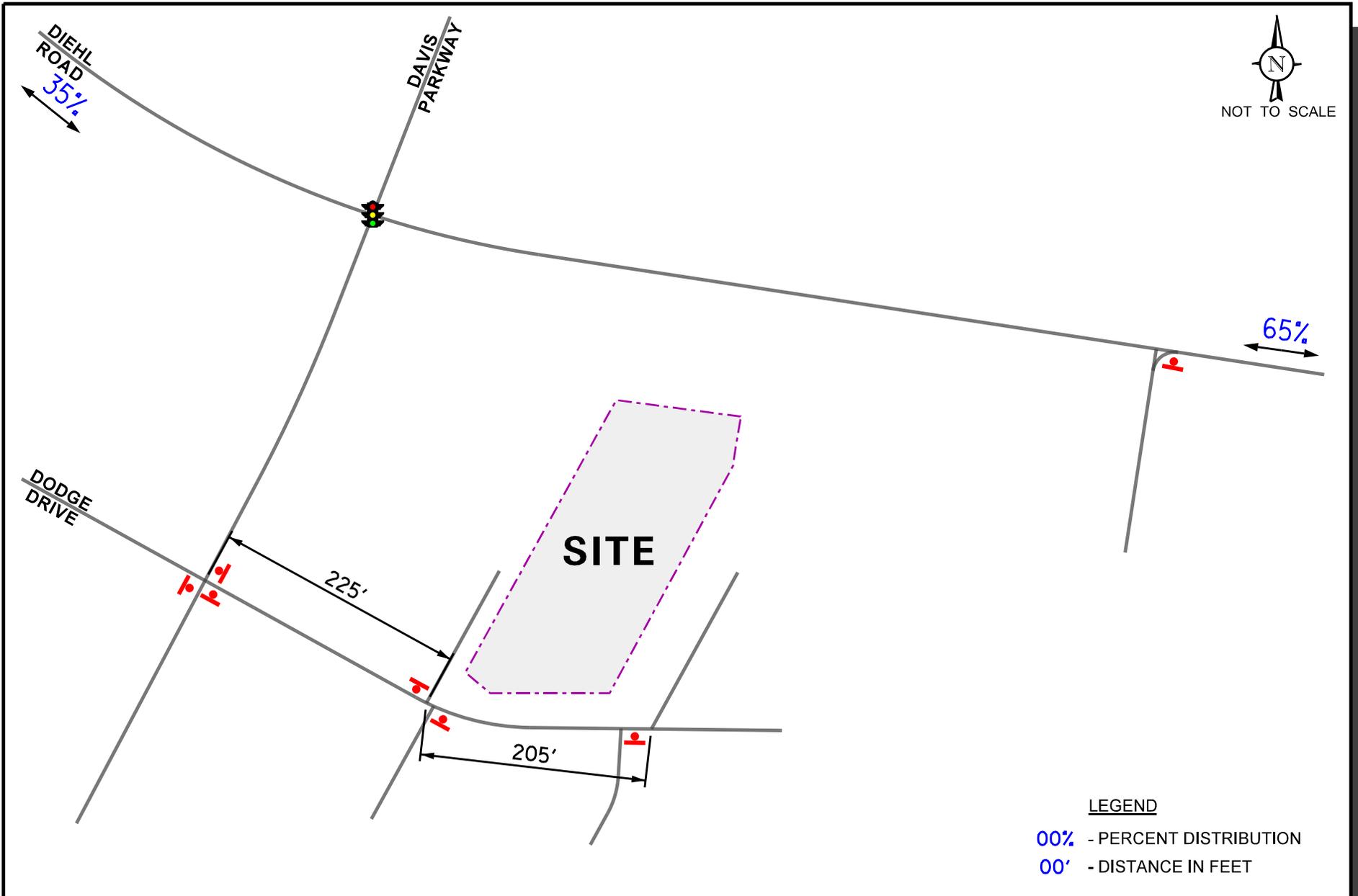
#### Directional Distribution

The directions from which vehicles will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the site-generated traffic.

#### Trip Generation Estimates

The number of peak hour trips estimated to be generated by the proposed coffee shop was based on the following:

- Vehicle trip generation rates contained in *Trip Generation Manual*, 12<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). The “Coffee/Donut Shop with Drive-Through Window and No Indoor Seating” (Land-Use Code 938) trip rates were utilized. A copy of the ITE trip generation sheets is included in the Appendix.
- Trip generation surveys conducted at the existing 7 Brew locations at 1203 Iroquois Avenue in Naperville, 880 S. Rand Road in Lake Zurich, and 12980 IL Route 47 in Huntley.



**LEGEND**

**00%** - PERCENT DISTRIBUTION

**00'** - DISTANCE IN FEET

7-Brew  
Warrenville, Illinois

Directional Distribution



Job No: 25-276

Figure: 5

**Table 2** summarizes the trips projected to be generated by the proposed development based on each methodology during the peak hours and daily. As can be seen from Table 2, the trip generation surveys yield the highest trip generation and, as such, the average trips based on the trip generation surveys were utilized as the base trip generation for the purposes of this evaluation.

It should be noted that based on information provided by ITE, a high percentage of trips made to drive-through coffee shops are diverted from the existing traffic on the area roadway system according to ITE surveys. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. However, for the purposes of this evaluation, no pass-by reduction was applied.

Furthermore, given that the subject site is an outlot parcel within a larger shopping center, it is anticipated that trips generated by 7 Brew will be multi-purpose trips to other land uses within the shopping center. However, no interaction reduction was applied to the estimated trip generation.

Lastly, it should be noted that when the trip generation surveys were conducted, the 7 Brew coffee chains were new to the Chicagoland area, which results in attracting customers from a larger trade area than established stores in other markets in the United States. Therefore, the trip generation surveys, that were conducted at three of the four total open and operating 7 Brew locations at the time is higher-than-average trip generation for a national average 7 Brew coffee shop. As more 7 Brew locations open within the Chicagoland area, it is anticipated that the trip generation rates will decrease and stabilize. However, for the purposes of this evaluation, no reduction was applied to the trip generation to account for this in order to provide a conservative (worst-case) scenario.

Table 2

PROJECTED SITE-GENERATED TRAFFIC VOLUMES – PEAK HOURS

Methodology	Weekday Morning Peak Hour <sup>1</sup>			Weekday Evening Peak Hour <sup>1</sup>			Saturday Midday Peak Hour <sup>1</sup>		
	In	Out	Total	In	Out	Total	In	Out	Total
ITE Land-Use Code 938 (2 Drive-Through Lanes)	44	45	89	15	15	30	--	--	--
Trip Generation Surveys (Naperville 7 Brew)	93	89	182	94	98	192	108	110	218
Trip Generation Surveys (Lake Zurich 7 Brew)	79	82	161	64	68	132	79	81	160
Trip Generation Surveys (Huntley 7 Brew)	103	97	200	86	95	181	94	92	186
<b>Trip Generation Surveys (Average)</b>	<b>92</b>	<b>89</b>	<b>181</b>	<b>81</b>	<b>87</b>	<b>168</b>	<b>94</b>	<b>94</b>	<b>188</b>
1 – Peak hour of adjacent roadway traffic									

## 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed development.

### Site Traffic Assignment

The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new site traffic assignment is illustrated in **Figure 6**.

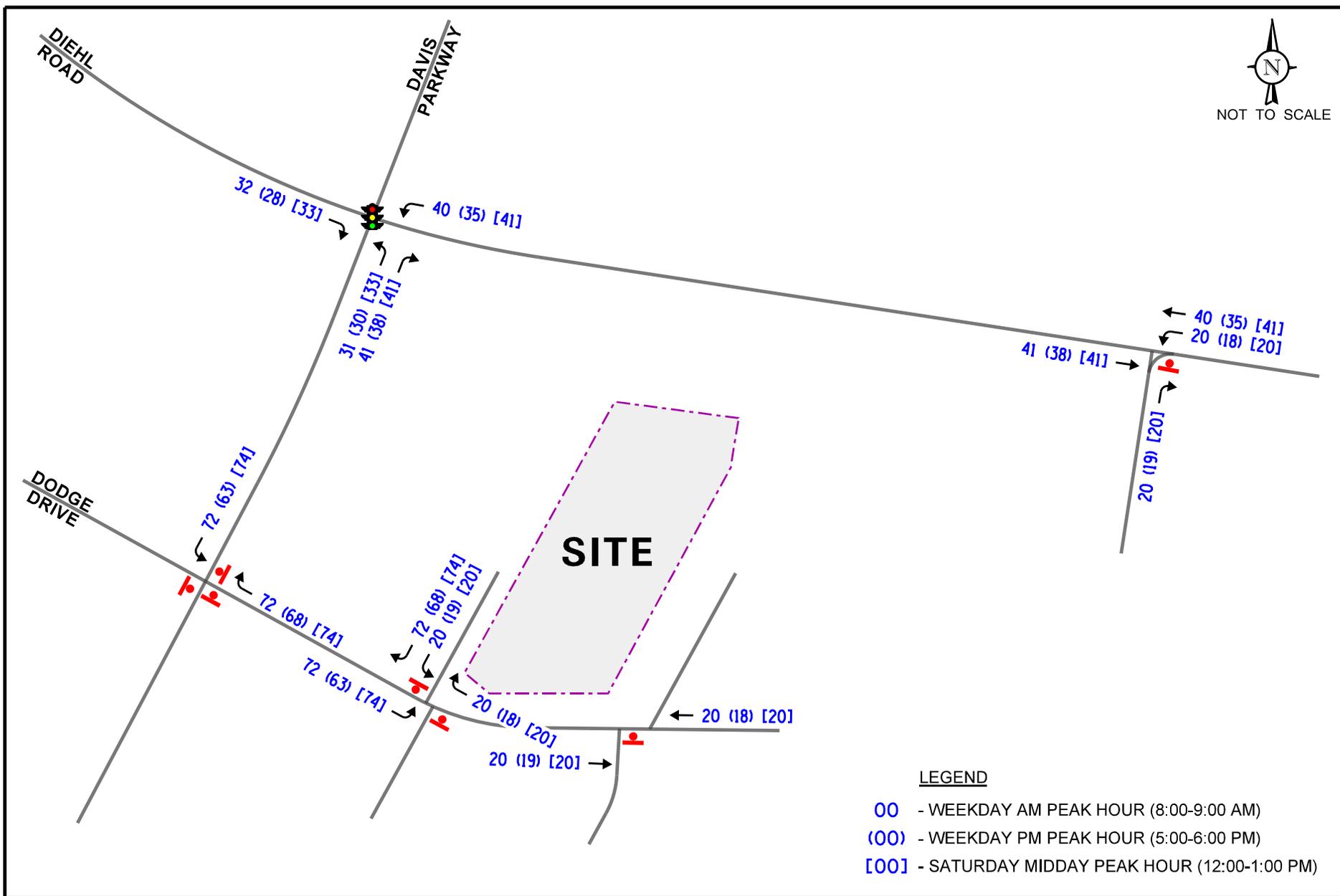
### Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of one percent per year for six years (buildout year plus five years) for a total of approximately six percent to project Year 2031 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

**Figure 7** illustrates the Year 2031 no-build conditions.

### Total Projected Traffic Volumes

The site-generated traffic (Figure 6) was added to the existing traffic volumes increased by the regional growth factor (Figure 7) to determine the Year 2031 total projected traffic volumes, shown in **Figure 8**.

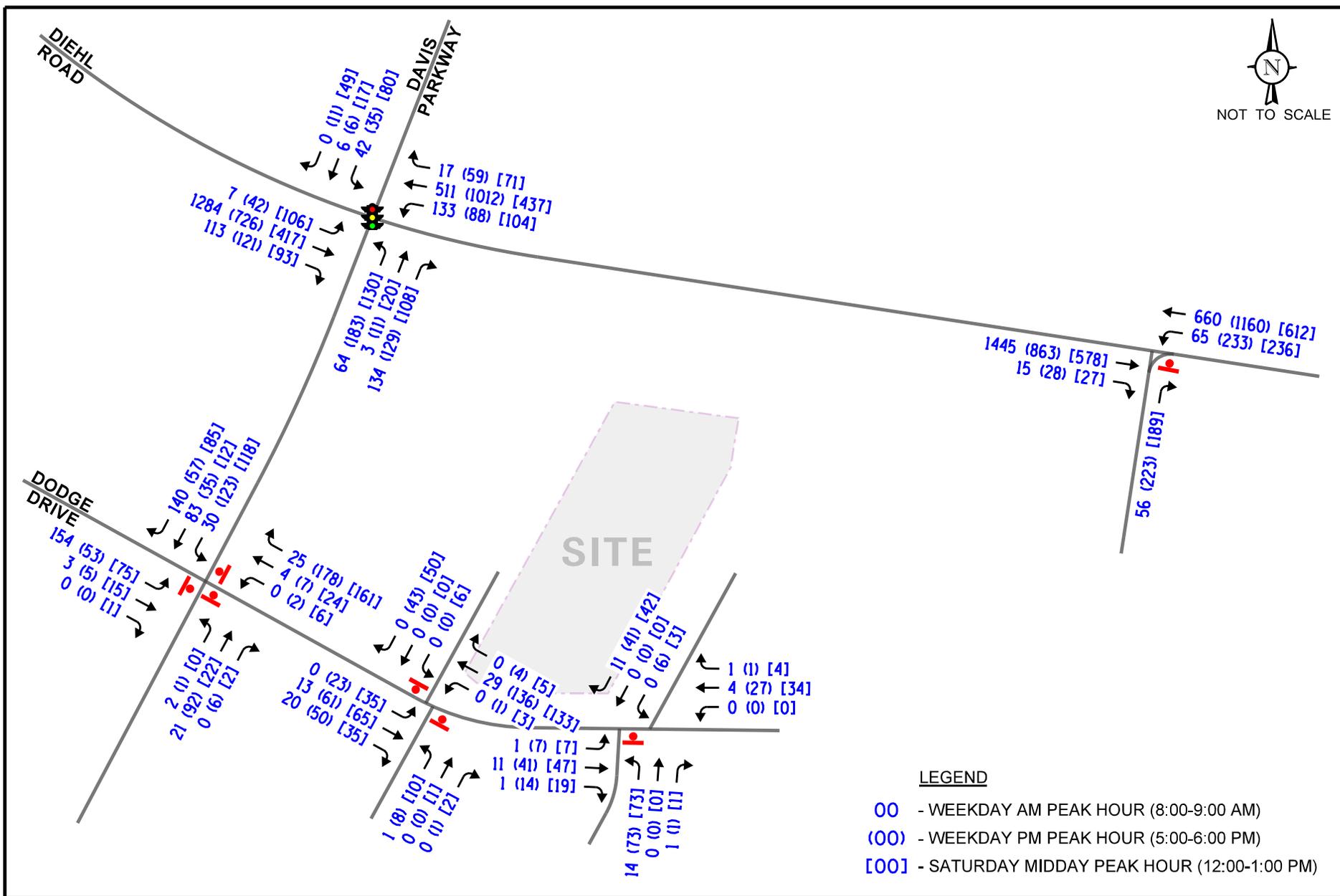


7-Brew  
Warrenville, Illinois

Site-Generated Traffic Volumes  
New Trips

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.

Job No: 25-276      Figure: 6



**LEGEND**

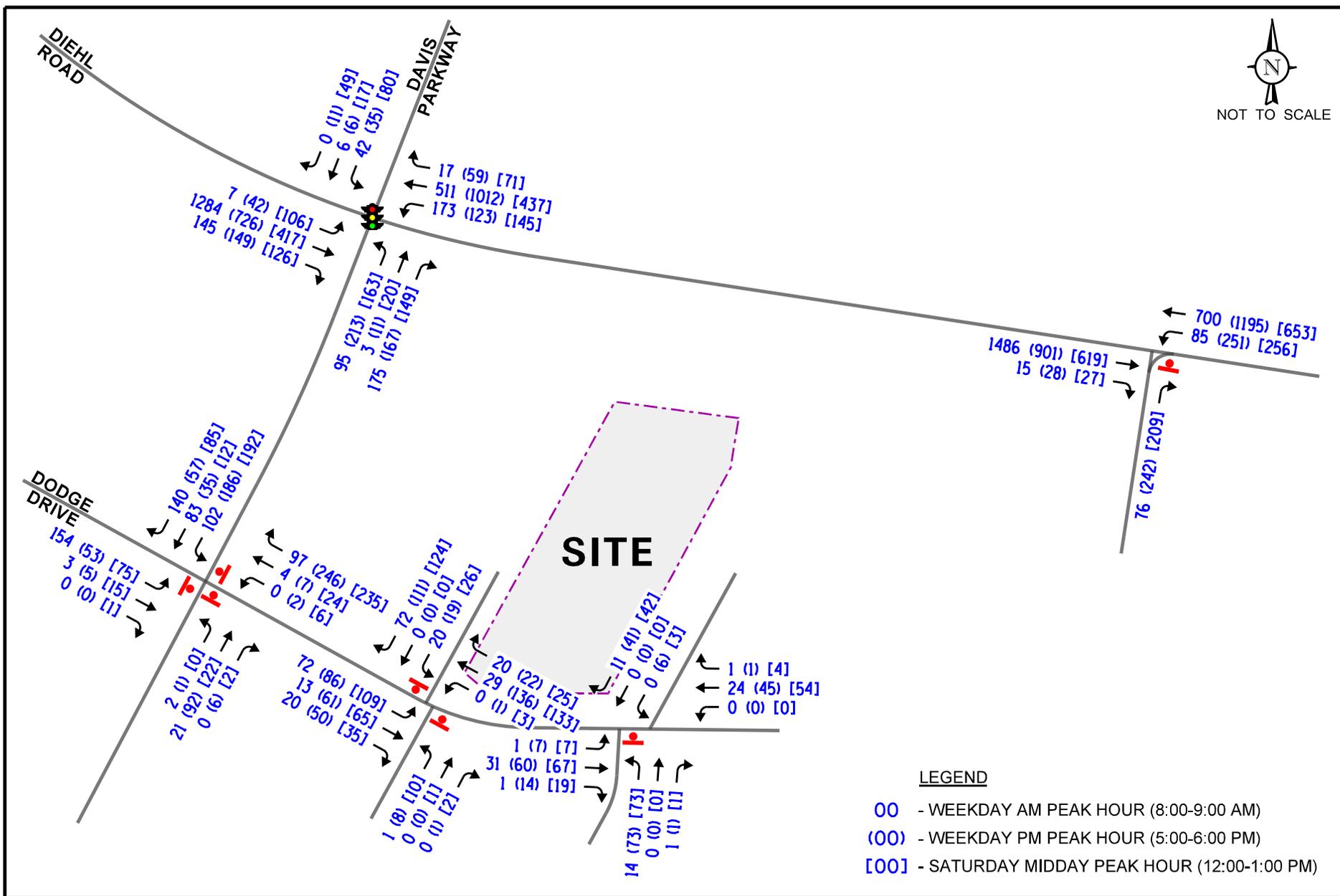
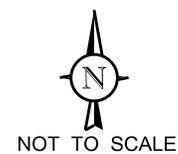
- 00 - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00) - WEEKDAY PM PEAK HOUR (5:00-6:00 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

7-Brew  
Warrenville, Illinois

Year 2031 No-Build Traffic Volumes



Job No: 25-276 Figure: 7



7-Brew  
Warrenville, Illinois

Year 2031 Total Traffic Volumes



Job No: 25-276 Figure: 8

## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing (Year 2025), no-build, and future projected (Year 2031) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 12 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 3** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

## CAPACITY ANALYSIS RESULTS – DIEHL ROAD WITH DAVIS PARKWAY – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound		Southbound		Overall
		L	T	R	L	T	R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	A	B	A	B	A	A	D	C	D	D	B 13.9
		5.0	15.2	1.1	11.0	6.3	0.0	42.4	20.4	50.9	49.2	
	B – 14.0			A – 7.1			C – 27.4		D – 50.6			
	Weekday Evening	A	B	A	A	A	A	E	C	E	D	B 15.4
		5.3	10.1	0.7	5.0	9.8	0.5	71.0	21.6	71.7	46.4	
	A – 8.6			A – 9.0			D – 49.6		E – 63.4			
Saturday Midday	A	A	A	A	A	A	E	C	E	C	B 16.5	
	5.1	9.6	1.0	5.1	9.7	1.2	59.2	22.4	62.2	28.2		
A – 7.6			A – 8.0			D – 40.9		D – 46.8				
No-Build Conditions	Weekday Morning	A	B	A	B	A	A	D	C	D	D	B 14.8
		5.0	16.1	1.2	16.9	6.4	0.0	42.4	20.6	50.9	49.3	
	B – 14.8			A – 8.4			C – 27.6		D – 50.7			
	Weekday Evening	A	B	A	A	B	A	E	C	E	D	B 15.8
		5.5	10.5	0.7	5.3	10.3	0.6	71.2	21.5	71.8	45.2	
	A – 8.9			A – 9.4			D – 49.7		E – 63.1			
Saturday Midday	A	A	A	A	B	A	E	C	E	C	B 16.7	
	5.3	10.0	1.0	5.3	10.0	1.2	59.2	22.3	62.4	28.0		
A – 7.8			A – 8.2			D – 40.9		D – 46.9				
Projected Conditions	Weekday Morning	A	B	A	C	A	A	D	C	D	D	B 16.7
		5.3	17.4	1.3	28.6	6.5	0.0	42.5	20.1	50.9	50.2	
	B – 15.7			B – 11.8			C – 27.9		D – 50.8			
	Weekday Evening	A	B	A	A	B	A	E	C	E	D	B 16.7
		6.0	11.6	0.8	6.1	10.9	0.7	71.5	20.0	71.8	45.2	
	A – 9.6			A – 9.9			D – 48.0		E – 63.1			
Saturday Midday	A	B	A	A	B	A	E	C	E	C	B 17.3	
	5.7	11.0	1.0	5.9	10.6	1.4	59.1	20.2	62.4	28.0		
A – 8.2			A – 8.6			D – 39.3		D – 46.9				
Letter denotes Level of Service		L – Left Turn		R – Right Turn								
Delay is measured in seconds.		T – Through										

Table 4

## CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Diehl Road with three-quarters access drive<sup>1</sup></b>						
• Northbound Approach	C	16.8	B	14.9	B	11.8
• Westbound Left Turn	B	14.3	B	11.5	A	9.8
<b>Dodge Drive with access road<sup>1</sup></b>						
• Northbound Approach	A	8.8	B	10.4	B	11.0
• Eastbound Left Turn	--	--	A	7.5	A	7.6
• Westbound Left Turn	--	--	A	7.4	A	7.4
• Southbound Approach	--	--	A	9.1	A	9.6
<b>Dodge Drive with internal access road<sup>1</sup></b>						
• Northbound Approach	A	8.7	A	9.6	A	9.7
• Eastbound Left Turn	A	7.2	A	7.3	A	7.3
• Westbound Left Turn	--	--	--	--	--	--
• Southbound Approach	A	8.4	A	8.6	A	8.6
<b>Davis Parkway with Dodge Drive<sup>2</sup></b>						
• Intersection Capacity Utilization (ICU)	A	33.7%	A	37.3%	A	38.5%
LOS = Level of Service Delay is measured in seconds.			1 – Two-way stop control 2 – Three-way stop control			

Table 5

## CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Diehl Road with three-quarters access drive<sup>1</sup></b>						
• Northbound Approach	C	17.9	C	15.9	B	12.2
• Westbound Left Turn	C	15.3	B	12.1	B	10.1
<b>Dodge Drive with access road<sup>1</sup></b>						
• Northbound Approach	A	8.9	B	10.5	B	11.3
• Eastbound Left Turn	--	--	A	7.5	A	7.7
• Westbound Left Turn	--	--	A	7.4	A	7.4
• Southbound Approach	--	--	A	9.2	A	9.6
<b>Dodge Drive with internal access road<sup>1</sup></b>						
• Northbound Approach	A	8.8	A	9.6	A	9.8
• Eastbound Left Turn	A	7.2	A	7.3	A	7.3
• Westbound Left Turn	--	--	--	--	--	--
• Southbound Approach	A	8.4	A	8.6	A	8.6
<b>Davis Parkway with Dodge Drive<sup>2</sup></b>						
• Intersection Capacity Utilization (ICU)	A	35.0%	A	38.3%	A	39.7%
LOS = Level of Service Delay is measured in seconds.			1 – Two-way stop control 2 – Three-way stop control			

Table 6

## CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Diehl Road with three-quarters access drive<sup>1</sup></b>						
• Northbound Approach	C	19.6	C	17.2	B	12.9
• Westbound Left Turn	C	16.5	B	12.8	B	10.5
<b>Dodge Drive with access road<sup>1</sup></b>						
• Northbound Approach	B	11.0	B	12.6	B	14.8
• Eastbound Left Turn	A	7.5	A	7.7	A	7.9
• Westbound Left Turn	--	--	A	7.4	A	7.4
• Southbound Approach	A	9.5	B	10.3	B	11.5
<b>Dodge Drive with internal access road<sup>1</sup></b>						
• Northbound Approach	A	9.1	A	10.0	B	10.2
• Eastbound Left Turn	A	7.3	A	7.3	A	7.3
• Westbound Left Turn	--	--	--	--	--	--
• Southbound Approach	A	8.5	A	8.7	A	8.7
<b>Davis Parkway with Dodge Drive<sup>2</sup></b>						
• Intersection Capacity Utilization (ICU)	A	35.0%	A	46.0%	A	48.4%
LOS = Level of Service Delay is measured in seconds.			1 – Two-way stop control 2 – Three-way stop control			

## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the site-generated traffic. It should be noted that the results of the capacity analyses are reflective of a worst-case evaluation given that (1) no pass-by reduction was applied to the estimated vehicle trip generation, (2) no interaction reduction was applied to the estimated vehicle trip generation, and (3) the trip generation was not reduced to account for a stabilized Chicagoland market in which more 7 Brew locations are constructed and operational.

### *Diehl Road with Davis Parkway*

The results of the capacity analysis indicate the following:

- The intersection overall currently operates at Level of Service (LOS) B during the weekday morning, weekday evening, and Saturday midday peak hours.
- All of the movements on the eastbound and westbound approaches currently operate at LOS B or better and the movements on the northbound and southbound approaches currently operate at LOS E or better. However, this due to the operation of the northbound and southbound left-turn movements under a protected phase only.
- Under no-build conditions, the intersection overall is projected to continue operating at existing levels of service during the peak hours. All approaches are projected to continue operating at existing LOS.
- Under total projected conditions, the intersection overall is projected to continue to operate at LOS B during the peak hours and all approaches are projected to continue to operate at existing LOS except for the westbound approach during the weekday morning peak hour which is projected to operate at LOS B.
  - The volume to capacity ratio for the northbound left-turn movements is projected to be less than one during all three peak hours indicating the approach has sufficient capacity to accommodate the projected traffic volumes.
  - The 95<sup>th</sup> percentile queues for the northbound left-turn movements are projected to be 64, 159, and 108 feet during the peak hours, respectively.
    - These queues are projected to be one to two vehicles longer than no-build conditions.
    - A review of the simulation indicate that these queues clear the intersection with every southbound green phase.

- These queues are not projected to extend beyond the intersection of Dodge Drive with Davis Parkway, which is approximately 280 feet south of the northbound stop bar.

Overall, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed 7 Brew. As previously indicated, the trip generation surveys conducted at the existing 7 Brew locations were utilized as is, without taking any reduction in trip generation to account for additional 7 Brew locations to be constructed in the Chicagoland area, as discussed in the following section. Therefore, the results of the capacity analysis represent a conservative (worst-case) analysis.

#### *Diehl Road with Three-Quarters Access Drive*

The results of the capacity analysis indicate the following:

- The northbound approach currently operates at LOS C or better during the peak hours and the westbound left-turn movement currently operates at LOS B or better.
- Under no-build and total projected conditions, the northbound approach and westbound left-turn movement are projected to operate at LOS C or better.
- The 95<sup>th</sup> percentile queue for the westbound left-turn is projected to be one to two vehicles during the weekday evening and Saturday midday peak hours which can be accommodated within the existing turn lane storage.
- The 95<sup>th</sup> percentile queue for the northbound approach is projected to be two to three vehicles during the weekday evening peak hour which will not extend past the access drive on the north side of the Target.

Overall, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed 7 Brew and no roadway or traffic control improvements are required.

#### *Dodge Drive with Access Road*

The results of the capacity analysis indicate the following:

- The northbound approach currently operates at LOS B or better during the peak hours. The eastbound and westbound left-turn movements and the southbound approach currently operate at LOS A during the peak hours.
- Under no-build conditions, the critical movements at this intersection are projected to continue to operate at existing LOS.
- Under total projected conditions, the northbound and southbound approaches are projected to operate at LOS B or better and the eastbound and westbound left-turn movements are projected to continue to operate at LOS A.

As such, this intersection will be adequate in accommodating the traffic estimated to be generated by the proposed 7 Brew and will ensure efficient and flexible access is provided to the site. No roadway or traffic control improvements will be required.

#### *Dodge Drive with Internal Access Road*

The results of the capacity analysis indicate the following:

- All critical movements at this intersection operate at LOS A during the peak hours.
- Under no-build conditions, the critical movements at this intersection are projected to continue to operate at LOS A during the peak hours.
- Under total projected conditions, the critical movements at this intersection are projected to continue to operate at LOS A during the peak hours except the northbound approach during the Saturday midday peak hour which is projected to operate at LOS B.

As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no roadway or traffic control improvements are required.

#### *Davis Parkway with Dodge Drive*

Because of the traffic control configuration of this intersection where the southbound traffic is free flow and the other three approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 34 percent of the capacity of the intersection during the weekday morning peak hour, approximately 37 percent of its capacity during the weekday evening peak hour, and approximately 39 percent of its capacity during the Saturday midday peak hour. Under future conditions it is projected that the intersection will utilize approximately 35 percent of its capacity during the weekday morning peak hour, 46 percent of its capacity during the weekday evening peak hour, and 48 percent of its capacity during the Saturday midday peak hour. As a result, the intersection will continue to operate efficiently and with minimal delays.

It should be noted that the 95<sup>th</sup> percentile queue for the westbound approach, based on a review of simulation, indicates that it will not exceed three vehicles, which will not extend to the access road serving the site.

### *Overall Access Evaluation*

The location of the site as an outlot parcel within a larger shopping center provides for excellent site access flexibility that allows for numerous locations for site-generated traffic to travel to/from the area roadway network and for internal trip capture with the other retail, restaurant, office, and hospitality land-uses. As can be seen from the results of the capacity analyses, this access flexibility results in a limited impact on the overall roadway network and limits the impact of the site at one specific location.

### *Drive-Through Evaluation*

As previously indicated, the site will provide dual drive-through lanes. Typical of all 7 Brew sites, there is no ordering board or ordering speakers and all orders are taken by team members via iPads within the drive-through lanes. Payment is taken at the time of ordering. Vehicles circulate the site and pick up their orders at the front of the drive-through queue where team members walk orders to the vehicles. At the proposed site, the order pick-up area is located on the northeast side of the site and vehicles will circulate the site in a counterclockwise direction with queues extending along the east, south, and west sides of the site.

In order to determine the projected peak stacking of vehicles, observations were conducted at two existing 7 Brew locations in Naperville in March 2025 and Lake Zurich in May 2025 during the hours of operation on Thursday, Friday, Saturday, and Sunday. The results of the observations indicated that the peak observed queuing at the Naperville location was 71 vehicles, which occurred Sunday at 4:30 P.M., and the peak queue observed at the Lake Zurich location was 45 vehicles, which occurred on Saturday at 3:15 P.M.

However, it should be noted that the current queues resulting at the Naperville and Lake Zurich locations (as well as other Chicagoland locations) are a result of 7 Brew coffee shops being new to the Chicagoland region with only four locations open as of July 2025 and the popularity of the product in this market. Therefore, as more 7 Brew locations are constructed, the trips generated and on-site queuing by the Chicagoland locations will reduce and stabilize. As of July 2025, there are 13 other approved or under construction 7 Brew locations with the closest locations in Wheaton, Joliet, Lockport, Bolingbrook, and Bloomingdale with numerous other locations planned.

As such, to determine what the queue of the proposed 7 Brew location will be in the future when additional locations are constructed and the Chicagoland market has stabilized, KLOA Inc. reviewed the following:

- A 7 Brew operations memorandum prepared by Stonefield Engineering and Design, LLC, dated October 15, 2024, for an established 7 Brew location in Sinking Spring, Pennsylvania.
- Sales and zip code data for the Naperville and Lake Zurich locations and three other national average established 7 Brew locations.

### *7 Brew Observation Technical Memorandum*

In this memorandum, Stonefield Engineering and Design, LLC conducted operational observations at the existing 7 Brew location at 3582 Penn Avenue in Sinking Spring, Pennsylvania during peak activities of the store on a Friday and Saturday in April 2024. It should be noted that there are only two 7 Brew locations within this area with the other store located approximately six miles from the study location. The following summarizes the key findings of the observations:

- The average transaction time during the review period ranged from three minutes and 44 seconds to four minutes and 36 seconds, with a maximum transaction time of 15 minutes and 23 seconds.
- The maximum queue observed during the review period was 15 vehicles, with an average queue of 10 vehicles.

### *Sales and Zip Code Data for 7 Brew Locations*

The existing sales volume of the Naperville and Lake Zurich 7 Brew locations were compared to the following three established 7 Brew locations nationally:

- 217 N. Thompson Lane in Murfreesboro, Tennessee 37129
- 1815 N. Main Street in Shelbyville, Tennessee 37160
- 552 Island Ford Road in Madisonville, Kentucky 42431

The sales and transaction data for the four locations over a two-week period was reviewed. The review of the data indicates the following:

- Weekly sales at the national average locations were approximately 53 to 58 percent less than the Naperville location.
- While the Monday through Thursday sales at the national average locations are consistent with the Lake Zurich location, on Friday through Sunday the sales at the national average locations are 13 to 22 percent less than the Lake Zurich location.
- On a weekly basis, the national average locations have approximately 56 percent less sales than the Naperville location and ten percent less sales than the Lake Zurich location.

In addition to the transaction data, the zip code origins of Naperville and Lake Zurich customers over a two-week period were compared to the three national average locations. The following summarizes the comparison of the data:

- At the Naperville location, one percent of customers originate within one mile, four percent originate between one and two miles, 15 percent originate within two and five miles, 25 percent originate within five to ten miles, and 55 percent originate over 10 miles from the location (80 percent over five miles).

- At the Lake Zurich location, five percent of customers originate within one mile, three percent originate between one and two miles, 16 percent originate within two and five miles, 40 percent originate within five to ten miles, and 36 percent originate over 10 miles from the location (76 percent over five miles).
- At the three established locations on average, five percent of customers originate within one mile, 13 percent originate between one and two miles, 30 percent originate within two and five miles, 16 percent originate within five to ten miles, and 36 percent originate over 10 miles from the location (52 percent over five miles).
- As previously indicated, there are currently 13 other approved or under construction 7 Brew locations in the Chicagoland area.
  - Four of the approved locations are expected to result in at least 13 to 16 percent reduction in sales at the Naperville location.
  - Three approved 7 Brew locations are expected to result in an approximately 14 to 18 percent reduction in sales at the Lake Zurich location.

#### *Estimated Peak Queue Reductions*

As can be seen from the above, the Naperville and Lake Zurich locations are pulling a higher percentage of customers from a wider trade area than the other three national average locations which are resulting in higher trip generation, vehicle queueing, and sales compared to national average locations.

Therefore, it is anticipated that with the opening of the Warrenville location and the previously identified and soon to be constructed locations (13 total) and when sales at the existing locations become more reflective of a national average location, the peak queues are projected to be reduced as follows:

- The Naperville peak queue is anticipated to be reduced by at least 53 percent. As such, the peak queue for the Naperville location in a stabilized market is estimated to be 33 vehicles.
- The Lake Zurich peak queue is anticipated to be reduced by 25 to 30 percent. As such, the peak queue for the Lake Zurich location in a stabilized market is estimated to be 31 to 34 vehicles.

As previously indicated, approximately 55 percent and 36 percent of sales at the Naperville and Lake Zurich locations, respectively, have zip codes greater than ten miles from each location. Of which, approximately 49 percent and 31 percent are within a radius of 10 to 30 miles, respectively. When the percentages for this radius are compared to the sale of the national average locations, an average of 25 percent of sales occur within this radius. Therefore, it is anticipated that the peak queues are anticipated to be further reduced.

However, to mitigate concerns related to vehicle queueing at the subject location, the site has been designed to provide more than adequate stacking (46 vehicles) to accommodate the estimated peak queue of 33 to 34 vehicles based on surveys conducted at existing 7 Brew locations and a review of sales data available for the existing two locations and three national average locations.

## 6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- Access to the site will be provided via the existing access system serving the Cantera Commons shopping center, which consists of Davis Parkway and a three-quarters (right-in/left-in/right-out) access drive off Diehl Road that is located approximately 650 feet east of Davis Parkway.
- The signalized intersection of Diehl Road with Davis Parkway has sufficient reserve capacity to accommodate the traffic estimated to be generated by 7 Brew and no roadway improvements or signal modifications are required.
- The volume of traffic estimated to be generated by 7 Brew, based on surveys conducted at the three locations, will have a limited impact on the available capacity of the access system serving the shopping center.
- It is anticipated that with additional 7 Brew locations built in the Chicagoland region, the existing trip generation and queueing, as surveyed at the Naperville and Lake Zurich locations, will be reduced.
- Based on a review of queueing surveys conducted at the Naperville and Lake Zurich 7 Brew locations and sales/zip code information for the Naperville and Lake Zurich locations and three national average locations, it is anticipated that the peak queue for the subject 7 Brew site will be up to 34 vehicles.
- The proposed stacking for 46 vehicles will provide more than adequate stacking to accommodate the peak queue projected for the subject 7 Brew location.

# Appendix

Traffic Count Summary Sheets

Site Plan

ITE Trip Generation Sheets

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

## Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 dfreeman@kloainc.com

Count Name: Diehl Rd and Access Dr TMC  
Site Code:  
Start Date: 10/04/2025  
Page No: 1

### Turning Movement Data

Start Time	Diehl Rd Eastbound				Diehl Rd Westbound				access dr Northbound				
	U-Turn	Thru	Right	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	Int. Total
12:00 PM	0	128	13	141	1	45	139	185	0	0	40	40	366
12:15 PM	0	159	6	165	0	45	131	176	0	0	42	42	383
12:30 PM	0	139	5	144	1	52	131	184	0	0	45	45	373
12:45 PM	0	134	7	141	0	57	153	210	0	0	38	38	389
Hourly Total	0	560	31	591	2	199	554	755	0	0	165	165	1511
1:00 PM	0	133	2	135	0	52	141	193	0	0	44	44	372
1:15 PM	0	129	10	139	2	59	135	196	0	0	46	46	381
1:30 PM	0	149	6	155	1	55	148	204	0	0	50	50	409
1:45 PM	0	167	7	174	2	53	133	188	0	0	49	49	411
Hourly Total	0	578	25	603	5	219	557	781	0	0	189	189	1573
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	201	2	203	1	9	107	117	0	0	4	4	324
7:15 AM	0	287	1	288	2	14	125	141	0	0	7	7	436
7:30 AM	0	344	6	350	1	16	130	147	0	0	13	13	510
7:45 AM	0	361	2	363	0	10	172	182	0	0	15	15	560
Hourly Total	0	1193	11	1204	4	49	534	587	0	0	39	39	1630
8:00 AM	0	369	1	370	0	14	157	171	0	1	13	14	555
8:15 AM	0	289	5	294	1	21	152	174	0	0	12	12	480
8:30 AM	0	261	6	267	0	15	137	152	0	0	13	13	432
8:45 AM	0	241	6	247	0	21	149	170	0	0	20	20	437
Hourly Total	0	1160	18	1178	1	71	595	667	0	1	58	59	1904
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	213	8	221	1	57	244	302	0	0	44	44	567
4:15 PM	0	195	7	202	0	64	221	285	0	0	47	47	534
4:30 PM	0	206	5	211	0	56	249	305	0	0	48	48	564
4:45 PM	0	210	2	212	1	57	259	317	0	0	70	70	599
Hourly Total	0	824	22	846	2	234	973	1209	0	0	209	209	2264
5:00 PM	0	202	6	208	0	52	307	359	0	0	46	46	613
5:15 PM	0	196	13	209	0	55	274	329	0	0	46	46	584
5:30 PM	0	173	6	179	1	50	239	290	0	0	39	39	508
5:45 PM	0	198	4	202	0	49	239	288	0	0	56	56	546
Hourly Total	0	769	29	798	1	206	1059	1266	0	0	187	187	2251
Grand Total	0	5084	136	5220	15	978	4272	5265	0	1	847	848	11333
Approach %	0.0	97.4	2.6	-	0.3	18.6	81.1	-	0.0	0.1	99.9	-	-
Total %	0.0	44.9	1.2	46.1	0.1	8.6	37.7	46.5	0.0	0.0	7.5	7.5	-
Lights	0	5015	136	5151	15	969	4202	5186	0	1	840	841	11178











Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 bmay@kloainc.com

Count Name: Diehl Road with Davis Parkway - Full  
Site Code:  
Start Date: 10/04/2025  
Page No: 1

### Turning Movement Data

Start Time	Diehl Road Eastbound					Diehl Road Westbound					Davis Parkway Northbound					Davis Parkway Southbound					
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	
11:00 AM	0	15	110	27	152	0	20	115	5	140	0	33	3	27	63	0	10	3	5	18	373
11:15 AM	0	20	111	19	150	0	20	103	8	131	0	25	4	21	50	0	10	1	4	15	346
11:30 AM	0	17	115	11	143	0	23	102	19	144	0	32	2	25	59	0	14	1	8	23	369
11:45 AM	0	20	111	31	162	0	23	93	12	128	0	28	3	27	58	0	10	2	4	16	364
Hourly Total	0	72	447	88	607	0	86	413	44	543	0	118	12	100	230	0	44	7	21	72	1452
12:00 PM	0	22	112	31	165	0	22	97	13	132	0	30	3	21	54	0	8	1	1	10	361
12:15 PM	0	24	127	20	171	0	21	90	19	130	0	23	3	21	47	0	15	3	1	19	367
12:30 PM	0	23	97	22	142	0	28	89	15	132	0	34	3	32	69	0	14	1	6	21	364
12:45 PM	0	29	95	25	149	0	22	100	22	144	0	38	8	29	75	0	17	6	13	36	404
Hourly Total	0	98	431	98	627	0	93	376	69	538	0	125	17	103	245	0	54	11	21	86	1496
1:00 PM	0	22	90	15	127	0	37	95	16	148	0	24	4	26	54	0	11	3	7	21	350
1:15 PM	0	25	96	26	147	0	24	99	16	139	0	26	4	23	53	0	18	2	11	31	370
1:30 PM	0	24	100	22	146	0	13	113	13	139	0	35	3	24	62	0	29	5	15	49	396
1:45 PM	0	21	108	22	151	0	18	93	16	127	0	21	4	33	58	0	27	5	20	52	388
Hourly Total	0	92	394	85	571	0	92	400	61	553	0	106	15	106	227	0	85	15	53	153	1504
2:00 PM	0	15	91	14	120	0	23	92	9	124	0	32	5	28	65	0	19	4	20	43	352
2:15 PM	1	16	110	29	156	0	9	93	16	118	0	40	1	24	65	0	25	2	22	49	388
2:30 PM	0	14	92	19	125	0	13	95	10	118	0	35	1	22	58	0	24	5	17	46	347
2:45 PM	0	14	86	20	120	0	9	82	7	98	0	35	4	19	58	0	21	5	11	37	313
Hourly Total	1	59	379	82	521	0	54	362	42	458	0	142	11	93	246	0	89	16	70	175	1400
*** BREAK ***																					
7:00 AM	0	2	182	19	203	0	19	82	2	103	0	6	0	20	26	0	9	2	1	12	344
7:15 AM	0	2	246	23	271	0	24	101	3	128	0	14	2	21	37	0	10	0	2	12	448
7:30 AM	0	2	300	27	329	0	23	109	3	135	0	12	0	32	44	0	13	1	0	14	522
7:45 AM	0	1	332	30	363	0	32	144	3	179	0	22	0	31	53	0	11	2	0	13	608
Hourly Total	0	7	1060	99	1166	0	98	436	11	545	0	54	2	104	160	0	43	5	3	51	1922
8:00 AM	1	3	281	21	306	0	34	101	4	139	0	10	3	34	47	0	9	3	0	12	504
8:15 AM	0	1	252	27	280	0	34	128	6	168	0	16	0	29	45	0	7	0	0	7	500
8:30 AM	0	3	225	22	250	0	29	102	3	134	0	16	0	20	36	0	6	0	0	6	426
8:45 AM	0	1	207	32	240	0	38	111	0	149	0	13	0	36	49	0	3	1	0	4	442
Hourly Total	1	8	965	102	1076	0	135	442	13	590	0	55	3	119	177	0	25	4	0	29	1872
9:00 AM	0	2	176	17	195	0	33	104	3	140	0	18	2	19	39	0	5	1	1	7	381
9:15 AM	0	4	169	18	191	1	35	114	3	153	0	19	2	19	40	0	5	0	1	6	390
9:30 AM	0	4	102	26	132	0	24	98	2	124	0	21	1	25	47	0	6	1	0	7	310
9:45 AM	0	3	100	33	136	0	28	82	4	114	0	13	1	39	53	0	5	0	1	6	309

Hourly Total	0	13	547	94	0	654	1	120	398	12	0	531	0	71	6	102	0	179	0	21	2	3	1	26	1390	
10:00 AM	0	6	92	15	0	107	0	20	83	4	0	107	0	20	2	18	0	40	0	8	1	0	1	9	269	
10:15 AM	0	7	88	18	0	113	0	23	95	4	0	122	0	14	3	22	0	39	0	3	2	1	0	6	280	
10:30 AM	0	11	117	18	0	146	0	22	73	5	0	100	0	16	2	23	0	41	0	5	2	2	0	9	296	
10:45 AM	0	6	110	22	0	138	0	27	91	6	0	124	0	26	3	26	0	55	0	3	3	2	0	8	325	
Hourly Total	0	30	407	73	0	510	0	92	342	19	0	453	0	76	10	89	0	175	0	19	8	5	1	32	1170	
11:00 AM	0	6	111	17	0	134	0	15	84	3	0	102	0	26	2	23	0	51	0	6	2	1	0	9	296	
11:15 AM	0	7	116	25	0	148	0	36	81	6	0	123	0	28	1	20	0	49	0	6	0	3	0	9	329	
11:30 AM	0	14	93	24	0	131	0	37	95	9	0	141	0	26	2	34	0	62	0	17	2	2	0	21	355	
11:45 AM	0	16	95	32	0	143	0	46	104	14	0	164	0	32	2	40	0	74	0	12	0	1	0	13	394	
Hourly Total	0	43	415	98	0	556	0	134	364	32	0	530	0	112	7	117	0	236	0	41	4	7	0	52	1374	
12:00 PM	0	19	113	34	1	166	0	39	118	13	0	170	0	32	7	37	0	76	0	9	1	2	0	12	424	
12:15 PM	0	19	96	29	0	144	1	33	106	10	0	150	0	40	3	42	0	85	0	12	6	6	0	24	403	
12:30 PM	0	7	89	31	1	127	0	39	102	17	0	158	0	29	10	38	0	77	0	21	7	4	0	32	394	
12:45 PM	0	12	105	37	0	154	1	44	98	16	0	159	0	34	2	49	0	85	1	19	2	9	0	31	429	
Hourly Total	0	57	403	131	2	591	2	155	424	56	0	637	0	135	22	166	0	323	1	61	16	21	0	99	1650	
1:00 PM	0	16	91	20	0	127	0	34	117	16	0	167	0	38	6	37	0	81	0	20	5	13	0	38	413	
1:15 PM	0	13	92	22	0	130	0	22	102	6	0	130	0	20	0	33	0	53	0	17	2	9	0	28	338	
1:30 PM	0	7	106	26	0	139	0	17	94	6	0	117	0	30	2	31	0	63	0	10	3	8	1	21	340	
1:45 PM	0	10	107	28	0	145	0	22	110	5	0	137	0	33	0	39	0	72	0	12	1	5	0	18	372	
Hourly Total	0	46	396	96	0	538	0	95	423	33	0	551	0	121	8	140	0	269	0	59	11	35	1	105	1463	
2:00 PM	0	9	108	17	0	134	0	18	101	7	0	126	0	28	1	31	0	60	0	16	4	6	0	26	346	
2:15 PM	0	6	97	16	0	119	0	23	132	2	0	157	0	29	1	20	0	50	0	10	0	7	0	17	343	
2:30 PM	0	6	116	14	0	136	0	21	152	9	0	182	0	26	2	23	0	51	0	5	1	5	0	11	380	
2:45 PM	1	5	94	21	0	121	0	24	120	6	0	150	0	27	1	18	0	46	0	19	1	5	0	25	342	
Hourly Total	1	26	415	68	0	510	0	86	505	24	0	615	0	110	5	92	0	207	0	50	6	23	0	79	1411	
3:00 PM	1	6	102	13	1	122	0	7	140	6	0	153	0	24	2	23	0	49	0	16	1	3	1	20	344	
3:15 PM	0	10	126	21	0	157	0	15	143	11	0	169	0	27	1	20	0	48	0	8	1	6	0	15	389	
3:30 PM	1	8	134	33	0	176	0	16	172	6	0	194	0	24	2	22	0	48	0	9	4	6	0	19	437	
3:45 PM	0	10	141	27	0	178	0	28	145	8	0	181	0	29	6	32	0	67	0	28	1	8	0	37	463	
Hourly Total	2	34	503	94	1	633	0	66	600	31	0	697	0	104	11	97	0	212	0	61	7	23	1	91	1633	
4:00 PM	0	6	168	24	0	198	0	14	212	6	0	232	0	36	2	28	0	66	0	12	3	2	0	17	513	
4:15 PM	0	14	168	30	1	212	0	23	198	10	0	231	0	45	2	28	0	75	0	8	2	4	0	14	532	
4:30 PM	0	8	170	34	1	212	0	29	220	11	0	260	0	36	1	28	0	65	0	10	1	2	0	13	550	
4:45 PM	0	16	168	28	1	212	0	7	196	22	0	225	0	46	2	30	0	78	0	9	2	2	0	13	528	
Hourly Total	0	44	674	116	3	834	0	73	826	49	0	948	0	163	7	114	0	284	0	39	8	10	0	57	2123	
5:00 PM	0	7	173	23	0	203	0	22	291	11	0	324	0	52	3	34	0	89	0	7	3	0	0	10	626	
5:15 PM	0	9	151	26	0	186	0	21	248	12	0	281	0	39	4	30	0	73	0	7	0	6	0	13	553	
5:30 PM	0	16	160	42	0	218	0	14	224	11	0	249	0	44	1	12	0	57	0	11	3	5	0	19	543	
5:45 PM	0	18	152	23	11	193	0	23	200	21	1	244	0	30	3	23	0	56	0	15	2	0	0	17	510	
Hourly Total	0	50	636	114	11	800	0	80	963	55	1	1098	0	165	11	99	0	275	0	40	8	11	0	59	2322	
Grand Total	5	679	8072	1438	17	10194	3	1459	7274	551	2	9287	0	1657	147	1641	1	3445	1	731	128	306	4	1166	24092	
Approach %	0.0	6.7	79.2	14.1	-	-	0.0	15.7	78.3	5.9	-	-	0.0	0.0	48.1	4.3	47.6	-	-	0.1	62.7	11.0	26.2	-	-	-
Total %	0.0	2.8	33.5	6.0	-	42.3	0.0	6.1	30.2	2.3	-	38.5	0.0	6.9	0.6	6.8	-	14.3	0.0	3.0	0.5	1.3	-	4.8	-	
Lights	5	671	7948	1421	-	10045	3	1442	7131	537	-	9113	0	1641	144	1618	-	3403	1	710	126	302	-	1139	23700	
% Lights	100.0	98.8	98.5	98.8	-	98.5	100.0	98.8	98.0	97.5	-	98.1	-	99.0	98.0	98.6	-	98.8	100.0	97.1	98.4	98.7	-	97.7	98.4	
Buses	0	0	42	4	-	46	0	4	33	6	-	43	-	6	0	4	-	10	0	8	0	0	-	8	107	
% Buses	0.0	0.0	0.5	0.3	-	0.5	0.0	0.3	0.5	1.1	-	0.5	-	0.4	0.0	0.2	-	0.3	0.0	1.1	0.0	0.0	-	0.7	0.4	
Single-Unit Trucks	0	8	58	7	-	73	0	11	81	4	-	96	0	7	3	14	-	24	0	10	2	3	-	15	208	
% Single-Unit Trucks	0.0	1.2	0.7	0.5	-	0.7	0.0	0.8	1.1	0.7	-	1.0	-	0.4	2.0	0.9	-	0.7	0.0	1.4	1.6	1.0	-	1.3	0.9	
Articulated Trucks	0	0	24	6	-	30	0	2	29	4	-	35	0	3	0	5	-	8	0	3	0	1	-	4	77	

% Articulated Trucks	0.0	0.0	0.3	0.4	-	0.3	0.0	0.1	0.4	0.7	-	0.4	-	0.2	0.0	0.3	-	0.2	0.0	0.4	0.0	0.3	-	0.3	0.3
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	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	17	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	4	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 bmay@kloainc.com

Count Name: Diehl Road with Davis Parkway - Full  
Site Code:  
Start Date: 10/04/2025  
Page No: 4

### Turning Movement Peak Hour Data (12:45 PM)

Start Time	Diehl Road Eastbound					Diehl Road Westbound					Davis Parkway Northbound					Davis Parkway Southbound									
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:45 PM	0	29	95	25	0	149	0	22	100	22	0	144	0	38	8	29	0	75	0	17	6	13	0	36	404
1:00 PM	0	22	90	15	0	127	0	37	95	16	0	148	0	24	4	26	0	54	0	11	3	7	0	21	350
1:15 PM	0	25	96	26	0	147	0	24	99	16	0	139	0	26	4	23	0	53	0	18	2	11	0	31	370
1:30 PM	0	24	100	22	0	146	0	13	113	13	0	139	0	35	3	24	0	62	0	29	5	15	0	49	396
Total	0	100	381	88	0	569	0	96	407	67	0	570	0	123	19	102	0	244	0	75	16	46	0	137	1520
Approach %	0.0	17.6	67.0	15.5	-	-	0.0	16.8	71.4	11.8	-	-	0.0	50.4	7.8	41.8	-	-	0.0	54.7	11.7	33.6	-	-	-
Total %	0.0	6.6	25.1	5.8	-	37.4	0.0	6.3	26.8	4.4	-	37.5	0.0	8.1	1.3	6.7	-	16.1	0.0	4.9	1.1	3.0	-	9.0	-
PHF	0.000	0.862	0.953	0.846	-	0.955	0.000	0.649	0.900	0.761	-	0.963	0.000	0.809	0.594	0.879	-	0.813	0.000	0.647	0.667	0.767	-	0.699	0.941
Lights	0	100	381	88	-	569	0	95	401	67	-	563	0	123	19	100	-	242	0	75	16	46	-	137	1511
% Lights	-	100.0	100.0	100.0	-	100.0	-	99.0	98.5	100.0	-	98.8	-	100.0	100.0	98.0	-	99.2	-	100.0	100.0	100.0	-	100.0	99.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	1	3	0	-	4	0	0	0	1	-	1	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.0	0.7	0.0	-	0.7	-	0.0	0.0	1.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





# Report Summary

Time Period	Class.	Eastbound					Westbound					Northbound					Southbound					Northwestbound					Crosswalk								
		U	L	T	BR	R	U	HL	L	T	R	U	HL	L	T	R	U	HL	L	T	R	U	HL	BL	BR	HR	I	O	Total	W	Total				
Peak 1 Specified Period 7:30 AM - 8:30 AM One Hour Peak 7:30 AM - 8:30 AM	Lights	0	0	9	17	1	27	21	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	49	0	0		
	%	0%	0%	90%	89%	100%	90%	84%	0%	0%	92%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	89%	88%	0%	0%			
	Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
	%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%		
	Single-Unit Truc	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0		
	%	0%	0%	0%	5%	0%	3%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	5%	4%	0%	0%	0%		
	ticated Truc	0	0	1	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	0	0	0		
	%	0%	0%	10%	5%	0%	7%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	5%	7%	0%	0%	0%		
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>19</b>	<b>1</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>56</b>	<b>0</b>	<b>0</b>				
PHF	0	0	0.62	0.68	0.25	0.68	0.89	0	0	0.81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.75	0.68	0.78	0	0				
Approach %						54%	45%			23%	20%																21%	34%							
Peak 2 Specified Period 4:30 PM - 5:30 PM One Hour Peak 4:30 PM - 5:30 PM	Lights	0	22	36	44	13	115	167	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	289	0	0			
	%	0%	100%	100%	98%	100%	99%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	98%	100%	0%	0%				
	Buses	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0		
	%	0%	0%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%		
	Single-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	
	ticated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%
<b>Total</b>	<b>0</b>	<b>22</b>	<b>36</b>	<b>45</b>	<b>13</b>	<b>116</b>	<b>167</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>45</b>	<b>290</b>	<b>5</b>	<b>5</b>				
PHF	0	0.69	0.82	0.75	0.65	0.74	0.87	0	0	0.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0.75	0.97	0.8	0.75	0.97			
Approach %						40%	58%			23%	13%																24%	16%							





Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 dfreeman@kloainc.com

Count Name: Dodge Dr and Inter Access Rd  
TMC  
Site Code:  
Start Date: 10/04/2025  
Page No: 1

### Turning Movement Data

Start Time	Dodge Dr Eastbound				Dodge Dr Westbound				access dr Southbound				Int. Total		
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left		Right	Peds
12:00 PM	0	0	11	0	11	0	9	3	0	12	0	0	10	0	10
12:15 PM	0	2	7	0	9	0	5	0	0	5	0	0	7	0	7
12:30 PM	0	3	12	0	15	0	6	0	0	6	0	1	6	0	7
12:45 PM	0	2	10	0	12	0	11	1	0	12	0	1	11	0	12
Hourly Total	0	7	40	0	47	0	31	4	0	35	0	2	34	0	36
1:00 PM	0	3	8	0	11	0	7	2	0	9	0	0	6	0	6
1:15 PM	0	2	14	0	16	0	4	0	0	4	0	2	12	0	14
1:30 PM	0	0	11	0	11	0	10	1	0	11	0	0	11	0	11
1:45 PM	0	1	17	0	18	0	10	0	0	10	0	0	8	0	8
Hourly Total	0	6	50	0	56	0	31	3	0	34	0	2	37	0	39
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0
7:15 AM	0	0	2	0	2	0	2	1	0	3	0	0	2	0	2
7:30 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0
7:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	4	0	4
Hourly Total	0	1	10	0	11	0	5	1	0	6	0	0	6	0	6
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2
8:15 AM	0	0	4	0	4	0	1	1	0	2	0	0	3	0	3
8:30 AM	0	0	4	0	4	0	4	0	0	4	0	0	3	0	3
8:45 AM	0	0	3	0	3	0	1	1	0	2	0	1	1	0	2
Hourly Total	0	0	11	0	11	0	7	2	0	9	0	1	9	0	10
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	8	0	9	0	6	2	0	8	0	1	6	0	7
4:15 PM	0	2	7	0	9	0	9	1	0	10	0	1	10	0	11
4:30 PM	0	5	9	0	14	0	4	1	0	5	0	1	6	1	7
4:45 PM	0	0	9	0	9	0	9	0	0	9	0	0	12	1	12
Hourly Total	0	8	33	0	41	0	28	4	0	32	0	3	34	2	37
5:00 PM	0	1	8	0	9	0	10	0	0	10	0	1	10	0	11
5:15 PM	0	1	13	0	14	0	2	0	0	2	0	4	11	0	15
5:30 PM	0	2	11	0	13	0	7	1	0	8	0	0	8	0	8
5:45 PM	0	0	8	0	8	0	8	1	0	9	0	0	7	0	7
Hourly Total	0	4	40	0	44	0	27	2	0	29	0	5	36	0	41
Grand Total	0	26	184	0	210	0	129	16	0	145	0	13	156	2	169
Approach %	0.0	12.4	87.6	-	-	0.0	89.0	11.0	-	-	0.0	7.7	92.3	-	-
Total %	0.0	5.0	35.1	-	40.1	0.0	24.6	3.1	-	27.7	0.0	2.5	29.8	-	32.3
Lights	0	26	183	-	209	0	129	15	-	144	0	13	153	-	166









Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 dfreeman@kloainc.com

Count Name: Dodge Dr and Inter Access Rd  
TMC  
Site Code:  
Start Date: 10/04/2025  
Page No: 5

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	Dodge Dr Eastbound				Dodge Dr Westbound				access dr Southbound							
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	5	9	0	14	0	4	1	0	5	0	1	6	1	7	26
4:45 PM	0	0	9	0	9	0	9	0	0	9	0	0	12	1	12	30
5:00 PM	0	1	8	0	9	0	10	0	0	10	0	1	10	0	11	30
5:15 PM	0	1	13	0	14	0	2	0	0	2	0	4	11	0	15	31
Total	0	7	39	0	46	0	25	1	0	26	0	6	39	2	45	117
Approach %	0.0	15.2	84.8	-	-	0.0	96.2	3.8	-	-	0.0	13.3	86.7	-	-	-
Total %	0.0	6.0	33.3	-	39.3	0.0	21.4	0.9	-	22.2	0.0	5.1	33.3	-	38.5	-
PHF	0.000	0.350	0.750	-	0.821	0.000	0.625	0.250	-	0.650	0.000	0.375	0.813	-	0.750	0.944
Lights	0	7	39	-	46	0	25	1	-	26	0	6	39	-	45	117
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	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
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 dfreeman@kloainc.com

Count Name: Dodge rd and Davis Pkwy TMC  
Site Code:  
Start Date: 10/04/2025  
Page No: 1

### Turning Movement Data

Start Time	Dodge Dr Eastbound				Dodge Dr Westbound				davis st Northbound				davis st Southbound														
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total								
12:00 PM	0	17	4	0	0	21	0	0	4	33	0	37	0	0	0	3	0	0	3	0	27	5	24	0	56	117	
12:15 PM	0	20	3	0	0	23	0	2	3	27	0	32	0	1	4	1	0	0	6	0	24	2	18	0	44	105	
12:30 PM	0	26	2	0	0	28	0	0	4	40	0	44	0	0	3	0	0	0	3	0	31	5	10	0	46	121	
12:45 PM	0	19	3	0	0	22	0	2	8	48	0	58	0	0	7	2	0	0	9	0	33	2	20	0	55	144	
Hourly Total	0	82	12	0	0	94	0	4	19	148	0	171	0	1	17	3	0	0	21	0	115	14	72	0	201	487	
1:00 PM	0	19	6	0	0	25	0	0	8	28	0	36	0	0	3	0	0	0	3	0	27	5	25	0	57	121	
1:15 PM	0	18	5	0	0	23	0	1	2	37	0	40	0	0	2	0	0	0	2	0	30	2	17	0	49	114	
1:30 PM	0	15	0	1	0	16	0	3	5	38	0	46	0	0	9	0	0	0	9	0	21	2	18	0	41	112	
1:45 PM	0	23	2	0	0	25	0	0	2	29	0	31	0	0	6	0	0	0	6	0	26	2	17	0	45	107	
Hourly Total	0	75	13	1	0	89	0	4	17	132	0	153	0	0	20	0	0	0	20	0	104	11	77	0	192	454	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	17	0	0	0	17	0	0	1	2	0	3	0	0	6	0	0	0	6	0	4	11	22	0	37	63	
7:15 AM	0	31	1	0	0	32	0	0	0	4	0	4	0	0	8	0	0	0	8	0	5	11	28	0	44	88	
7:30 AM	0	35	2	0	0	37	0	0	2	6	0	8	0	0	4	0	0	0	4	0	5	11	38	0	54	103	
7:45 AM	0	40	0	0	0	40	0	0	0	8	0	8	0	0	6	0	0	0	6	0	9	22	36	0	67	121	
Hourly Total	0	123	3	0	0	126	0	0	3	20	0	23	0	0	24	0	0	0	24	0	23	55	124	0	202	375	
8:00 AM	0	35	0	0	0	35	0	0	1	5	0	6	0	1	5	0	0	0	6	0	5	24	30	0	59	106	
8:15 AM	0	35	1	0	0	36	0	0	1	5	0	6	0	0	5	0	0	0	6	0	6	21	28	0	55	103	
8:30 AM	0	24	1	0	0	25	0	0	1	9	0	10	0	0	5	1	0	0	6	0	10	17	24	0	51	92	
8:45 AM	0	32	1	1	0	34	0	2	2	7	0	11	0	2	9	1	0	0	12	0	10	33	31	0	74	131	
Hourly Total	0	126	3	1	0	130	0	2	5	26	0	33	0	4	24	2	0	0	30	0	31	95	113	0	239	432	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	21	1	0	0	22	0	0	2	25	0	27	0	0	23	3	0	0	26	0	20	6	16	0	42	117	
4:15 PM	0	13	3	0	0	16	0	2	1	40	0	43	0	0	16	1	0	0	17	0	19	11	19	0	49	125	
4:30 PM	0	14	1	0	0	15	0	0	2	33	0	35	0	0	15	1	0	0	16	0	32	10	18	1	60	126	
4:45 PM	0	10	1	0	0	11	0	0	1	49	0	50	0	0	24	2	2	2	26	0	30	4	4	1	38	125	
Hourly Total	0	58	6	0	0	64	0	2	6	147	0	155	0	0	78	7	2	2	85	0	101	31	57	2	189	493	
5:00 PM	0	14	1	0	0	15	0	0	1	39	0	40	0	0	26	2	0	0	28	0	25	6	16	0	47	130	
5:15 PM	0	10	2	0	0	12	0	2	3	40	0	45	0	1	19	1	0	0	21	0	19	13	16	0	48	126	
5:30 PM	0	9	3	0	0	12	0	2	1	44	0	47	0	0	13	1	0	0	14	0	31	9	18	0	58	131	
5:45 PM	0	12	3	0	0	15	0	0	3	30	0	33	0	0	15	0	0	0	15	0	25	9	14	1	48	111	
Hourly Total	0	45	9	0	0	54	0	4	8	153	0	165	0	1	73	4	0	0	78	0	100	37	64	1	201	498	
Grand Total	0	509	46	2	0	557	0	16	58	626	0	700	0	6	236	16	8	8	258	0	474	243	507	3	1224	2739	
Approach %	0.0	91.4	8.3	0.4	-	-	0.0	2.3	8.3	89.4	-	-	0.0	0.0	2.3	91.5	6.2	-	-	0.0	38.7	19.9	41.4	-	-	-	
Total %	0.0	18.6	1.7	0.1	-	20.3	0.0	0.6	2.1	22.9	-	25.6	0.0	0.2	8.6	0.6	-	-	9.4	0.0	17.3	8.9	18.5	-	44.7	-	

Lights	0	505	45	2	-	552	0	16	57	618	-	691	0	6	235	15	-	256	0	469	241	500	-	1210	2709
% Lights	-	99.2	97.8	100.0	-	99.1	-	100.0	98.3	98.7	-	98.7	-	100.0	99.6	93.8	-	99.2	-	98.9	99.2	98.6	-	98.9	98.9
Buses	0	2	0	0	-	2	0	0	0	2	-	2	0	0	0	0	-	0	0	1	0	4	-	5	9
% Buses	-	0.4	0.0	0.0	-	0.4	-	0.0	0.0	0.3	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.2	0.0	0.8	-	0.4	0.3
Single-Unit Trucks	0	1	1	0	-	2	0	0	1	3	-	4	0	0	1	1	-	2	0	2	2	2	-	6	14
% Single-Unit Trucks	-	0.2	2.2	0.0	-	0.4	-	0.0	1.7	0.5	-	0.6	-	0.0	0.4	6.3	-	0.8	-	0.4	0.8	0.4	-	0.5	0.5
Articulated Trucks	0	1	0	0	-	1	0	0	0	3	-	3	0	0	0	0	-	0	0	2	0	1	-	3	7
% Articulated Trucks	-	0.2	0.0	0.0	-	0.2	-	0.0	0.0	0.5	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.4	0.0	0.2	-	0.2	0.3
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	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-







Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

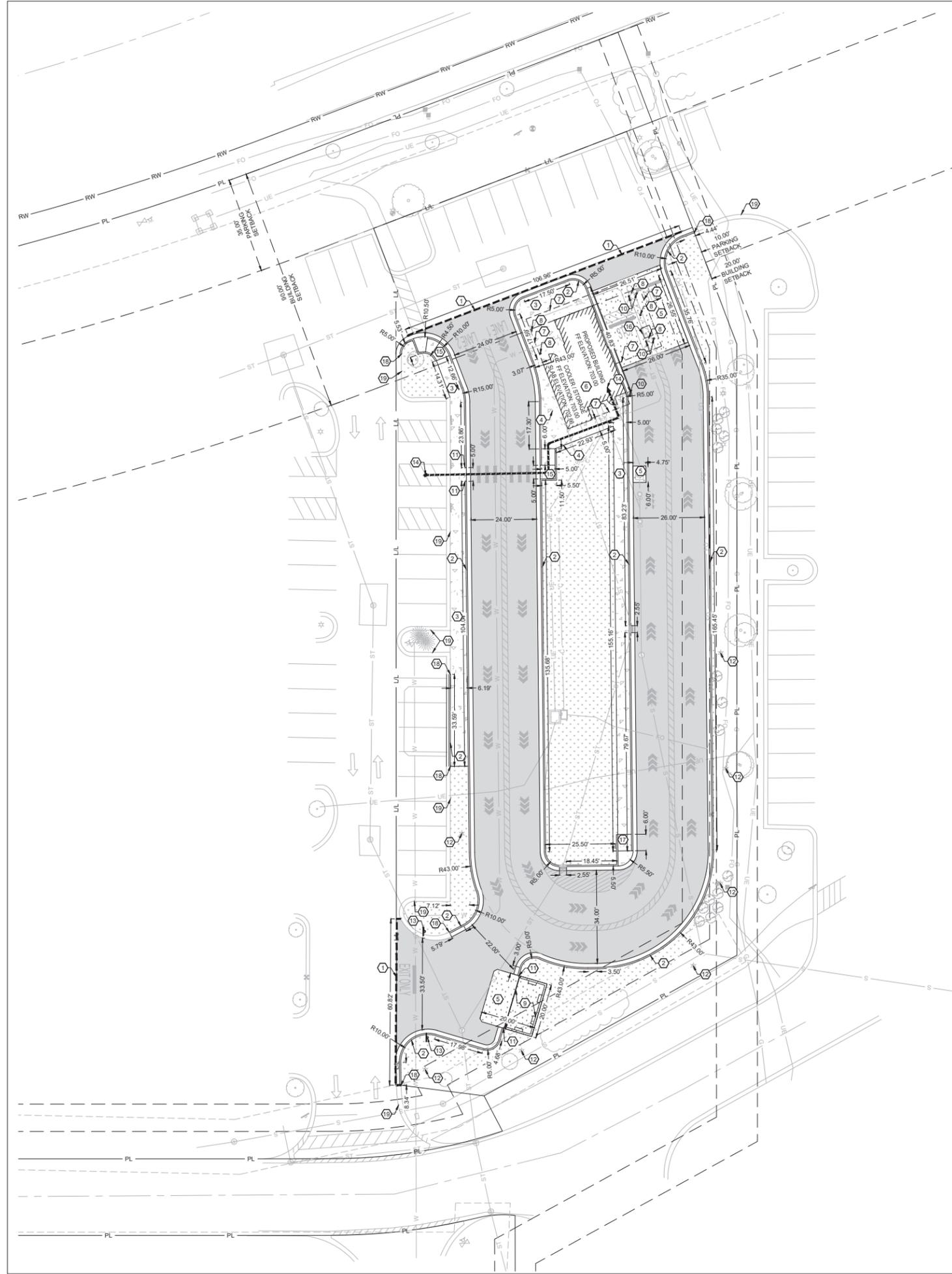
Rosemont, Illinois, United States 60018  
(847)518-9990 dfreeman@kloainc.com

Count Name: Dodge rd and Davis Pkwy TMC  
Site Code:  
Start Date: 10/04/2025  
Page No: 5

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	Dodge Dr Eastbound					Dodge Dr Westbound					davis st Northbound					davis st Southbound												
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	Int. Total		
4:30 PM	0	14	1	0	0	0	0	2	33	0	35	0	0	15	1	0	0	10	18	1	16	0	32	10	18	1	60	126
4:45 PM	0	10	1	0	0	0	0	1	49	0	50	0	0	24	2	2	0	30	4	4	26	0	30	4	4	1	38	125
5:00 PM	0	14	1	0	0	0	0	1	39	0	40	0	0	26	2	0	0	25	6	16	28	0	25	6	16	0	47	130
5:15 PM	0	10	2	0	0	0	2	3	40	0	45	0	1	19	1	0	0	19	13	16	21	0	19	13	16	0	48	126
Total	0	48	5	0	0	0	2	7	161	0	170	0	1	84	6	2	0	106	33	54	91	0	106	33	54	2	193	507
Approach %	0.0	90.6	9.4	0.0	-	0.0	1.2	4.1	94.7	-	-	0.0	1.1	92.3	6.6	-	0.0	54.9	17.1	28.0	-	0.0	54.9	17.1	28.0	-	-	-
Total %	0.0	9.5	1.0	0.0	10.5	0.0	0.4	1.4	31.8	-	33.5	0.0	0.2	16.6	1.2	-	0.0	20.9	6.5	10.7	17.9	0.0	20.9	6.5	10.7	-	38.1	-
PHF	0.000	0.857	0.625	0.000	0.883	0.000	0.250	0.583	0.821	-	0.850	0.000	0.250	0.808	0.750	-	0.000	0.828	0.635	0.750	0.813	0.000	0.828	0.635	0.750	-	0.804	0.975
% Lights	0	48	5	0	53	0	2	7	161	-	170	0	1	84	5	-	0	106	32	53	90	0	106	32	53	-	191	504
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	83.3	-	98.9	-	100.0	97.0	98.1	-	100.0	97.0	98.1	-	99.0	99.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	-	1	-
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.5	0.2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-	0	0	1	0	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	16.7	-	1.1	-	0.0	3.0	0.0	-	0.0	3.0	0.0	-	0.5	0.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	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	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	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-

## Site Plan



**HATCH LEGEND:**

	ASPHALT PAVEMENT PER DETAIL 2.06, SHEET C7.1.
	CONCRETE SIDEWALK PER SIDEWALK DETAIL 2.02, SHEET C7.1.
	CONCRETE PAVEMENT PER CONCRETE PAVEMENT DETAIL 2.03 AND 2.05, SHEET C7.1.
	LANDSCAPE AREA REFER TO LANDSCAPE PLAN.

- KEY NOTES:**
- 1 MATCH EXISTING PAVEMENT.
  - 2 CONCRETE CURB & GUTTER PER DETAIL 2.01, SHEET C7.1.
  - 3 SIDEWALK PER DETAIL 2.02, SHEET C7.1.
  - 4 EDGE OF CONCRETE SLAB TO BE THICKENED CONCRETE PER STOOPWALK EDGE DETAIL 2.04, SHEET C7.1.
  - 5 CONCRETE PAVEMENT PER CONCRETE PAVEMENT DETAILS 2.03 & 2.05, SHEET C7.1.
  - 6 COOLER, INSTALLED ON 4" RECESSED CONCRETE PAD WITH THICKENED EDGE PER STRUCTURAL PLANS.
  - 7 BUILDING CANOPY OUTLINE.
  - 8 CANOPY COLUMN LOCATION, TYPICAL.
  - 9 TRASH ENCLOSURE AND GATE, PER ARCHITECTURAL PLANS.
  - 10 3" PIPE BOLLARD, TYPICAL PER DETAIL 2.10, SHEET C7.1.
  - 11 CURB TRANSITION PER DETAIL 2.15, SHEET C7.1.
  - 12 EXISTING LIGHT POLE, TO REMAIN.
  - 13 SIGN, SEE SHEET C6.1.
  - 14 ACCESSIBLE PATH FROM PARKING TO BUILDING.
  - 15 MODIFIED TYPE 2 ADA CURB RAMP PER DETAIL 2.12, SHEET C7.1.
  - 16 CANVAS CRAFT WARMING HUT, PER ARCHITECTURAL PLANS.
  - 17 TYPE 4 ADA CURB RAMP PER DETAIL 2.14, SHEET C7.1.
  - 18 CONNECT TO EXISTING CURB.
  - 19 EXISTING CURB AND GUTTER, DO NOT DISTURB.

**PROPOSED USE:**  
RESTAURANT WITH DRIVE THRU.

**ZONING:**  
ZONING DISTRICT: S-D SPECIAL DEVELOPMENT DISTRICT - COMMERCIAL CENTER USE AREA

**PARKING REQUIREMENTS: DRIVE THROUGH FACILITY**  
REQUIRED: 5 PER 1000 S.F. OF FLOOR AREA = 5 STALLS REQUIRED.  
PROVIDED: 26 STALLS, 23 STANDARD AND 3 ADA.

**DRIVE-THRU QUEUE STACKING REQUIREMENTS:**  
REQUIRED: 20 STACKING SPACES.  
PROVIDED: 46 STACKING SPACES.

**BUILDING AND LOT DATA:**

PROJECT FOOTPRINT	34,438 S.F.	=	0.79 ACRES
PROPOSED BUILDING (1 STORY) - RETAIL	748 S.F.		
CONSTRUCTION TYPE: V-B			

**QUANTITIES:**

CURB & GUTTER	±	1,160 L.F.
ASPHALT PAVEMENT	±	13,861 S.F.
8-INCH CONCRETE PAVEMENT	±	1,208 S.F.
4-INCH CONCRETE SIDEWALK	±	2,691 S.F.
LANDSCAPING	±	6,697 S.F.

**STORMWATER NOTES:**

PRE-PROJECT IMPERVIOUS AREA	±	26,613 S.F.
PRE-PROJECT PERVIOUS AREA	±	7,825 S.F.
TOTAL	±	34,438 S.F.
POST-PROJECT IMPERVIOUS AREA	±	28,121 S.F.
POST-PROJECT PERVIOUS AREA	±	6,317 S.F.
TOTAL	±	34,438 S.F.

**NOTES:**  
IMPERVIOUS AND PERVIOUS SURFACE CALCULATIONS ARE BOUNDED BY PROPERTY LOT LEASE LINES.



FIRM LICENSE NO. 63620661

**PRELIMINARY FOR REVIEW AND DISCUSSION ONLY**

ENGINEER OF RECORD:  
NAME: MATTHEW STEVEN MILLER  
LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094  
REVISION:

7 BREW COFFEE  
**WARRENVILLE, IL 01**  
28231 DIEHL RD  
WARRENVILLE, IL 60555



**C2.1**  
SITE PLAN

DATE: OCTOBER 30, 2025

# ITE Trip Generation Sheets

# Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

## Vehicle Trip Ends vs: Drive-Through Lanes

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: 20

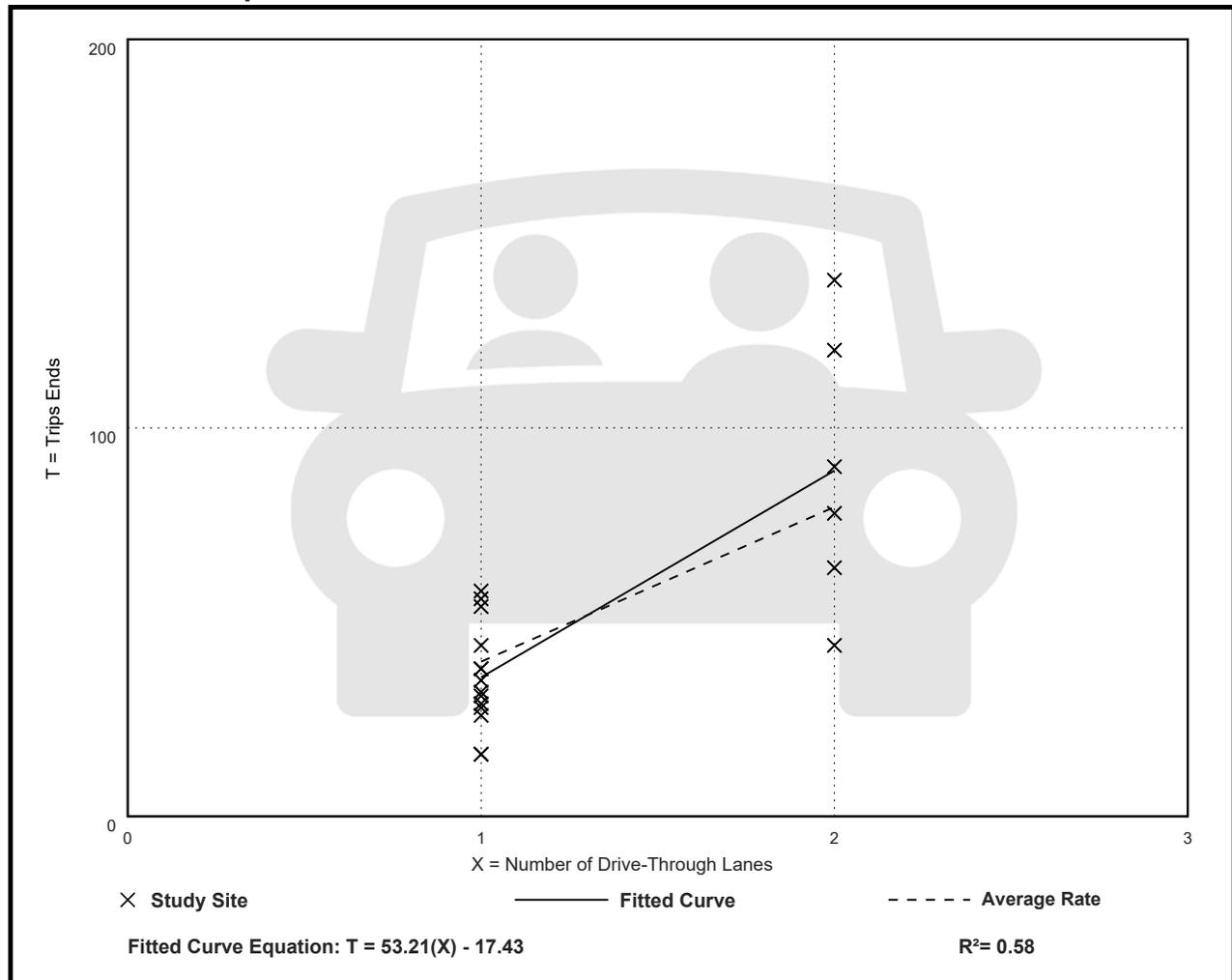
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
39.81	16.00 - 69.00	15.44

## Data Plot and Equation





# CMAP 2050 Projections Letter



October 15, 2025

Dylan Freeman  
Consultant  
Kenig, Lindgren, O'Hara and Aboona, Inc.  
9575 West Higgins Road  
Suite 400  
Rosemont, IL 60018

***Subject: Diehl Road between Raymond Drive and Mill Street***  
IDOT

Dear Mr. Freeman:

In response to a request made on your behalf and dated October 14, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Diehl Road between Raymond Drive and Mill Street	10,300	13,500

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](mailto:jrodriguez@cmap.illinois.gov)

Jose Rodriguez, PTP, AICP  
Senior Planner, Research & Analysis

cc: Rios (IDOT)  
S:\AdminGroups\ResearchAnalysis\2025\_trafficForecasts\Warrenville\du-52-25\du-52-25.docx

## Level of Service Criteria

## LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	$\leq 10$
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	$> 80$
Unsignalized Intersections		
Level of Service	Average Total Delay (sec/veh)	
A	0 - 10	
B	$> 10 - 15$	
C	$> 15 - 25$	
D	$> 25 - 35$	
E	$> 35 - 50$	
F	$> 50$	

Source: *Highway Capacity Manual*, 7<sup>th</sup> Edition.

Capacity Analysis Summary Sheets  
Existing Weekday Morning Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↗	↘	
Volume (vph)	145	3	0	0	4	24	2	20	0	28	78	132
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	148	0	0	28	0	0	22	0	28	210	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1807	0	0	1656	0	0	1891	0	1805	1721	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	122		0	1656		0	810		284	1721	
Reference Time A (s)	0.0	145.5		0.0	2.0		0.0	3.3		11.8	14.6	
Adj Saturation B (vph)	0	0		0	1656		NA	NA		0	1721	
Reference Time B (s)	17.6	17.8		0.0	2.0		NA	NA		9.9	14.6	
Reference Time (s)		17.8			2.0			3.3			14.6	
Adj Reference Time (s)		21.8			8.0			8.0			18.6	
Split Option												
Ref Time Combined (s)	0.0	9.8		0.0	2.0		0.0	1.4		1.9	14.6	
Ref Time Seperate (s)	9.6	0.2		0.0	0.3		0.1	1.3		1.9	5.4	
Reference Time (s)	9.8	9.8		2.0	2.0		1.4	1.4		14.6	14.6	
Adj Reference Time (s)	13.8	13.8		8.0	8.0		8.0	8.0		18.6	18.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	21.8		18.6									
Split Option (s)	21.8		26.6									
Minimum (s)	21.8		18.6		40.5							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			33.7%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1211	107	125	482	16	60	3	126	40	6	0
Future Volume (vph)	7	1211	107	125	482	16	60	3	126	40	6	0
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.853				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1787	3654	1524	3400	1605	0	3400	1900	0
Flt Permitted	0.447			0.111			0.950			0.950		
Satd. Flow (perm)	849	3762	1583	209	3654	1524	3400	1605	0	3400	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			69		143				
Link Speed (mph)		30			40			30				30
Link Distance (ft)		597			684			366				231
Travel Time (s)		13.6			11.7			8.3				5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	2%	1%	4%	6%	3%	0%	1%	3%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1376	122	142	548	18	68	146	0	45	7	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	13.0	29.0	16.0	52.0	68.0	16.0	16.0	13.0		16.0	13.0	
Total Split (%)	11.8%	26.4%	14.5%	47.3%	61.8%	14.5%	14.5%	11.8%		14.5%	11.8%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	75.8	68.1	89.0	83.6	79.6	92.5	14.9	7.0		6.9	6.4	
Actuated g/C Ratio	0.69	0.62	0.81	0.76	0.72	0.84	0.14	0.06		0.06	0.06	
v/c Ratio	0.01	0.59	0.09	0.48	0.21	0.01	0.15	0.62		0.21	0.06	
Control Delay (s/veh)	5.0	15.2	1.1	11.0	6.3	0.0	42.4	20.5		50.9	49.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.0	15.2	1.1	11.0	6.3	0.0	42.4	20.5		50.9	49.2	
LOS	A	B	A	B	A	A	D	C		D	D	
Approach Delay (s/veh)		14.0			7.1			27.4			50.6	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	1	290	1	23	56	0	21	2		15	5	
Queue Length 95th (ft)	6	420	18	56	122	0	45	59		34	19	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025

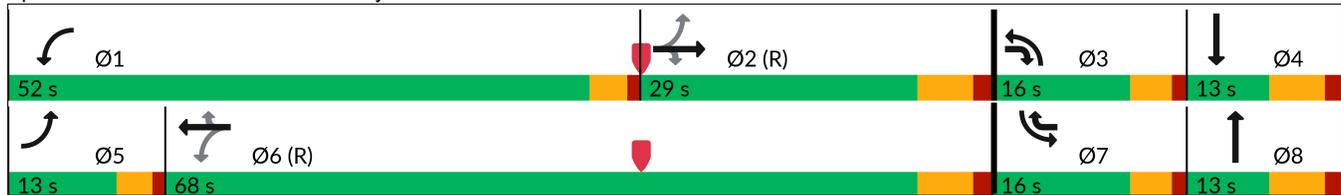


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		517			604			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	688	2328	1320	847	2643	1353	501	248		355	127	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.59	0.09	0.17	0.21	0.01	0.14	0.59		0.13	0.06	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay (s/veh):	13.9
Intersection LOS:	B
Intersection Capacity Utilization:	67.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	5.2									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	1	10	1	0	4	1	13	0	0	10
Future Vol, veh/h	1	10	1	0	4	1	13	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	10	0	0	0	100	0	0	0	0
Mvmt Flow	1	14	1	0	6	1	19	0	0	14

Major/Minor	Major1		Major2		Minor1		Minor2			
Conflicting Flow All	7	0	0	16	0	0	24	15	24	7
Stage 1	-	-	-	-	-	-	18	-	7	-
Stage 2	-	-	-	-	-	-	6	-	17	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1627	-	-	1615	-	-	993	1070	993	1082
Stage 1	-	-	-	-	-	-	1006	-	1020	-
Stage 2	-	-	-	-	-	-	1021	-	1007	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1627	-	-	1615	-	-	978	1070	990	1082
Mov Cap-2 Maneuver	-	-	-	-	-	-	978	-	990	-
Stage 1	-	-	-	-	-	-	1005	-	1020	-
Stage 2	-	-	-	-	-	-	1008	-	1005	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.6	0	8.73	8.37
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	984	147	-	-	1615	-	-	1082
HCM Lane V/C Ratio	0.021	0.001	-	-	-	-	-	0.013
HCM Ctrl Dly (s/v)	8.7	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	19	0	27	0	1	0	0	0	0	0
Future Vol, veh/h	0	12	19	0	27	0	1	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	11	12	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	15	24	0	35	0	1	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	35	0	0	40	0	0	62	62	28	50	74	35
Stage 1	-	-	-	-	-	-	28	28	-	35	35	-
Stage 2	-	-	-	-	-	-	35	35	-	15	40	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1590	-	-	1583	-	-	938	833	1054	955	820	1044
Stage 1	-	-	-	-	-	-	995	876	-	986	870	-
Stage 2	-	-	-	-	-	-	986	870	-	1010	866	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1590	-	-	1583	-	-	938	833	1054	955	820	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	938	833	-	955	820	-
Stage 1	-	-	-	-	-	-	995	876	-	986	870	-
Stage 2	-	-	-	-	-	-	986	870	-	1010	866	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	8.84	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	938	1590	-	-	1583	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	1363	14	61	623	0	53
Future Vol, veh/h	1363	14	61	623	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	3	3	0	5
Mvmt Flow	1450	15	65	663	0	56

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1465	0	- 725
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.16	-	- 7
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.23	-	- 3.35
Pot Cap-1 Maneuver	-	-	452	-	0 361
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	452	-	- 361
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.27	16.82
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	-	-	452	-
HCM Lane V/C Ratio	0.156	-	-	0.144	-
HCM Ctrl Dly (s/v)	16.8	-	-	14.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.5	-

Capacity Analysis Summary Sheets  
Existing Weekday Evening Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↗	↘	
Volume (vph)	50	5	0	2	7	168	1	87	6	116	33	54
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	55	0	0	177	0	0	94	0	116	87	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.86	0.85	0.95	0.99	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1814	0	0	1629	0	0	1881	0	1805	1723	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	151		0	1637		0	1636		140	1723	
Reference Time A (s)	0.0	43.6		0.0	13.0		0.0	6.9		99.8	6.1	
Adj Saturation B (vph)	NA	NA		0	0		0	0		0	1723	
Reference Time B (s)	NA	NA		8.1	21.0		8.1	14.0		15.7	6.1	
Reference Time (s)		43.6			13.0			6.9			15.7	
Adj Reference Time (s)		47.6			17.0			10.9			19.7	
Split Option												
Ref Time Combined (s)	0.0	3.6		0.0	13.0		0.0	6.0		7.7	6.1	
Ref Time Seperate (s)	3.3	0.3		0.1	0.5		0.1	5.5		7.7	2.3	
Reference Time (s)	3.6	3.6		13.0	13.0		6.0	6.0		7.7	7.7	
Adj Reference Time (s)	8.0	8.0		17.0	17.0		10.0	10.0		11.7	11.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	47.6		19.7									
Split Option (s)	25.0		21.7									
Minimum (s)	25.0		19.7		44.8							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			37.3%		ICU Level of Service			A				
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	685	114	83	955	56	173	10	122	33	6	10
Future Volume (vph)	40	685	114	83	955	56	173	10	122	33	6	10
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.861			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1787	3762	1553	3502	1636	0	3502	1725	0
Flt Permitted	0.242			0.324			0.950			0.950		
Satd. Flow (perm)	460	3762	1615	610	3762	1553	3502	1636	0	3502	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			84		136				11
Link Speed (mph)		30			40			30				30
Link Distance (ft)		590			674			366				231
Travel Time (s)		13.4			11.5			8.3				5.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	761	127	92	1061	62	192	147	0	37	18	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	14.0	60.0	21.0	39.0	85.0	15.0	21.0	36.0		15.0	30.0	
Total Split (%)	9.3%	40.0%	14.0%	26.0%	56.7%	10.0%	14.0%	24.0%		10.0%	20.0%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	112.5	104.1	124.7	117.9	108.5	121.5	14.6	11.5		7.0	6.5	
Actuated g/C Ratio	0.75	0.69	0.83	0.79	0.72	0.81	0.10	0.08		0.05	0.04	
v/c Ratio	0.11	0.29	0.09	0.17	0.39	0.05	0.56	0.59		0.23	0.21	
Control Delay (s/veh)	5.3	10.1	0.7	5.0	9.8	0.5	71.0	21.6		71.7	46.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.3	10.1	0.7	5.0	9.8	0.5	71.0	21.6		71.7	46.5	
LOS	A	B	A	A	A	A	E	C		E	D	
Approach Delay (s/veh)		8.6			9.0			49.6			63.4	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	9	150	0	19	218	0	95	10		18	7	
Queue Length 95th (ft)	22	216	14	40	305	7	135	80		38	35	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	445	2611	1387	758	2721	1308	394	436		245	285	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.29	0.09	0.12	0.39	0.05	0.49	0.34		0.15	0.06	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay (s/veh):	15.4
Intersection LOS:	B
Intersection Capacity Utilization	55.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	5.5									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	7	39	13	0	25	1	69	0	0	39
Future Vol, veh/h	7	39	13	0	25	1	69	0	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	41	14	0	27	1	73	0	0	41

Major/Minor	Major1		Major2			Minor1		Minor2		
Conflicting Flow All	28	0	0	55	0	0	90	48	84	27
Stage 1	-	-	-	-	-	-	63	-	27	-
Stage 2	-	-	-	-	-	-	27	-	56	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1599	-	-	1563	-	-	900	1026	908	1054
Stage 1	-	-	-	-	-	-	953	-	995	-
Stage 2	-	-	-	-	-	-	996	-	961	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1599	-	-	1563	-	-	860	1026	903	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	860	-	903	-
Stage 1	-	-	-	-	-	-	948	-	995	-
Stage 2	-	-	-	-	-	-	957	-	955	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.86	0	9.57	8.56
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	862	203	-	-	1563	-	-	1054
HCM Lane V/C Ratio	0.086	0.005	-	-	-	-	-	0.039
HCM Ctrl Dly (s/v)	9.6	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	58	47	1	128	4	8	0	1	0	0	41
Future Vol, veh/h	22	58	47	1	128	4	8	0	1	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	60	48	1	132	4	8	0	1	0	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	108	0	0	263	268	84	241	290	134
Stage 1	-	-	-	-	-	-	129	129	-	136	136	-
Stage 2	-	-	-	-	-	-	134	138	-	105	154	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1461	-	-	1495	-	-	693	642	981	717	624	920
Stage 1	-	-	-	-	-	-	879	793	-	872	788	-
Stage 2	-	-	-	-	-	-	874	786	-	905	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1495	-	-	650	631	981	704	613	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	650	631	-	704	613	-
Stage 1	-	-	-	-	-	-	865	780	-	871	787	-
Stage 2	-	-	-	-	-	-	833	786	-	889	761	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.3			0.06			10.4			9.1		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	675	286	-	-	13	-	-	920
HCM Lane V/C Ratio	0.014	0.016	-	-	0.001	-	-	0.046
HCM Ctrl Dly (s/v)	10.4	7.5	0	-	7.4	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		↑
Traffic Vol, veh/h	814	26	220	1094	0	210
Future Vol, veh/h	814	26	220	1094	0	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	1
Mvmt Flow	848	27	229	1140	0	219

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	875	0	424
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	3.31
Pot Cap-1 Maneuver	-	-	780	0	581
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	780	-	581
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.93	14.88
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	581	-	-	780	-
HCM Lane V/C Ratio	0.376	-	-	0.294	-
HCM Ctrl Dly (s/v)	14.9	-	-	11.5	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.7	-	-	1.2	-

Capacity Analysis Summary Sheets  
Existing Saturday Midday Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↗	↘	
Volume (vph)	71	14	1	6	23	152	0	21	2	111	11	80
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	86	0	0	181	0	0	23	0	111	91	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.87	0.85
Saturated Flow (vph)	0	1818	0	0	1658	0	0	1875	0	1805	1649	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	212		0	1680		0	1875		120	1649	
Reference Time A (s)	0.0	48.6		0.0	12.9		0.0	1.5		110.7	6.6	
Adj Saturation B (vph)	NA	NA		0	0		0	1875		0	1649	
Reference Time B (s)	NA	NA		8.4	21.1		0.0	1.5		15.4	6.6	
Reference Time (s)		48.6			12.9			1.5			15.4	
Adj Reference Time (s)		52.6			16.9			8.0			19.4	
Split Option												
Ref Time Combined (s)	0.0	5.7		0.0	13.1		0.0	1.5		7.4	6.6	
Ref Time Seperate (s)	4.7	0.9		0.4	1.7		0.0	1.3		7.4	0.8	
Reference Time (s)	5.7	5.7		13.1	13.1		1.5	1.5		7.4	7.4	
Adj Reference Time (s)	9.7	9.7		17.1	17.1		8.0	8.0		11.4	11.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	52.6		19.4									
Split Option (s)	26.8		19.4									
Minimum (s)	26.8		19.4		46.2							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			38.5%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	393	88	98	412	67	123	19	102	75	16	46
Future Volume (vph)	100	393	88	98	412	67	123	19	102	75	16	46
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.873			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3800	1615	1787	3762	1615	3502	1645	0	3502	1689	0
Flt Permitted	0.492			0.505			0.950			0.950		
Satd. Flow (perm)	935	3800	1615	950	3762	1615	3502	1645	0	3502	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			71		109				49
Link Speed (mph)		30			40			30				30
Link Distance (ft)		590			674			366				231
Travel Time (s)		13.4			11.5			8.3				5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	418	94	104	438	71	131	129	0	80	66	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	95.5	84.9	103.6	95.4	84.8	99.2	12.8	11.2		8.4	9.6	
Actuated g/C Ratio	0.73	0.65	0.80	0.73	0.65	0.76	0.10	0.09		0.06	0.07	
v/c Ratio	0.14	0.17	0.07	0.14	0.18	0.06	0.38	0.54		0.36	0.39	
Control Delay (s/veh)	5.1	9.6	1.0	5.1	9.7	1.2	59.2	22.4		62.2	28.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.1	9.6	1.0	5.1	9.7	1.2	59.2	22.4		62.2	28.2	
LOS	A	A	A	A	A	A	E	C		E	C	
Approach Delay (s/veh)		7.6			8.0			40.9			46.8	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	19	65	0	19	70	0	55	16		34	14	
Queue Length 95th (ft)	43	108	14	43	114	13	87	77		59	59	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	768	2481	1326	860	2455	1304	389	357		350	313	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.17	0.07	0.12	0.18	0.05	0.34	0.36		0.23	0.21	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay (s/veh):	16.5
Intersection LOS:	B
Intersection Capacity Utilization:	45.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	5.3									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	7	44	18	0	25	1	69	0	0	39
Future Vol, veh/h	7	44	18	0	25	1	69	0	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	49	20	0	28	1	77	0	0	43

Major/Minor	Major1		Major2		Minor1		Minor2			
Conflicting Flow All	29	0	0	69	0	0	102	59	93	28
Stage 1	-	-	-	-	-	-	74	-	28	-
Stage 2	-	-	-	-	-	-	28	-	64	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.327
Pot Cap-1 Maneuver	1597	-	-	1545	-	-	883	1013	896	1044
Stage 1	-	-	-	-	-	-	940	-	994	-
Stage 2	-	-	-	-	-	-	995	-	951	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1597	-	-	1545	-	-	842	1013	890	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	842	-	890	-
Stage 1	-	-	-	-	-	-	935	-	994	-
Stage 2	-	-	-	-	-	-	953	-	945	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.74	0	9.7	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	844	173	-	-	1545	-	-	1044
HCM Lane V/C Ratio	0.092	0.005	-	-	-	-	-	0.042
HCM Ctrl Dly (s/v)	9.7	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	61	33	3	125	5	9	1	2	6	0	47
Future Vol, veh/h	33	61	33	3	125	5	9	1	2	6	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	0	0	0	2	0	0	0	0	2	0	0
Mvmt Flow	40	73	40	4	151	6	11	1	2	7	0	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	113	0	0	331	337	93	314	354	154
Stage 1	-	-	-	-	-	-	173	173	-	161	161	-
Stage 2	-	-	-	-	-	-	158	164	-	154	193	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.3
Pot Cap-1 Maneuver	1399	-	-	1489	-	-	626	587	969	638	575	898
Stage 1	-	-	-	-	-	-	834	760	-	841	769	-
Stage 2	-	-	-	-	-	-	849	766	-	849	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1489	-	-	568	568	969	614	556	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	568	-	614	556	-
Stage 1	-	-	-	-	-	-	808	736	-	839	767	-
Stage 2	-	-	-	-	-	-	793	764	-	820	722	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.99			0.17			11.05			9.56		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	610	437	-	-	40	-	-	853
HCM Lane V/C Ratio	0.024	0.028	-	-	0.002	-	-	0.075
HCM Ctrl Dly (s/v)	11	7.6	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	545	25	223	577	0	178
Future Vol, veh/h	545	25	223	577	0	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	574	26	235	607	0	187

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	600	0	- 287
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	987	-	0 716
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	987	-	- 716
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.73	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	716	-	-	987	-
HCM Lane V/C Ratio	0.262	-	-	0.238	-
HCM Ctrl Dly (s/v)	11.8	-	-	9.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.9	-

Capacity Analysis Summary Sheets  
Year 2031 No-Build Weekday Morning Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	3	0	0	4	25	2	21	0	30	83	140
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	157	0	0	29	0	0	23	0	30	223	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1807	0	0	1654	0	0	1892	0	1805	1721	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	122		0	1654		0	832		277	1721	
Reference Time A (s)	0.0	154.5		0.0	2.1		0.0	3.3		13.0	15.5	
Adj Saturation B (vph)	0	0		0	1654		NA	NA		0	1721	
Reference Time B (s)	18.2	18.4		0.0	2.1		NA	NA		10.0	15.5	
Reference Time (s)		18.4			2.1			3.3			15.5	
Adj Reference Time (s)		22.4			8.0			8.0			19.5	
Split Option												
Ref Time Combined (s)	0.0	10.4		0.0	2.1		0.0	1.5		2.0	15.5	
Ref Time Seperate (s)	10.2	0.2		0.0	0.3		0.1	1.3		2.0	5.8	
Reference Time (s)	10.4	10.4		2.1	2.1		1.5	1.5		15.5	15.5	
Adj Reference Time (s)	14.4	14.4		8.0	8.0		8.0	8.0		19.5	19.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	22.4		19.5									
Split Option (s)	22.4		27.5									
Minimum (s)	22.4		19.5		42.0							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			35.0%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1284	113	133	511	17	64	3	134	42	6	0
Future Volume (vph)	7	1284	113	133	511	17	64	3	134	42	6	0
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.853				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1787	3654	1524	3400	1605	0	3400	1900	0
Flt Permitted	0.433			0.092			0.950			0.950		
Satd. Flow (perm)	823	3762	1583	173	3654	1524	3400	1605	0	3400	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114			69		152				
Link Speed (mph)		30			40			30				30
Link Distance (ft)		597			684			366				231
Travel Time (s)		13.6			11.7			8.3				5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	2%	1%	4%	6%	3%	0%	1%	3%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1459	128	151	581	19	73	155	0	48	7	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	13.0	29.0	16.0	52.0	68.0	16.0	16.0	13.0		16.0	13.0	
Total Split (%)	11.8%	26.4%	14.5%	47.3%	61.8%	14.5%	14.5%	11.8%		14.5%	11.8%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	75.5	67.8	88.9	83.5	79.5	92.5	15.0	7.0		7.0	6.4	
Actuated g/C Ratio	0.69	0.62	0.81	0.76	0.72	0.84	0.14	0.06		0.06	0.06	
v/c Ratio	0.01	0.63	0.10	0.55	0.22	0.01	0.16	0.64		0.22	0.06	
Control Delay (s/veh)	5.0	16.1	1.2	16.9	6.4	0.0	42.4	20.6		50.9	49.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.0	16.1	1.2	16.9	6.4	0.0	42.4	20.6		50.9	49.3	
LOS	A	B	A	B	A	A	D	C		D	D	
Approach Delay (s/veh)		14.8			8.4			27.6			50.7	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	1	322	1	25	60	0	23	2		17	5	
Queue Length 95th (ft)	6	463	20	84	130	0	48	60		35	19	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025

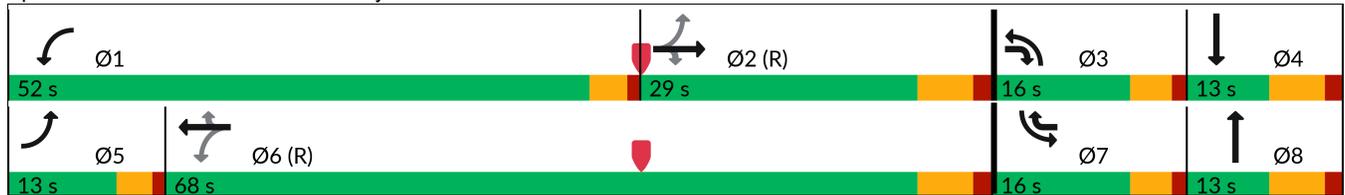


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		517			604			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	670	2320	1317	835	2640	1352	504	255		355	126	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.63	0.10	0.18	0.22	0.01	0.14	0.61		0.14	0.06	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay (s/veh):	14.8
Intersection LOS:	B
Intersection Capacity Utilization	70.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	5.2									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	1	11	1	0	4	1	14	0	0	11
Future Vol, veh/h	1	11	1	0	4	1	14	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	10	0	0	0	100	0	0	0	0
Mvmt Flow	1	16	1	0	6	1	20	0	0	16

Major/Minor	Major1		Major2		Minor1		Minor2			
Conflicting Flow All	7	0	0	17	0	0	25	17	25	7
Stage 1	-	-	-	-	-	-	20	-	7	-
Stage 2	-	-	-	-	-	-	6	-	19	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1627	-	-	1613	-	-	990	1068	990	1082
Stage 1	-	-	-	-	-	-	1005	-	1020	-
Stage 2	-	-	-	-	-	-	1021	-	1005	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1627	-	-	1613	-	-	975	1068	988	1082
Mov Cap-2 Maneuver	-	-	-	-	-	-	975	-	988	-
Stage 1	-	-	-	-	-	-	1004	-	1020	-
Stage 2	-	-	-	-	-	-	1006	-	1003	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.56	0	8.75	8.38
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1
Capacity (veh/h)	981	136	-	-	1613	-	-
HCM Lane V/C Ratio	0.022	0.001	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	8.8	7.2	0	-	0	-	8.4
HCM Lane LOS	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	13	20	0	29	0	1	0	0	0	0	0
Future Vol, veh/h	0	13	20	0	29	0	1	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	11	12	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	26	0	37	0	1	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	42	0	0	67	67	29	54	79	37
Stage 1	-	-	-	-	-	-	29	29	-	37	37	-
Stage 2	-	-	-	-	-	-	37	37	-	17	42	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1586	-	-	1580	-	-	931	828	1051	949	815	1041
Stage 1	-	-	-	-	-	-	993	875	-	983	868	-
Stage 2	-	-	-	-	-	-	983	868	-	1008	864	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1586	-	-	1580	-	-	931	828	1051	949	815	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	828	-	949	815	-
Stage 1	-	-	-	-	-	-	993	875	-	983	868	-
Stage 2	-	-	-	-	-	-	983	868	-	1008	864	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.87			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	931	1586	-	-	1580	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	1445	15	65	660	0	56
Future Vol, veh/h	1445	15	65	660	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	3	3	0	5
Mvmt Flow	1537	16	69	702	0	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1553	0	- 769
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.16	-	- 7
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.23	-	- 3.35
Pot Cap-1 Maneuver	-	-	418	-	0 338
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	418	-	- 338
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.37	17.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	418	-
HCM Lane V/C Ratio	0.177	-	-	0.166	-
HCM Ctrl Dly (s/v)	17.9	-	-	15.3	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.6	-	-	0.6	-

Capacity Analysis Summary Sheets  
Year 2031 No-Build Weekday Evening Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↗	↘	
Volume (vph)	53	5	0	2	7	178	1	92	6	123	35	57
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	58	0	0	187	0	0	99	0	123	92	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.86	0.85	0.95	0.99	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1813	0	0	1628	0	0	1882	0	1805	1723	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	150		0	1636		0	1647		139	1723	
Reference Time A (s)	0.0	46.5		0.0	13.7		0.0	7.2		106.5	6.4	
Adj Saturation B (vph)	NA	NA		0	0		0	0		0	1723	
Reference Time B (s)	NA	NA		8.1	21.8		8.1	14.3		16.2	6.4	
Reference Time (s)		46.5			13.7			7.2			16.2	
Adj Reference Time (s)		50.5			17.7			11.2			20.2	
Split Option												
Ref Time Combined (s)	0.0	3.8		0.0	13.8		0.0	6.3		8.2	6.4	
Ref Time Seperate (s)	3.5	0.3		0.1	0.5		0.1	5.9		8.2	2.4	
Reference Time (s)	3.8	3.8		13.8	13.8		6.3	6.3		8.2	8.2	
Adj Reference Time (s)	8.0	8.0		17.8	17.8		10.3	10.3		12.2	12.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	50.5		20.2									
Split Option (s)	25.8		22.5									
Minimum (s)	25.8		20.2		46.0							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			38.3%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	726	121	88	1012	59	183	11	129	35	6	11
Future Volume (vph)	42	726	121	88	1012	59	183	11	129	35	6	11
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.862			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1787	3762	1553	3502	1638	0	3502	1720	0
Flt Permitted	0.222			0.305			0.950			0.950		
Satd. Flow (perm)	422	3762	1615	574	3762	1553	3502	1638	0	3502	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134			84		143				12
Link Speed (mph)		30			40			30				30
Link Distance (ft)		590			674			366				231
Travel Time (s)		13.4			11.5			8.3				5.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	807	134	98	1124	66	203	155	0	39	19	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	14.0	60.0	21.0	39.0	85.0	15.0	21.0	36.0		15.0	30.0	
Total Split (%)	9.3%	40.0%	14.0%	26.0%	56.7%	10.0%	14.0%	24.0%		10.0%	20.0%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	112.1	103.6	124.6	117.6	108.1	121.2	15.0	11.8		7.1	6.5	
Actuated g/C Ratio	0.75	0.69	0.83	0.78	0.72	0.81	0.10	0.08		0.05	0.04	
v/c Ratio	0.13	0.31	0.10	0.19	0.41	0.05	0.58	0.60		0.24	0.22	
Control Delay (s/veh)	5.5	10.5	0.7	5.3	10.3	0.6	71.2	21.5		71.8	45.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.5	10.5	0.7	5.3	10.3	0.6	71.2	21.5		71.8	45.2	
LOS	A	B	A	A	B	A	E	C		E	D	
Approach Delay (s/veh)		8.9			9.4			49.7			63.1	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	10	163	0	20	240	0	100	11		19	7	
Queue Length 95th (ft)	23	235	14	43	334	8	140	82		39	36	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286				151
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	417	2599	1384	737	2710	1303	397	442		245	285	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.31	0.10	0.13	0.41	0.05	0.51	0.35		0.16	0.07	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay (s/veh):	15.8
Intersection LOS:	B
Intersection Capacity Utilization	58.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	5.5									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	7	41	14	0	27	1	73	0	0	41
Future Vol, veh/h	7	41	14	0	27	1	73	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	44	15	0	29	1	78	0	0	44

Major/Minor	Major1		Major2		Minor1		Minor2			
Conflicting Flow All	30	0	0	59	0	0	95	51	88	29
Stage 1	-	-	-	-	-	-	66	-	29	-
Stage 2	-	-	-	-	-	-	29	-	59	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1596	-	-	1558	-	-	893	1023	903	1051
Stage 1	-	-	-	-	-	-	950	-	993	-
Stage 2	-	-	-	-	-	-	993	-	958	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1596	-	-	1558	-	-	852	1023	897	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	852	-	897	-
Stage 1	-	-	-	-	-	-	945	-	993	-
Stage 2	-	-	-	-	-	-	952	-	953	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.82	0	9.64	8.57
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1
Capacity (veh/h)	854	193	-	-	1558	-	-
HCM Lane V/C Ratio	0.092	0.005	-	-	-	-	0.041
HCM Ctrl Dly (s/v)	9.6	7.3	0	-	0	-	8.6
HCM Lane LOS	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	0.1

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	61	50	1	136	4	8	0	1	0	0	43
Future Vol, veh/h	23	61	50	1	136	4	8	0	1	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	63	52	1	140	4	8	0	1	0	0	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	144	0	0	114	0	0	278	282	89	255	306	142
Stage 1	-	-	-	-	-	-	136	136	-	144	144	-
Stage 2	-	-	-	-	-	-	142	146	-	110	162	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1450	-	-	1487	-	-	678	630	975	703	611	911
Stage 1	-	-	-	-	-	-	872	788	-	863	781	-
Stage 2	-	-	-	-	-	-	865	780	-	900	768	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1450	-	-	1487	-	-	633	618	975	689	600	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	618	-	689	600	-
Stage 1	-	-	-	-	-	-	857	774	-	863	781	-
Stage 2	-	-	-	-	-	-	823	779	-	883	754	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.29			0.05			10.54			9.16		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	659	283	-	-	13	-	-	911
HCM Lane V/C Ratio	0.014	0.016	-	-	0.001	-	-	0.049
HCM Ctrl Dly (s/v)	10.5	7.5	0	-	7.4	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	863	28	233	1160	0	223
Future Vol, veh/h	863	28	233	1160	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	1
Mvmt Flow	899	29	243	1208	0	232

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	928	0	449
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	3.31
Pot Cap-1 Maneuver	-	-	745	0	560
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	745	-	560
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.03	15.92
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	560	-	-	745	-
HCM Lane V/C Ratio	0.415	-	-	0.326	-
HCM Ctrl Dly (s/v)	15.9	-	-	12.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2	-	-	1.4	-

Capacity Analysis Summary Sheets  
Year 2031 No-Build Saturday Midday Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↗	↘	
Volume (vph)	75	15	1	6	24	161	0	22	2	118	12	85
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	91	0	0	191	0	0	24	0	118	97	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.87	0.85
Saturated Flow (vph)	0	1819	0	0	1657	0	0	1876	0	1805	1650	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	209		0	1678		0	1876		120	1650	
Reference Time A (s)	0.0	52.3		0.0	13.7		0.0	1.5		117.7	7.1	
Adj Saturation B (vph)	NA	NA		0	0		0	1876		0	1650	
Reference Time B (s)	NA	NA		8.4	21.8		0.0	1.5		15.8	7.1	
Reference Time (s)		52.3			13.7			1.5			15.8	
Adj Reference Time (s)		56.3			17.7			8.0			19.8	
Split Option												
Ref Time Combined (s)	0.0	6.0		0.0	13.8		0.0	1.5		7.8	7.1	
Ref Time Seperate (s)	5.0	1.0		0.4	1.7		0.0	1.4		7.8	0.9	
Reference Time (s)	6.0	6.0		13.8	13.8		1.5	1.5		7.8	7.8	
Adj Reference Time (s)	10.0	10.0		17.8	17.8		8.0	8.0		11.8	11.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	56.3		19.8									
Split Option (s)	27.8		19.8									
Minimum (s)	27.8		19.8		47.7							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			39.7%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	417	93	104	437	71	130	20	108	80	17	49
Future Volume (vph)	106	417	93	104	437	71	130	20	108	80	17	49
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.873			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3800	1615	1787	3762	1615	3502	1645	0	3502	1689	0
Flt Permitted	0.477			0.489			0.950			0.950		
Satd. Flow (perm)	906	3800	1615	920	3762	1615	3502	1645	0	3502	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99			76		115				52
Link Speed (mph)		30			40			30				30
Link Distance (ft)		590			674			366				231
Travel Time (s)		13.4			11.5			8.3				5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	444	99	111	465	76	138	136	0	85	70	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	95.1	84.4	103.4	95.1	84.4	98.9	13.0	11.4		8.5	9.7	
Actuated g/C Ratio	0.73	0.65	0.80	0.73	0.65	0.76	0.10	0.09		0.07	0.07	
v/c Ratio	0.16	0.18	0.08	0.15	0.19	0.06	0.39	0.55		0.37	0.40	
Control Delay (s/veh)	5.3	10.0	1.0	5.3	10.0	1.2	59.2	22.3		62.4	28.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.3	10.0	1.0	5.3	10.0	1.2	59.2	22.3		62.4	28.0	
LOS	A	A	A	A	B	A	E	C		E	C	
Approach Delay (s/veh)		7.8			8.2			40.9				46.9
Approach LOS		A			A			D				D
Queue Length 50th (ft)	21	71	0	21	75	0	58	17		36	15	
Queue Length 95th (ft)	46	116	14	46	123	14	91	79		62	61	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	746	2465	1322	840	2441	1299	391	362		350	316	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.18	0.07	0.13	0.19	0.06	0.35	0.38		0.24	0.22	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay (s/veh):	16.7
Intersection LOS:	B
Intersection Capacity Utilization:	46.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	5.3									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	7	47	19	0	27	1	73	0	0	41
Future Vol, veh/h	7	47	19	0	27	1	73	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	52	21	0	30	1	81	0	0	46

Major/Minor	Major1		Major2		Minor1		Minor2			
Conflicting Flow All	31	0	0	73	0	0	108	63	98	31
Stage 1	-	-	-	-	-	-	78	-	31	-
Stage 2	-	-	-	-	-	-	30	-	68	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.327
Pot Cap-1 Maneuver	1594	-	-	1539	-	-	875	1008	888	1041
Stage 1	-	-	-	-	-	-	935	-	991	-
Stage 2	-	-	-	-	-	-	992	-	948	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1594	-	-	1539	-	-	833	1008	883	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	-	883	-
Stage 1	-	-	-	-	-	-	931	-	991	-
Stage 2	-	-	-	-	-	-	949	-	942	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.7	0	9.78	8.62
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1
Capacity (veh/h)	835	163	-	-	1539	-	1041
HCM Lane V/C Ratio	0.099	0.005	-	-	-	-	0.044
HCM Ctrl Dly (s/v)	9.8	7.3	0	-	0	-	8.6
HCM Lane LOS	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	0.1

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	65	35	3	133	5	10	1	2	6	0	50
Future Vol, veh/h	35	65	35	3	133	5	10	1	2	6	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	0	0	0	2	0	0	0	0	2	0	0
Mvmt Flow	42	78	42	4	160	6	12	1	2	7	0	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	120	0	0	351	357	99	334	375	163
Stage 1	-	-	-	-	-	-	184	184	-	170	170	-
Stage 2	-	-	-	-	-	-	167	173	-	163	205	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.3
Pot Cap-1 Maneuver	1388	-	-	1480	-	-	607	572	962	620	559	887
Stage 1	-	-	-	-	-	-	823	751	-	831	761	-
Stage 2	-	-	-	-	-	-	839	759	-	839	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1480	-	-	546	552	962	595	539	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	546	552	-	595	539	-
Stage 1	-	-	-	-	-	-	796	727	-	829	759	-
Stage 2	-	-	-	-	-	-	780	757	-	808	712	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.99			0.16			11.32			9.64		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	586	436	-	-	38	-	-	842
HCM Lane V/C Ratio	0.027	0.03	-	-	0.002	-	-	0.08
HCM Ctrl Dly (s/v)	11.3	7.7	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑		↗
Traffic Vol, veh/h	578	27	236	612	0	189
Future Vol, veh/h	578	27	236	612	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	608	28	248	644	0	199

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	637	0	- 304
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	956	-	0 698
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	956	-	- 698
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.81	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	698	-	-	956	-
HCM Lane V/C Ratio	0.285	-	-	0.26	-
HCM Ctrl Dly (s/v)	12.2	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.2	-	-	1	-

Capacity Analysis Summary Sheets  
Year 2031 Total Projected Weekday Morning Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	3	0	0	4	97	2	21	0	102	83	140
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	157	0	0	101	0	0	23	0	102	223	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.86	0.85	0.95	1.00	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1807	0	0	1626	0	0	1892	0	1805	1721	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	122		0	1626		0	832		277	1721	
Reference Time A (s)	0.0	154.5		0.0	7.5		0.0	3.3		44.1	15.5	
Adj Saturation B (vph)	0	0		0	1626		NA	NA		0	1721	
Reference Time B (s)	18.2	18.4		0.0	7.5		NA	NA		14.8	15.5	
Reference Time (s)		18.4			7.5			3.3			15.5	
Adj Reference Time (s)		22.4			11.5			8.0			19.5	
Split Option												
Ref Time Combined (s)	0.0	10.4		0.0	7.5		0.0	1.5		6.8	15.5	
Ref Time Seperate (s)	10.2	0.2		0.0	0.3		0.1	1.3		6.8	5.8	
Reference Time (s)	10.4	10.4		7.5	7.5		1.5	1.5		15.5	15.5	
Adj Reference Time (s)	14.4	14.4		11.5	11.5		8.0	8.0		19.5	19.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	22.4		19.5									
Split Option (s)	25.9		27.5									
Minimum (s)	22.4		19.5		42.0							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			35.0%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1284	145	173	511	17	95	3	175	42	6	0
Future Volume (vph)	7	1284	145	173	511	17	95	3	175	42	6	0
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.852				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1787	3654	1524	3400	1603	0	3400	1900	0
Flt Permitted	0.433			0.086			0.950			0.950		
Satd. Flow (perm)	823	3762	1583	162	3654	1524	3400	1603	0	3400	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147			69		199				
Link Speed (mph)		30			40			30				30
Link Distance (ft)		597			684			366				231
Travel Time (s)		13.6			11.7			8.3				5.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	2%	1%	4%	6%	3%	0%	1%	3%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1459	165	197	581	19	108	202	0	48	7	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	13.0	29.0	16.0	52.0	68.0	16.0	16.0	13.0		16.0	13.0	
Total Split (%)	11.8%	26.4%	14.5%	47.3%	61.8%	14.5%	14.5%	11.8%		14.5%	11.8%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	73.9	66.3	88.0	83.1	79.1	92.1	15.7	7.4		7.0	6.1	
Actuated g/C Ratio	0.67	0.60	0.80	0.76	0.72	0.84	0.14	0.07		0.06	0.06	
v/c Ratio	0.01	0.64	0.13	0.70	0.22	0.01	0.22	0.69		0.22	0.07	
Control Delay (s/veh)	5.3	17.4	1.3	28.6	6.5	0.0	42.5	20.1		50.9	50.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.3	17.4	1.3	28.6	6.5	0.0	42.5	20.1		50.9	50.2	
LOS	A	B	A	C	A	A	D	C		D	D	
Approach Delay (s/veh)		15.7			11.8			27.9			50.8	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	1	333	2	53	61	0	34	2		17	5	
Queue Length 95th (ft)	6	490	24	132	130	0	64	68		35	19	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/16/2025

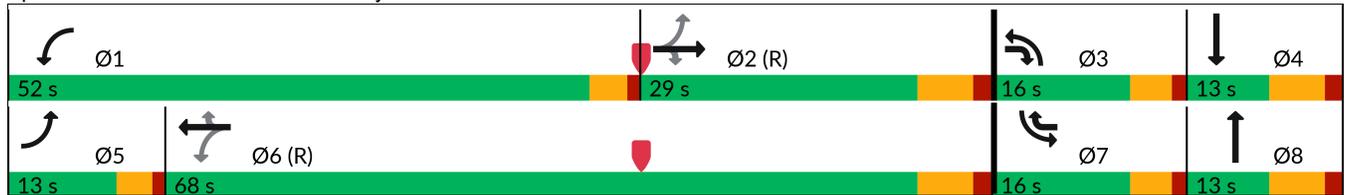


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		517			604			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	658	2266	1307	831	2628	1347	513	301		355	121	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.64	0.13	0.24	0.22	0.01	0.21	0.67		0.14	0.06	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay (s/veh):	16.7
Intersection LOS:	B
Intersection Capacity Utilization	74.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	2.8									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	1	31	1	0	24	1	14	0	0	11
Future Vol, veh/h	1	31	1	0	24	1	14	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	10	0	0	0	100	0	0	0	0
Mvmt Flow	1	45	1	0	35	1	20	0	0	16

Major/Minor	Major1		Major2		Minor1		Minor2			
Conflicting Flow All	36	0	0	46	0	0	83	46	83	36
Stage 1	-	-	-	-	-	-	49	-	36	-
Stage 2	-	-	-	-	-	-	35	-	48	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1588	-	-	1574	-	-	909	1030	909	1043
Stage 1	-	-	-	-	-	-	970	-	985	-
Stage 2	-	-	-	-	-	-	986	-	971	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1588	-	-	1574	-	-	894	1030	906	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	-	906	-
Stage 1	-	-	-	-	-	-	969	-	985	-
Stage 2	-	-	-	-	-	-	971	-	968	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.22	0	9.09	8.51
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBRSWLn1
Capacity (veh/h)	902	54	-	-	1574	-	-
HCM Lane V/C Ratio	0.024	0.001	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	9.1	7.3	0	-	0	-	8.5
HCM Lane LOS	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	72	13	20	0	29	20	1	0	0	20	0	72
Future Vol, veh/h	72	13	20	0	29	20	1	0	0	20	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	11	12	0	0	0	0	0	0	0	0	0
Mvmt Flow	92	17	26	0	37	26	1	0	0	26	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	42	0	0	251	277	29	251	277	50
Stage 1	-	-	-	-	-	-	214	214	-	50	50	-
Stage 2	-	-	-	-	-	-	37	63	-	201	227	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1553	-	-	1580	-	-	706	634	1051	706	634	1024
Stage 1	-	-	-	-	-	-	793	729	-	968	857	-
Stage 2	-	-	-	-	-	-	983	847	-	805	720	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1580	-	-	603	595	1051	663	595	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	603	595	-	663	595	-
Stage 1	-	-	-	-	-	-	744	685	-	968	857	-
Stage 2	-	-	-	-	-	-	895	847	-	756	676	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	5.12			0			10.98			9.51		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	1101	-	-	1580	-	-	916
HCM Lane V/C Ratio	0.002	0.059	-	-	-	-	-	0.129
HCM Ctrl Dly (s/v)	11	7.5	0	-	0	-	-	9.5
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑		↗
Traffic Vol, veh/h	1486	15	85	700	0	76
Future Vol, veh/h	1486	15	85	700	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	3	3	0	5
Mvmt Flow	1581	16	90	745	0	81

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1597	0	790
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.16	-	7
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.23	-	3.35
Pot Cap-1 Maneuver	-	-	402	-	326
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	402	-	326
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.79	19.62
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	402	-
HCM Lane V/C Ratio	0.248	-	-	0.225	-
HCM Ctrl Dly (s/v)	19.6	-	-	16.5	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	1	-	-	0.9	-

Capacity Analysis Summary Sheets  
Year 2031 Total Projected Weekday Evening Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↗	↘	
Volume (vph)	53	5	0	2	7	246	1	92	6	186	35	57
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	58	0	0	255	0	0	99	0	186	92	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.85	0.85	0.95	0.99	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1813	0	0	1624	0	0	1882	0	1805	1723	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	144		0	1630		0	1647		139	1723	
Reference Time A (s)	0.0	48.3		0.0	18.8		0.0	7.2		161.1	6.4	
Adj Saturation B (vph)	NA	NA		0	0		0	0		0	1723	
Reference Time B (s)	NA	NA		8.1	26.8		8.1	14.3		20.4	6.4	
Reference Time (s)		48.3			18.8			7.2			20.4	
Adj Reference Time (s)		52.3			22.8			11.2			24.4	
Split Option												
Ref Time Combined (s)	0.0	3.8		0.0	18.8		0.0	6.3		12.4	6.4	
Ref Time Seperate (s)	3.5	0.3		0.1	0.5		0.1	5.9		12.4	2.4	
Reference Time (s)	3.8	3.8		18.8	18.8		6.3	6.3		12.4	12.4	
Adj Reference Time (s)	8.0	8.0		22.8	22.8		10.3	10.3		16.4	16.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	52.3		24.4									
Split Option (s)	30.8		26.7									
Minimum (s)	30.8		24.4		55.2							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			46.0%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	726	149	123	1012	59	213	11	167	35	6	11
Future Volume (vph)	42	726	149	123	1012	59	213	11	167	35	6	11
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.859			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1787	3762	1553	3502	1632	0	3502	1720	0
Flt Permitted	0.222			0.301			0.950			0.950		
Satd. Flow (perm)	422	3762	1615	566	3762	1553	3502	1632	0	3502	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			84		186				12
Link Speed (mph)		30			40			30				30
Link Distance (ft)		590			674			366				231
Travel Time (s)		13.4			11.5			8.3				5.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	807	166	137	1124	66	237	198	0	39	19	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	14.0	60.0	21.0	39.0	85.0	15.0	21.0	36.0		15.0	30.0	
Total Split (%)	9.3%	40.0%	14.0%	26.0%	56.7%	10.0%	14.0%	24.0%		10.0%	20.0%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.4		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	110.0	101.5	123.7	117.1	106.8	119.9	16.2	12.6		7.1	6.5	
Actuated g/C Ratio	0.73	0.68	0.82	0.78	0.71	0.80	0.11	0.08		0.05	0.04	
v/c Ratio	0.13	0.32	0.12	0.26	0.42	0.05	0.63	0.64		0.24	0.22	
Control Delay (s/veh)	6.0	11.6	0.8	6.1	10.9	0.7	71.5	20.0		71.8	45.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.0	11.6	0.8	6.1	10.9	0.7	71.5	20.0		71.8	45.2	
LOS	A	B	A	A	B	A	E	C		E	D	
Approach Delay (s/veh)		9.6			9.9			48.0			63.1	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	10	172	0	31	248	0	117	11		19	7	
Queue Length 95th (ft)	25	251	17	60	347	9	159	89		39	36	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286				151
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	411	2545	1373	728	2679	1292	408	471		245	285	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.32	0.12	0.19	0.42	0.05	0.58	0.42		0.16	0.07	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay (s/veh):	16.7
Intersection LOS:	B
Intersection Capacity Utilization	58.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	4.8									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	7	60	14	0	45	1	73	0	0	41
Future Vol, veh/h	7	60	14	0	45	1	73	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	64	15	0	48	1	78	0	0	44

Major/Minor	Major1		Major2		Minor1		Minor2			
Conflicting Flow All	49	0	0	79	0	0	134	71	127	48
Stage 1	-	-	-	-	-	-	86	-	48	-
Stage 2	-	-	-	-	-	-	48	-	79	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1571	-	-	1532	-	-	842	997	851	1026
Stage 1	-	-	-	-	-	-	927	-	970	-
Stage 2	-	-	-	-	-	-	971	-	935	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1571	-	-	1532	-	-	802	997	846	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	802	-	846	-
Stage 1	-	-	-	-	-	-	922	-	970	-
Stage 2	-	-	-	-	-	-	929	-	929	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.63	0	9.96	8.66
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	805	150	-	-	1532	-	-	1026
HCM Lane V/C Ratio	0.098	0.005	-	-	-	-	-	0.043
HCM Ctrl Dly (s/v)	10	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	86	61	50	1	136	22	8	0	1	19	0	111
Future Vol, veh/h	86	61	50	1	136	22	8	0	1	19	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	89	63	52	1	140	23	8	0	1	20	0	114

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	163	0	0	114	0	0	408	431	89	394	445	152
Stage 1	-	-	-	-	-	-	266	266	-	154	154	-
Stage 2	-	-	-	-	-	-	142	165	-	240	292	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1428	-	-	1487	-	-	557	520	975	569	511	900
Stage 1	-	-	-	-	-	-	744	692	-	854	774	-
Stage 2	-	-	-	-	-	-	865	766	-	768	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1428	-	-	1487	-	-	453	485	975	530	476	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	485	-	530	476	-
Stage 1	-	-	-	-	-	-	694	646	-	853	774	-
Stage 2	-	-	-	-	-	-	755	765	-	716	630	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	3.36			0.05			12.61			10.27		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	721	-	-	11	-	-	817
HCM Lane V/C Ratio	0.019	0.062	-	-	0.001	-	-	0.164
HCM Ctrl Dly (s/v)	12.6	7.7	0	-	7.4	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		↑
Traffic Vol, veh/h	901	28	251	1195	0	242
Future Vol, veh/h	901	28	251	1195	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	1
Mvmt Flow	939	29	261	1245	0	252

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	968	0	- 469
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.92
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.31
Pot Cap-1 Maneuver	-	-	720	-	0 543
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	720	-	- 543
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.23	17.23
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	543	-	-	720	-
HCM Lane V/C Ratio	0.464	-	-	0.363	-
HCM Ctrl Dly (s/v)	17.2	-	-	12.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.4	-	-	1.7	-

Capacity Analysis Summary Sheets  
Year 2031 Total Projected Saturday Midday Peak Hour

Intersection Capacity Utilization  
6: Davis Parkway & Dodge Drive

10/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↗	↘	
Volume (vph)	75	15	1	6	24	235	0	22	2	192	12	85
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	91	0	0	265	0	0	24	0	192	97	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.87	0.85
Saturated Flow (vph)	0	1819	0	0	1645	0	0	1876	0	1805	1650	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	189		0	1660		0	1876		120	1650	
Reference Time A (s)	0.0	57.7		0.0	19.2		0.0	1.5		191.5	7.1	
Adj Saturation B (vph)	NA	NA		0	0		0	1876		0	1650	
Reference Time B (s)	NA	NA		8.4	27.3		0.0	1.5		20.8	7.1	
Reference Time (s)		57.7			19.2			1.5			20.8	
Adj Reference Time (s)		61.7			23.2			8.0			24.8	
Split Option												
Ref Time Combined (s)	0.0	6.0		0.0	19.3		0.0	1.5		12.8	7.1	
Ref Time Seperate (s)	5.0	1.0		0.4	1.8		0.0	1.4		12.8	0.9	
Reference Time (s)	6.0	6.0		19.3	19.3		1.5	1.5		12.8	12.8	
Adj Reference Time (s)	10.0	10.0		23.3	23.3		8.0	8.0		16.8	16.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	61.7		24.8									
Split Option (s)	33.3		24.8									
Minimum (s)	33.3		24.8		58.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			48.4%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	417	126	145	437	71	163	20	149	80	17	49
Future Volume (vph)	106	417	126	145	437	71	163	20	149	80	17	49
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.867			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3800	1615	1787	3762	1615	3502	1633	0	3502	1689	0
Flt Permitted	0.482			0.481			0.950			0.950		
Satd. Flow (perm)	916	3800	1615	905	3762	1615	3502	1633	0	3502	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134			76		159				52
Link Speed (mph)		30			40			30				30
Link Distance (ft)		590			674			366				231
Travel Time (s)		13.4			11.5			8.3				5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	444	134	154	465	76	173	180	0	85	70	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.2		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	93.1	82.3	102.3	95.0	83.2	97.7	14.1	12.2		8.5	9.7	
Actuated g/C Ratio	0.72	0.63	0.79	0.73	0.64	0.75	0.11	0.09		0.07	0.07	
v/c Ratio	0.16	0.18	0.10	0.21	0.19	0.06	0.46	0.61		0.37	0.40	
Control Delay (s/veh)	5.7	11.0	1.0	5.9	10.6	1.4	59.1	20.2		62.4	28.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.7	11.0	1.0	5.9	10.6	1.4	59.1	20.2		62.4	28.0	
LOS	A	B	A	A	B	A	E	C		E	C	
Approach Delay (s/veh)		8.2			8.6			39.3			46.9	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	22	75	0	31	78	0	73	17		36	15	
Queue Length 95th (ft)	49	124	17	64	128	14	108	87		62	61	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

10/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	739	2405	1308	824	2408	1286	399	394		350	316	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.18	0.10	0.19	0.19	0.06	0.43	0.46		0.24	0.22	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay (s/veh):	17.3
Intersection LOS:	B
Intersection Capacity Utilization	51.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection										
Int Delay, s/veh	4.6									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↕		↕	
Traffic Vol, veh/h	7	67	19	0	47	1	73	0	0	41
Future Vol, veh/h	7	67	19	0	47	1	73	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	74	21	0	52	1	81	0	0	46

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	53	0	0	96
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2
Pot Cap-1 Maneuver	1565	-	-	1511
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1565	-	-	1511
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.55	0	10.16	8.73
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	780	130	-	-	1511	-	-	1012
HCM Lane V/C Ratio	0.105	0.005	-	-	-	-	-	0.045
HCM Ctrl Dly (s/v)	10.2	7.3	0	-	0	-	-	8.7
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	65	35	3	133	25	10	1	2	26	0	124
Future Vol, veh/h	109	65	35	3	133	25	10	1	2	26	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	0	0	0	2	0	0	0	0	2	0	0
Mvmt Flow	131	78	42	4	160	30	12	1	2	31	0	149

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	120	0	0	530	560	99	524	566	175
Stage 1	-	-	-	-	-	-	362	362	-	183	183	-
Stage 2	-	-	-	-	-	-	167	198	-	342	383	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.3
Pot Cap-1 Maneuver	1360	-	-	1480	-	-	463	440	962	464	437	873
Stage 1	-	-	-	-	-	-	661	629	-	819	752	-
Stage 2	-	-	-	-	-	-	839	741	-	673	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1360	-	-	1480	-	-	343	393	962	412	390	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	343	393	-	412	390	-
Stage 1	-	-	-	-	-	-	592	563	-	817	750	-
Stage 2	-	-	-	-	-	-	694	739	-	601	551	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	4.14			0.14			14.75			11.53		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	877	-	-	33	-	-	731
HCM Lane V/C Ratio	0.041	0.097	-	-	0.002	-	-	0.247
HCM Ctrl Dly (s/v)	14.8	7.9	0	-	7.4	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		↑
Traffic Vol, veh/h	619	27	256	653	0	209
Future Vol, veh/h	619	27	256	653	0	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	652	28	269	687	0	220

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	680	0	- 326
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	922	-	0 676
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	922	-	- 676
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.96	12.88
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	922	-
HCM Lane V/C Ratio	0.326	-	-	0.292	-
HCM Ctrl Dly (s/v)	12.9	-	-	10.5	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	1.2	-