

TIA TECHNICAL MEMORANDUM

DATE: October 6, 2025

BY: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

**SUBJECT: Culver's Restaurant Traffic Impact Analysis
West Bend, WI**

INTRODUCTION & DEVELOPMENT PLAN

A 5,066-square foot Culver's restaurant is proposed to be constructed at 1437 and 1505 S. Main Street in West Bend, Wisconsin. The sites are currently occupied by Visionworks and the Omicron Family Restaurant, respectively, which will be razed and replaced with the Culver's restaurant, drive-through lanes, and parking area. The shared driveway for both addresses will be closed and a new driveway for the Culver's restaurant will be constructed roughly across from the West Bend Dental Center. The location of the Culver's restaurant with respect to the surrounding roadway system is shown on [Exhibit 1](#) and the development site plan is on [Exhibit 2](#).

This traffic impact analysis (TIA) report was prepared to document the existing and future build peak hour traffic volumes and traffic operations (traffic gaps, queues, and turning movement delays) at S. Main Street commercial driveways and intersections near the development site. The analysis was completed for typical restaurant peak hour time periods: midday and afternoon/early evening on a typical weekday, and midday on Saturday.

STUDY AREA

[Exhibit 1](#) shows the study intersections evaluated in this TIA report. The study intersections are also listed below:

- S. Main Street & Butternut Street
- S. Main Street & Credit Union/Car Wash Driveways
- S. Main Street & Dental Center Driveway
- S. Main Street & Visionworks/Omicron Restaurant Driveway
- S. Main Street & Eye Care Driveway
- S. Main Street & Koh's Driveway
- S. Main Street & Cycle & Fitness North Driveway

The S. Main Street/Butternut Street intersection operates with traffic signal control. All commercial driveways to S. Main Street operation with stop sign control. The Eye Care Driveway and Cycle & Fitness Driveway are connected internally for use by both business. There are two separate driveways for the Car Wash that flank the Credit Union Driveway on the opposite side of S. Main Street. Due to the very close spacing of these driveways, they were counted and evaluated as a single driveway in this study. The geometrics, traffic control, and intersection spacing along S. Main Street is shown on [Exhibit 3](#).

S. Main Street has a five-lane cross-section (two through lanes in each direction and a two-way center left-turn lane) through the study area. S. Main Street has a 30-mph posted speed limit and a 2023 Wisconsin Department of Transportation (WisDOT) two-way annual average daily traffic (AADT) volume of 15,400 vehicles per day south of Butternut Street. Sidewalks are provided along both sides of the roadway in the study area.

PEAK HOUR TRAFFIC VOLUMES

Data Collection/Existing Traffic Volumes

Turning movement traffic counts were collected at each study intersection in September 2025. Traffic counts were collected on weekdays from 10:30 a.m. to 1:00 p.m. and from 4:00 p.m. to 7:00 p.m., as well as on Saturday from 11:00 a.m. to 1:00 p.m. These time periods represent periods of peak traffic flow through the study area and the proposed Culver's restaurant development. From the traffic count data, the peak traffic hours along the S. Main Street corridor were determined as:

- Weekday Midday Peak Hour: 12:00-1:00 p.m.
- Weekday PM Peak Hour: 4:15-5:15 p.m.
- Saturday Midday Peak Hour: 11:00 a.m. –12:00 p.m.

The traffic counts were compiled for these peak hour and are shown on [Exhibit 4](#) as the Existing Traffic Volumes. Traffic count data sheets are in [Appendix A](#).

Development Trip Generation

The trip generation for the proposed 5,066-square foot Culver's restaurant was calculated from trip rates for the Fast-Food Restaurant with Drive-Through land use (934) in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. A 50% pass-by trip rate¹ was applied to separate driveway trips into new trips (new trips to the study area) and pass-by trips (trips already on the roadway system). The new trips were further separated into existing driveway trips for the Visionworks/Omicron Family Restaurant site and net new trips generated by the Culver's restaurant.

The Culver's development trip generation is shown in [Table 1](#). Based on ITE, the restaurant generates 1,184 new and 1,184 pass-by trips (2,368 total driveway trips) on a typical weekday. The restaurant generates 105 new and 104 pass-by trips (209 driveway trips) during the weekday midday peak hour, 83 new and 84 pass-by trips (167 driveway trips) during the weekday PM peak hour, and 140 new and 140 pass-by trips (280 driveway trips) during the Saturday midday peak hour.

¹ Based on maximum WisDOT-allowed pass-by rate for fast-food restaurant land use types.

Table 1. Culver's Restaurant Trip Generation

Land Use	ITE Code	Proposed Size	Weekday Daily	Wkdy Midday ²			Wkday PM			SAT Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
Fast-Food Restaurant with Drive-Through (Culver's)	934	5,066 SF	2,368 (467.48)	109 (52%)	100 (48%)	209 (41.29)	87 (52%)	80 (48%)	167 (33.03)	143 (51%)	137 (49%)	280 (55.25)
Driveway Trips			2,368	109	100	209	87	80	167	143	137	280
<i>Pass-by Trips (934) 50%</i>			<i>-1,184</i>	<i>-52</i>	<i>-52</i>	<i>-104</i>	<i>-42</i>	<i>-42</i>	<i>-84</i>	<i>-70</i>	<i>-70</i>	<i>-140</i>
New Trips			1,184	57	48	105	45	38	83	73	67	140
<i>Existing Driveway Trips³</i>				<i>-17</i>	<i>-23</i>	<i>-40</i>	<i>-7</i>	<i>-9</i>	<i>-16</i>	<i>-37</i>	<i>-31</i>	<i>-68</i>
Net New Trips				40	25	65	38	29	67	36	36	72

¹ Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.

² Weekday Midday trip rates are 125% of the Weekday PM trips rates (no ITE data available). National trends show weekday lunch spending is between Saturday lunch and Happy Hour (4-6pm) lunch. Source: Jacque Schrag/Axios article March 14, 2024 (<https://www.axios.com/2024/05/14/restaurants-eating-out-rates-weekend-weekday>)

³ Existing trips to/from the Omicron Restaurant/Visionworks driveway, which will be vacated for the Culver's restaurant.

Development Trip Distribution & Traffic Assignments

The net new site trips were distributed to the adjacent study intersection based on existing traffic patterns to and from S. Main Street and Butternut Street. The trip distribution for the net new site trips is listed below and also shown graphically with the net new traffic assignment on [Exhibit 5](#).

- 45% to/from the north on S. Main Street
- 45% to/from the south on S. Main Street
- 8% to/from the west on Butternut Street
- 2% to/from the east on Butternut Street

Pass-by trips were distributed to northbound and southbound S. Main Street based on their direction traffic patterns for each peak hour. The trip distributions for the pass-by trips are listed below. The pass-by traffic assignment is on [Exhibit 6](#).

- Weekday Midday Peak Hour: 50% northbound and 50% southbound on S. Main Street
- Weekday PM Peak Hour: 52% northbound and 48% southbound on S. Main Street
- Saturday Midday Peak Hour: 45% northbound and 55% southbound on S. Main Street

The existing driveway traffic for the Visionworks and Omicron Family Restaurant Driveway was rerouted to the proposed Culver's Driveway on [Exhibit 7](#). The rerouted traffic volumes, Culver's net new trips, and Culver's pass-by trips were added together to show the total driveway trips for the proposed Culver's restaurant ([Exhibit 8](#)).

The Culver's restaurant driveway trips were added to the existing traffic volumes to generate "Build" traffic volumes evaluated in this study. The Build traffic volumes are on [Exhibit 9](#).

PEAK HOUR TRAFFIC OPERATIONS

Peak Hour LOS Analysis

The study intersections were analyzed using the Synchro 12 traffic analysis model (outputs based on the *Highway Capacity Manual, 7th Edition*) and the peak hour turning movement volumes estimated for each intersection. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS

'F'. For the purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The LOS definitions for signalized and unsignalized intersections are in [Table 2](#).

Table 2. LOS Definitions

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤10	≤10	Short Delays
	Free-flow traffic operations at average travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	Moderate Delays
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	> 35 - 55	> 25 - 35	
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	> 55 - 80	> 35 - 50	Long Delays
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: *Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010*

The Existing traffic peak hour level of service and queues from the Synchro analysis is on [Exhibit 10](#) (output in [Appendix B](#)). All turning movements at the study area intersections and driveways to S. Main Street operate at LOS C or better during the peak hours. One-vehicle queues are reported on all driveway exiting approaches and within the two-way center left-turn lanes on S. Main Street.

The Build traffic peak hour level of service and queues from the Synchro analysis is on [Exhibit 11](#) (output in [Appendix C](#)). All existing study area intersections and driveways to S. Main Street continue to operate at LOS C or better during the peak hours, with one-vehicle queues on the existing driveway exits and two-way center left-turn lanes on S. Main Street. At the Culver's restaurant driveway, all movements operate at LOS C or better with up to two vehicles in queue at the driveway exit during the weekday Midday and weekday PM peak hours. During the Saturday Midday peak hour, delays for exiting vehicles are reported as LOS E (37.2 seconds/vehicle), which is just over the threshold for LOS D (35.0 seconds/vehicle). Up to four queued vehicles are reported in the exit lane to S. Main Street.

FIELD STUDIES

In-field traffic queues and gaps were collected on S. Main Street to verify operations evaluated in the Synchro traffic models.

Traffic Gap Analysis

Based on the analysis, existing traffic is able to turn at the study intersection driveways to S. Main Street with low delays and traffic queues. With buildout of the Culver's restaurant, existing driveways are expected to continue to operate with low delays and queues, but the Culver's restaurant driveway (relocated south to the Dental Center driveway as shown on the site plan), operates with westbound exiting delays that are just over the threshold for LOS D. Existing turning operations at the Dental Center were field verified through a traffic gap study, which was also used to estimate future gaps with the additional traffic from the Culver's restaurant.

The length of gaps, in time, between vehicles traveling along S. Main Street at the Dental Center driveway were counted during the weekday Midday, weekday PM, and Saturday midday peak hours on dates in late September and early October, 2025. Critical gap and follow-up times for vehicle turning movements were calculated based on the Highway Capacity Manual (HCM) equations 17-1 and 17-2. These equations include adjustment factors for heavy vehicles, grade, roadway lanes, and intersection geometry. The gap analysis worksheet calculations and compiled gap counts are located in [Appendix D](#).

Equivalent gaps (or capacity of gaps) are calculated by adding the number of gaps available for only one vehicle to turn, gaps long enough for two vehicles to turn, and gaps long enough for three vehicles to turn (without counting the same gaps twice). The equivalent gaps represent the number of additional turning movements that could be made above and beyond the existing turning movements already occurring.

Net new site trips were subtracted from the equivalent gaps to determine the number of excess gaps in S. Main Street traffic that occur beyond the trip generation estimated for the Culver's restaurant site. The net new site trips were calculated as all turning movements (including pass-by trip reductions) that conflict with the turning movement type evaluated in the gap study (exiting left-turn, exiting right-turn, or entering left turn). Equivalent gaps that are larger than the net new site trips show that there are enough gaps in traffic to accommodate future development traffic turns.

[Table 3](#) summarizes the findings of the gap study at the opposing Dental Center/Culver's restaurant driveways to S. Main Street. The table shows the equivalent gaps calculated from the field counts, the driveway site trips assigned to the turning movements at the Culver's restaurant driveway, and the excess gaps available for additional turning movements above those numbers.

Table 3. Culver's Restaurant Driveway to S. Main Street Traffic Gap Study

Culver's Restaurant Driveway Turning Movement	Peak Hour	Equivalent Gaps	Net New Site Trips	Excess Gaps
WB Right Turn from Culver's Driveway	MID	169	13	156
	PM	162	11	151
	SAT	174	15	159
WB Left Turn from Culver's driveway	MID	92	25	67
	PM	85	24	61
	SAT	48	43	5
SB Left Turn from Main Street	MID	299	120	179
	PM	321	98	223
	SAT	326	165	161

Field Queue Analysis

TADI observed traffic queues on S. Main Street between the Kohl's driveway and Cycle & Fitness driveway to determine if center lane left-turn queues in that area would back up or be impacted by center lane left-turn queues at the Culver's restaurant driveway. The number and duration of vehicles in queue were recorded every minute on a weekday from 11:30 a.m. to 1:00 and from 4:15 p.m. to 5:30 p.m., as well as on a Saturday from 11:00 a.m. to 12:15 p.m. The detailed queue data recorded on S. Main Street is in [Appendix E](#).

During each analysis time period, northbound left-turn queues into the Kohl's driveway typically extended to only one vehicle in length for a duration of 10-30 seconds. During the weekday PM peak period (just after 5:00 p.m.), two separate single-vehicle queues extending to 40 seconds and 80 seconds were recorded.

Southbound left-turn queues into the Cycle & Fitness driveway were far less frequent, with only one vehicle in queue at a time for 10 seconds or less. These queues typically did not occur at the same time as northbound left-turn queues into the Kohl's driveway.

A visual representation of the maximum-observed queues for northbound left-turn traffic entering the Kohl's driveway and southbound left-turn traffic entering the Cycle & Fitness driveway is on [Exhibit 12](#). Using a per-vehicle length of 25 feet, the graphic shows that outside of the Kohl's and Cycle & Fitness Driveway, there is room for approximately eight vehicles to queue in the southbound left-turn lane for the proposed Culver's restaurant driveway. The traffic gap analysis shows that there are an adequate number of gaps in northbound traffic for the existing plus net new Culver's restaurant trips to turn left into the driveway, and the Synchro analysis shows that this traffic can turn with minimal delays and queues during the peak hour. Therefore, the driveway spacing is adequate and expected to accommodate the Culver's restaurant queues without impacting the adjacent Kohl's driveway or Cycle & Fitness driveway.

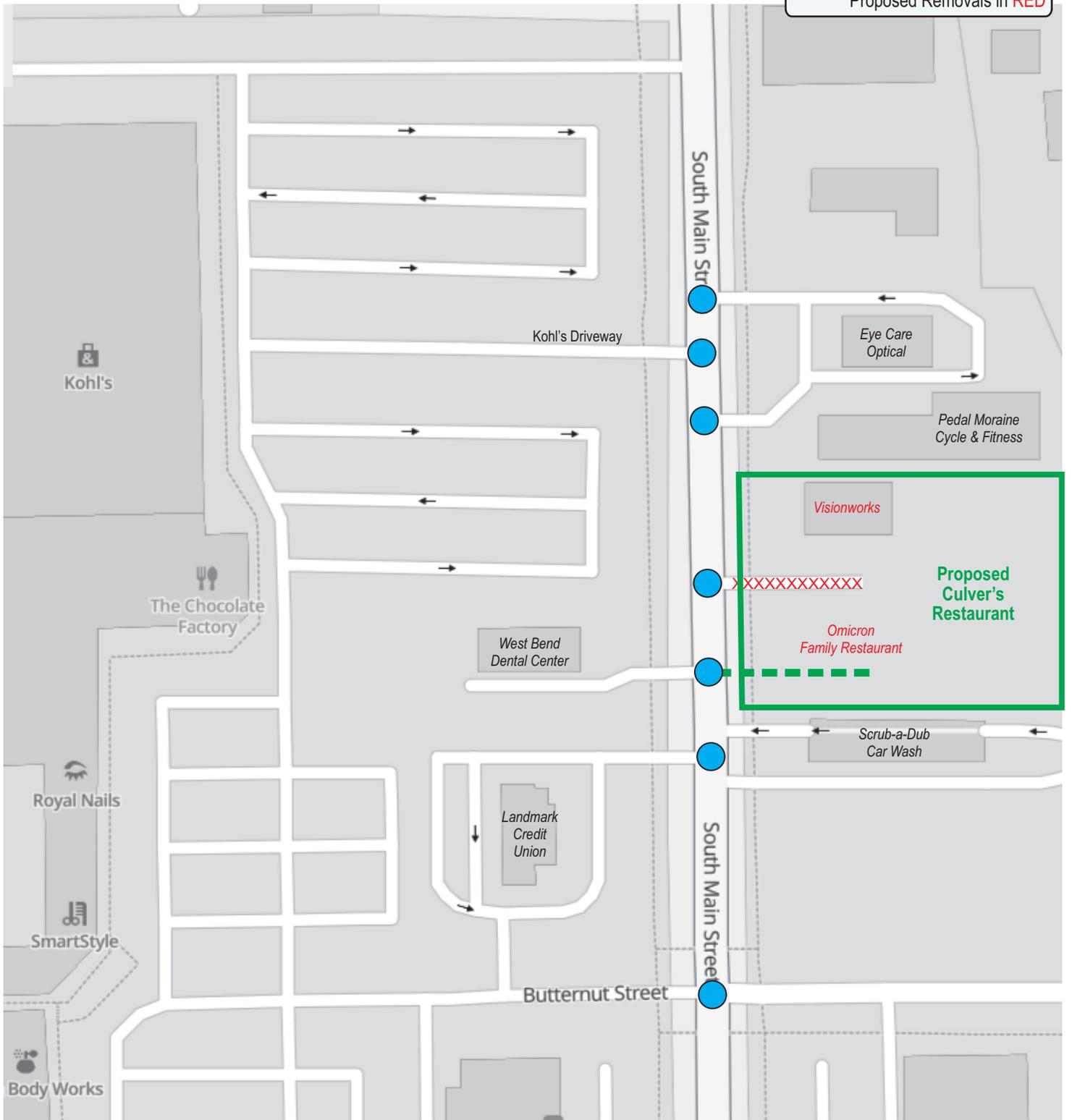
CONCLUSIONS

The additional traffic from the proposed Culver's restaurant is not expected to significantly impact delays and queues for the existing study area driveways and intersections on S. Main Street. The Culver's restaurant driveway is proposed to be relocated further south on the

property, providing greater queue storage for southbound left-turn traffic in the center lane of S. Main Street. Based on a field queue study, northbound center lane queues at the Kohl's driveway extend up to two vehicles (~50 feet), and southbound center lane queues at the Cycle & Fitness driveway extend up to one vehicle (~25 feet). This leaves southbound center lane queue storage of up to eight vehicles (~200 feet) for the Culver's restaurant driveway without impacting Kohl's driveway or Cycle & Fitness driveway queues. Based on field gap studies and Synchro traffic modeling, this queue storage is significantly greater than the expected traffic queues at the Culver's restaurant driveway.

LEGEND

-  Study Intersection
-  Proposed Culver's Site
-  Proposed Culver's Driveway
-  Proposed Removals in RED



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NOT TO SCALE

**EXHIBIT 1
PROJECT LOCATION MAP**

S. MAIN STREET

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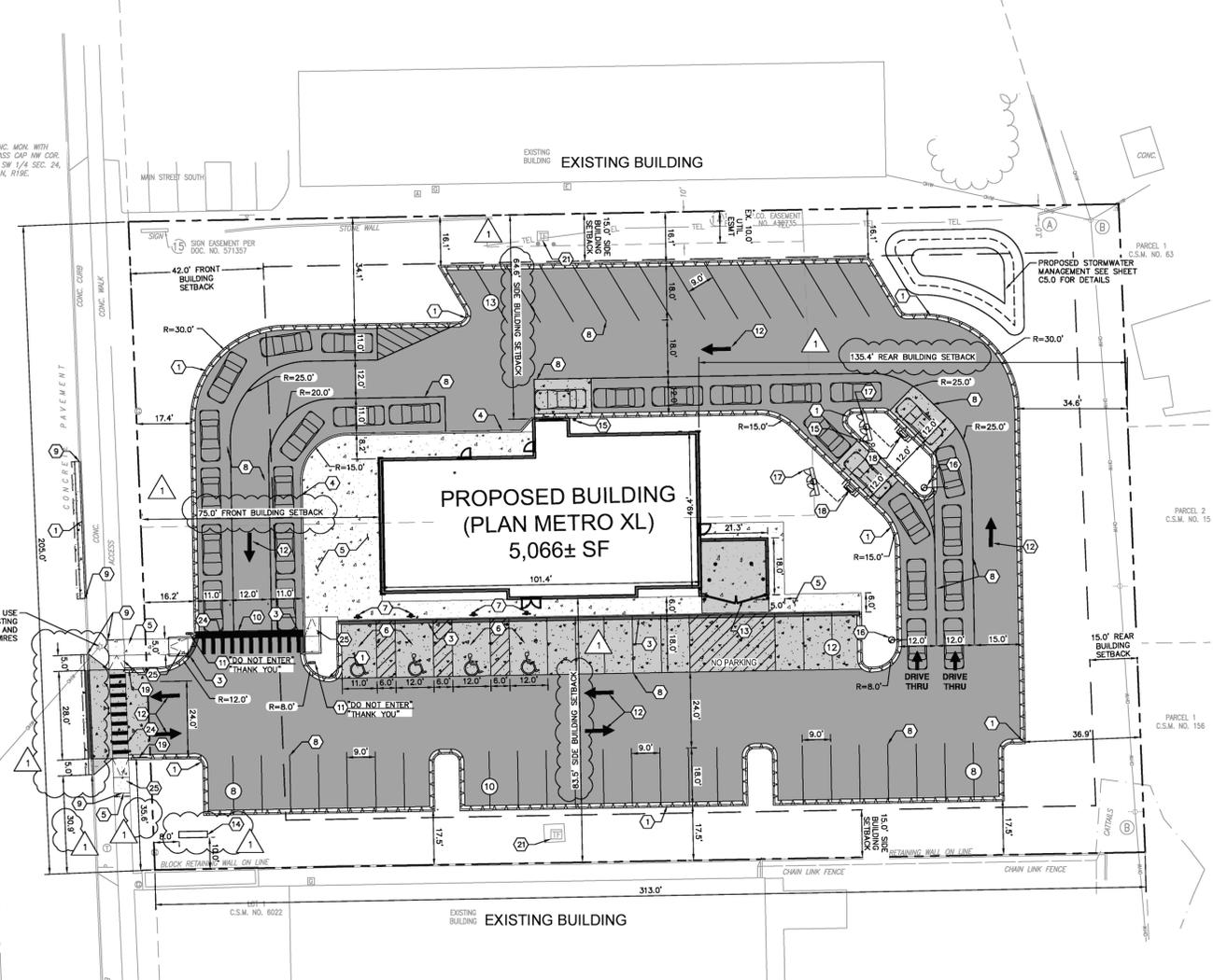
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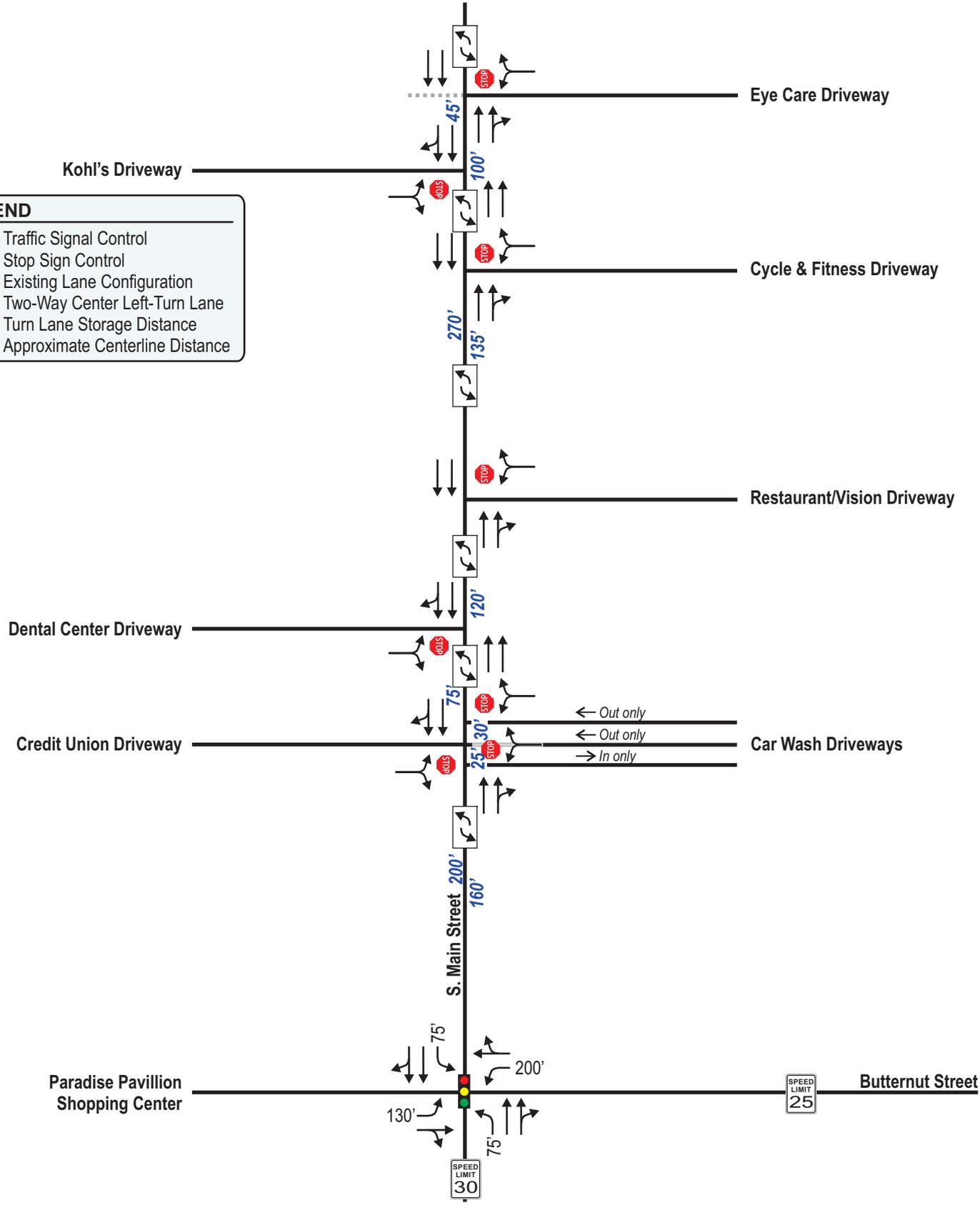
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EXHIBIT 2 CULVER'S RESTAURANT SITE PLAN

CULVER'S DEVELOPMENT TIA - WEST BEND, WISCONSIN

LEGEND

-  Traffic Signal Control
-  Stop Sign Control
-  Existing Lane Configuration
-  Two-Way Center Left-Turn Lane
-  XX'
-  XX'



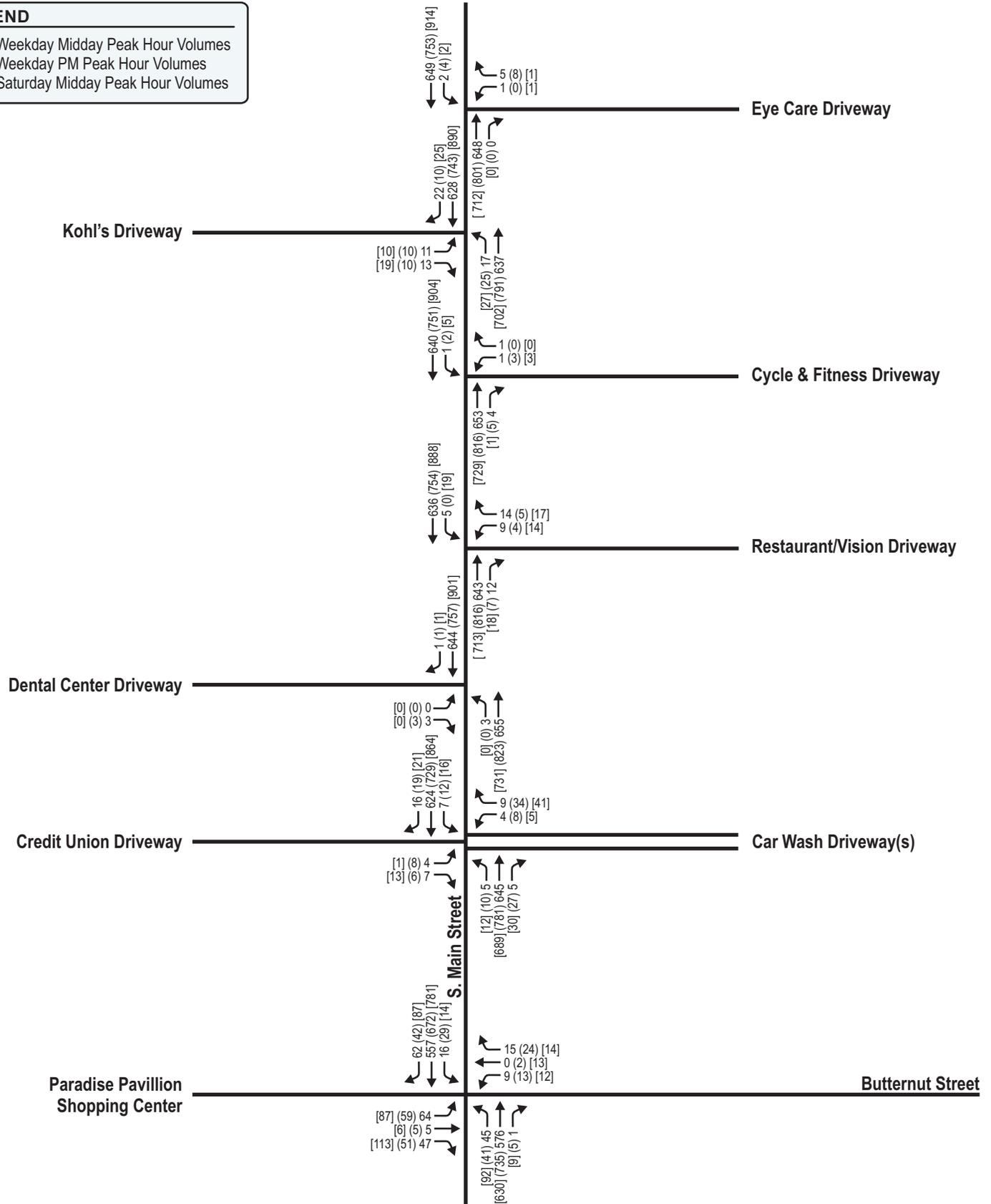
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**EXHIBIT 3
EXISTING TRANSPORTATION SYSTEM**

LEGEND

- XX Weekday Midday Peak Hour Volumes
- (XX) Weekday PM Peak Hour Volumes
- [XX] Saturday Midday Peak Hour Volumes



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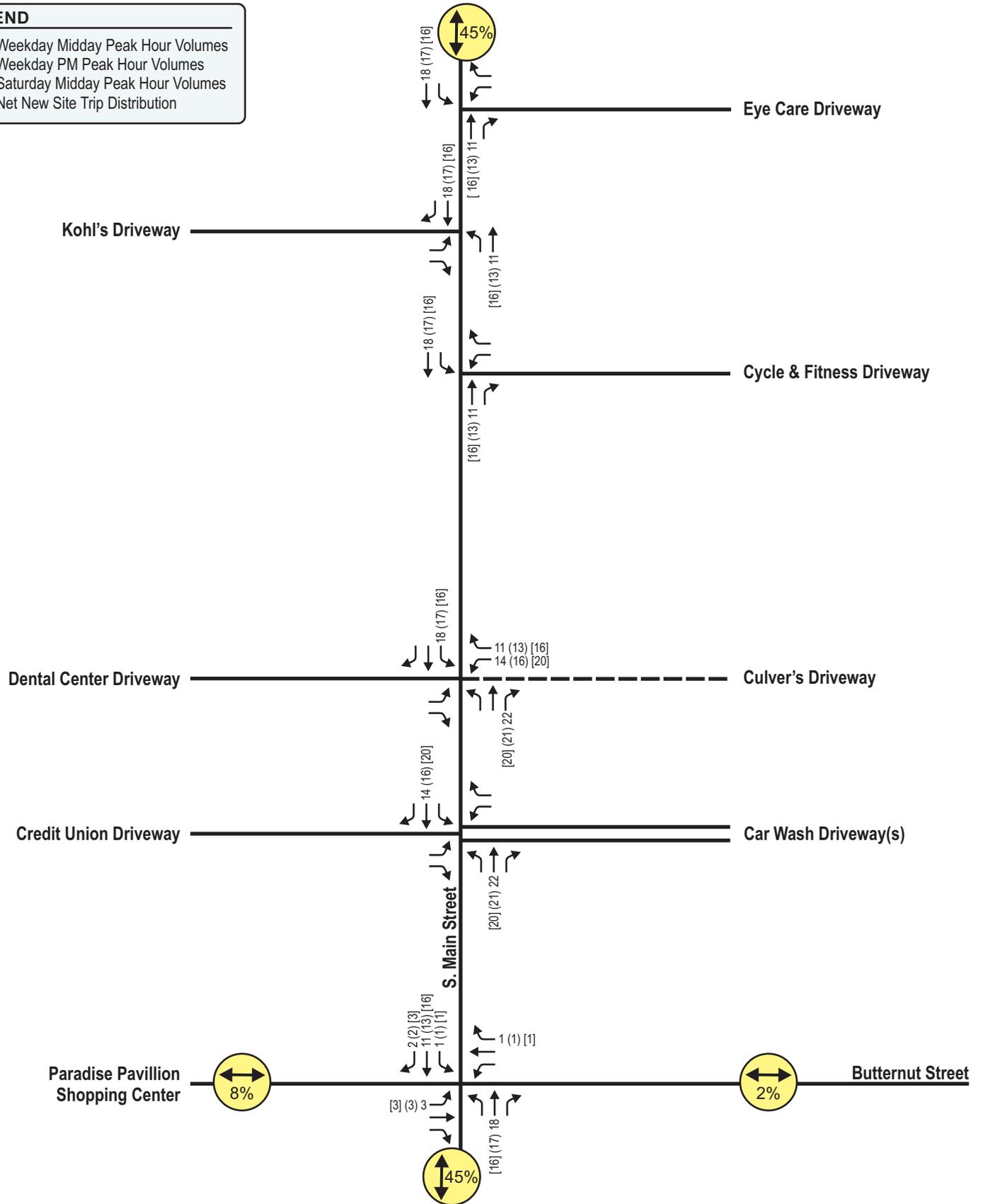


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**EXHIBIT 4
EXISTING TRAFFIC VOLUMES**

LEGEND

- XX Weekday Midday Peak Hour Volumes
- (XX) Weekday PM Peak Hour Volumes
- [XX] Saturday Midday Peak Hour Volumes
-  Net New Site Trip Distribution



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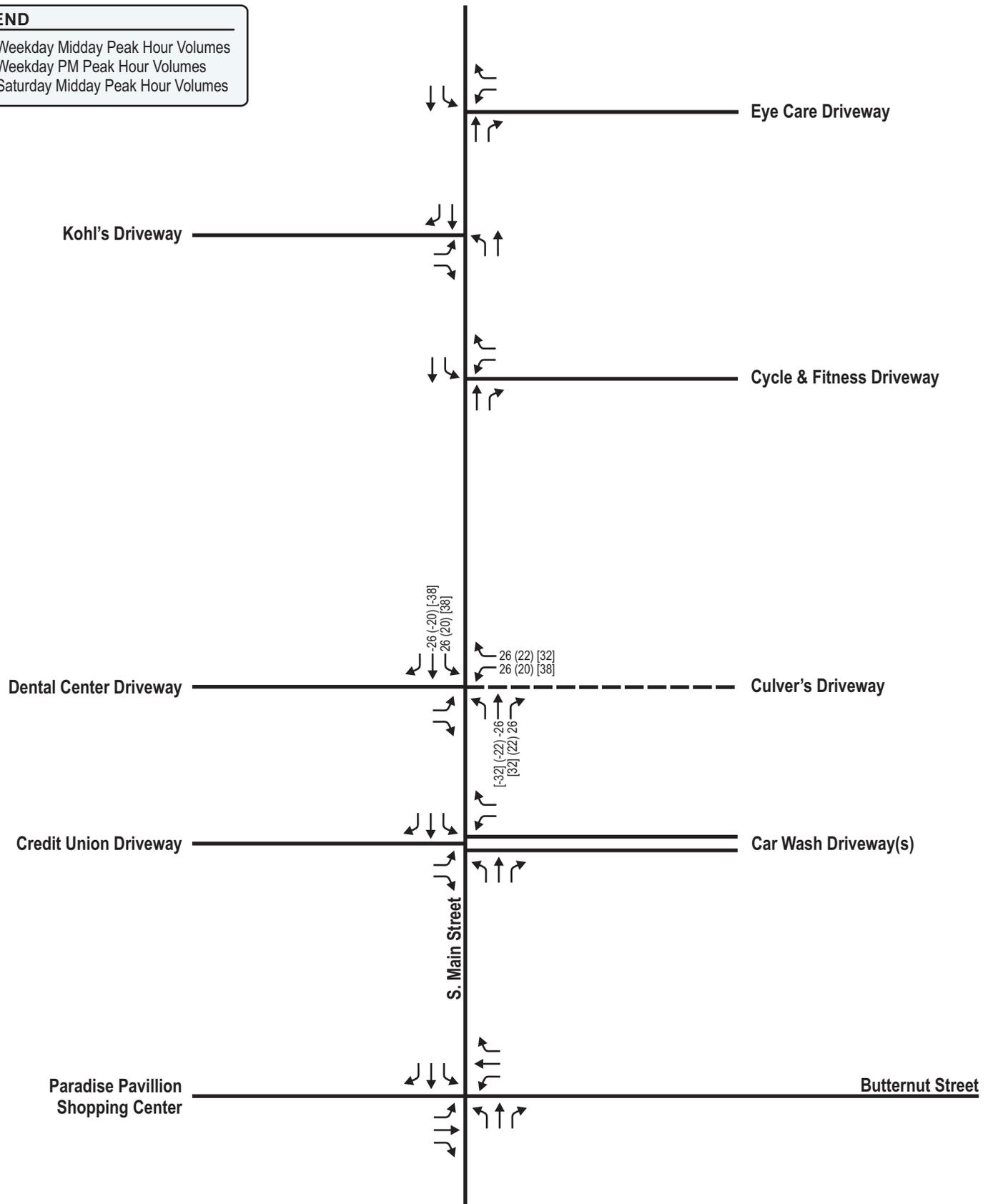
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**EXHIBIT 5
CULVER'S RESTAURANT - NET NEW TRIPS**

CULVER'S DEVELOPMENT TIA - WEST BEND, WISCONSIN

LEGEND

- XX Weekday Midday Peak Hour Volumes
- (XX) Weekday PM Peak Hour Volumes
- [XX] Saturday Midday Peak Hour Volumes



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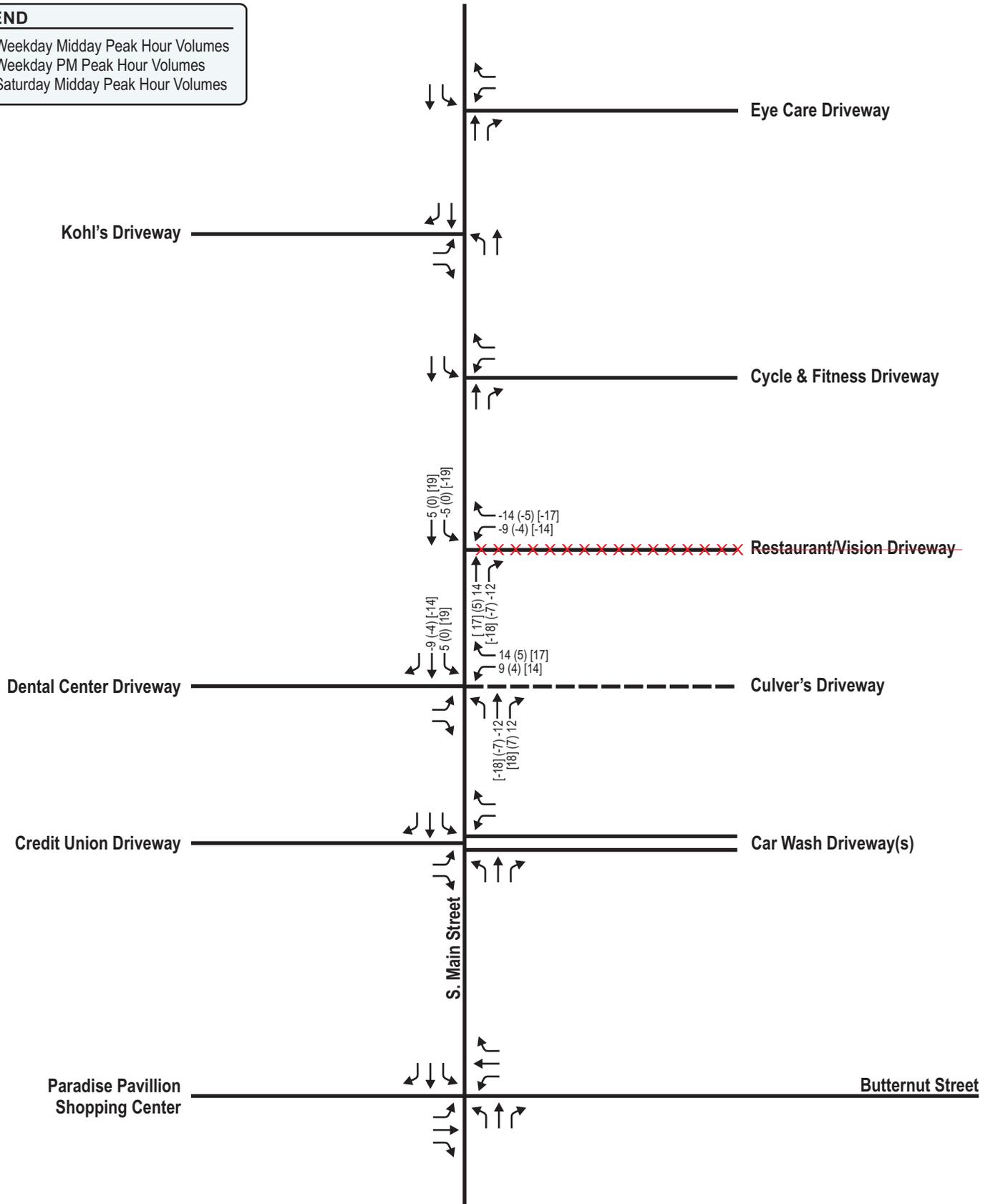
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**EXHIBIT 6
CULVER'S RESTAURANT - PASS-BY TRIPS**

CULVER'S DEVELOPMENT TIA - WEST BEND, WISCONSIN

LEGEND

- XX Weekday Midday Peak Hour Volumes
- (XX) Weekday PM Peak Hour Volumes
- [XX] Saturday Midday Peak Hour Volumes



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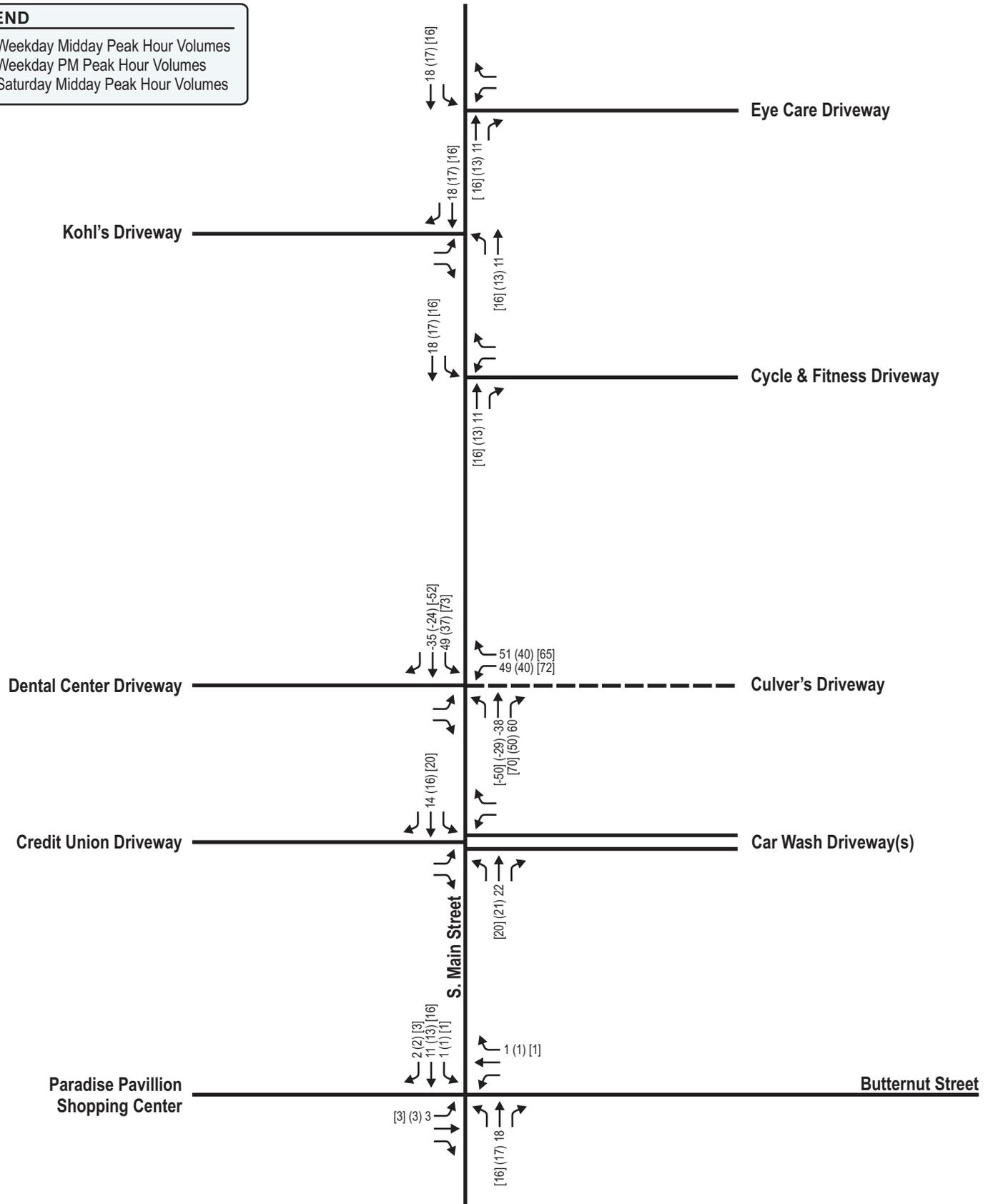
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**EXHIBIT 7
REROUTED RESTAURANT/VISION DRIVEWAY TRIPS
TO CULVER'S DRIVEWAY**

CULVER'S DEVELOPMENT TIA - WEST BEND, WISCONSIN

LEGEND

- XX Weekday Midday Peak Hour Volumes
- (XX) Weekday PM Peak Hour Volumes
- [XX] Saturday Midday Peak Hour Volumes



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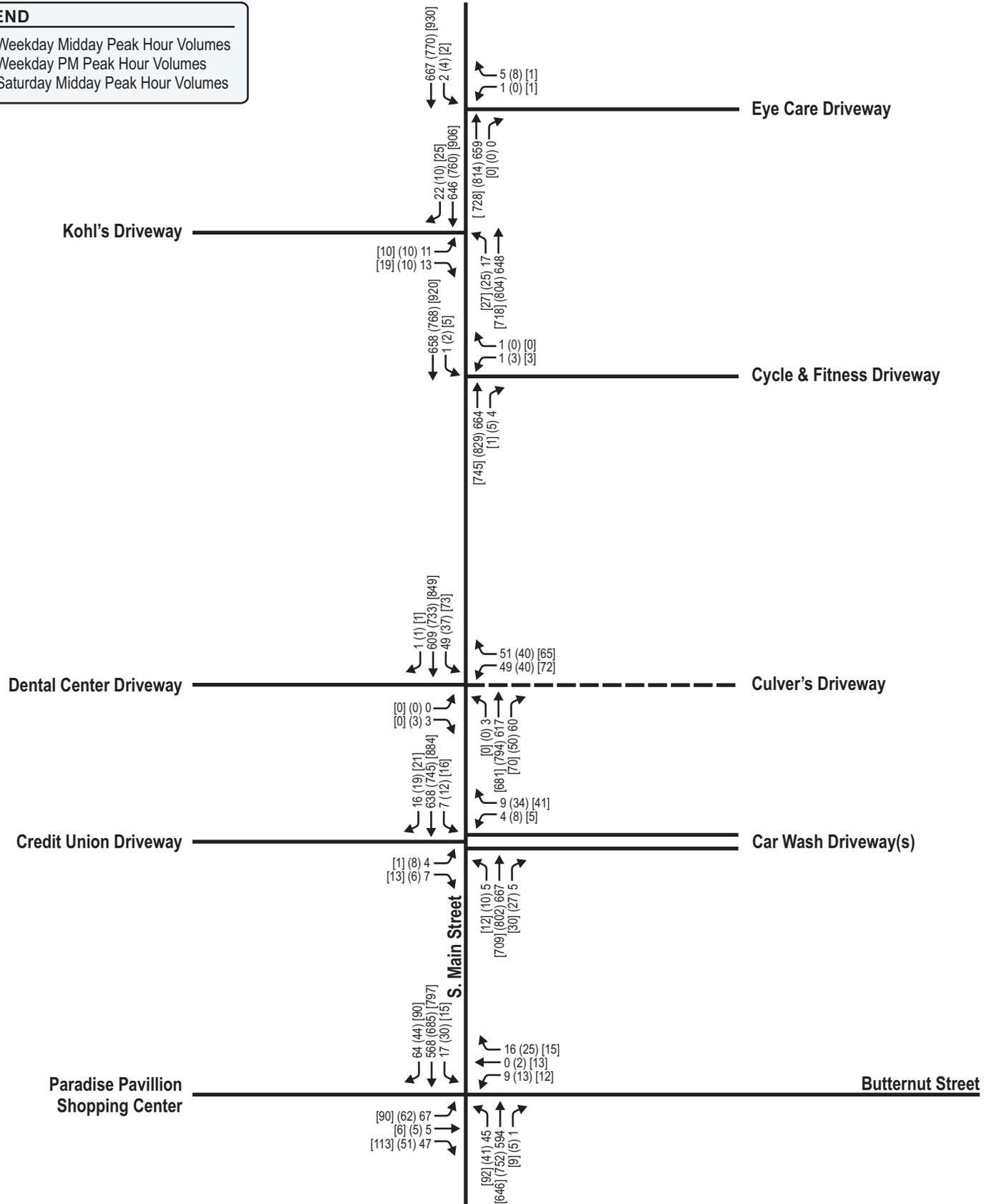
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**EXHIBIT 8
CULVER'S RESTAURANT - DRIVEWAY TRIPS**

CULVER'S DEVELOPMENT TIA - WEST BEND, WISCONSIN

LEGEND

- XX Weekday Midday Peak Hour Volumes
- (XX) Weekday PM Peak Hour Volumes
- [XX] Saturday Midday Peak Hour Volumes



3544: 10-02-2025



NOT TO SCALE

**EXHIBIT 9
BUILD TRAFFIC VOLUMES**

Year 2025 Existing Traffic Peak Hour Operating Conditions
Existing Transportation System

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
S. Main Street & Butternut Street <i>Traffic Signal Control</i>	Lanes->		1	1>	1	1>	1	2>	1	2>					
	Wkdy MID	LOS	C	C	C	C	A	A	A	A					A
		Delay	30.8	29.8	30.9	28.9	5.2	4.1	4.6	4.2					6.8
		Queue	65'	55'	15'	25'	15'	70'	10'	75'					
	Wkdy PM	LOS	C	C	C	C	A	A	A	A					A
		Delay	31.1	29.9	31.0	29.1	5.4	4.5	5.3	4.4					6.9
		Queue	60'	55'	20'	30'	15'	85'	10'	80'					
	SAT	LOS	C	C	C	C	A	A	A	A					A
		Delay	31.5	31.5	33.5	28.8	7.7	4.4	4.9	5.0					8.4
Queue		80'	100'	20'	30'	40'	85'	10'	125'						
S. Main Street & Credit Union/Car Wash Driveways <i>Stop Sign Control (EB/WB)</i>	Lanes->		<1>		<1>		1	2>	1	2>					
	Wkdy MID	LOS	B		B		A	*	A	*					A
		Delay	13.6		12.0		9.0	*	8.4	*					0.3
		Queue	5'		5'		0'	*	0'	*					
	Wkdy PM	LOS	C		B		A	*	A	*					A
		Delay	18.6		12.4		9.3	*	8.8	*					0.6
		Queue	5'		10'		0'	*	0'	*					
	SAT	LOS	B		B		A	*	A	*					A
		Delay	13.1		11.1		9.9	*	8.6	*					0.6
Queue		5'		5'		5'	*	0'	*						
S. Main Street & Dental Office Driveway <i>Stop Sign Control (EB)</i>	Lanes->		<1>		-		1	2	-	2>					
	Wkdy MID	LOS	B		-		A	*	-	*					A
		Delay	10.5		-		9.0	*	-	*					0.0
		Queue	0'		-		0'	*	-	*					
	Wkdy PM	LOS	B		-		A	*	-	*					A
		Delay	10.9		-		0.0	*	-	*					0.0
		Queue	0'		-		0'	*	-	*					
	SAT	LOS	A		-		A	*	-	*					A
		Delay	0.0		-		0.0	*	-	*					0.0
Queue		0'		-		0'	*	-	*						
S. Main Street & Omicron Restaurant/Visonworks Driveway <i>Stop Sign Control (WB)</i>	Lanes->		-		<1>		-	2>	1	2					
	Wkdy MID	LOS	-		B		-	*	A	*					A
		Delay	-		10.7		-	*	8.3	*					0.2
		Queue	-		5'		-	*	0'	*					
	Wkdy PM	LOS	-		B		-	*	A	*					A
		Delay	-		11.3		-	*	0.0	*					0.1
		Queue	-		0'		-	*	0'	*					
	SAT	LOS	-		B		-	*	A	*					A
		Delay	-		12.0		-	*	8.5	*					0.3
Queue		-		5'		-	*	5'	*						
S. Main Street & Cycle/Fitness Driveway <i>Stop Sign Control (WB)</i>	Lanes->		-		<1>		-	2>	1	2					
	Wkdy MID	LOS	-		B		-	*	A	*					A
		Delay	-		10.9		-	*	8.3	*					0.0
		Queue	-		0'		-	*	0'	*					
	Wkdy PM	LOS	-		B		-	*	A	*					A
		Delay	-		13.8		-	*	8.5	*					0.0
		Queue	-		0'		-	*	0'	*					
	SAT	LOS	-		B		-	*	A	*					A
		Delay	-		14.2		-	*	8.3	*					0.1
Queue		-		0'		-	*	0'	*						
S. Main Street & Kohl's Driveway <i>Stop Sign Control (EB)</i>	Lanes->		<1>		-		1	2	-	2>					
	Wkdy MID	LOS	B		-		A	*	-	*					A
		Delay	12.6		-		9.1	*	-	*					0.3
		Queue	5'		-		5'	*	-	*					
	Wkdy PM	LOS	B		-		A	*	-	*					A
		Delay	13.6		-		9.4	*	-	*					0.3
		Queue	5'		-		5'	*	-	*					
	SAT	LOS	B		-		B	*	-	*					A
		Delay	14.6		-		10.2	*	-	*					0.4
Queue		5'		-		5'	*	-	*						
S. Main Street & Eye Care Optical Driveway <i>Stop Sign Control (WB)</i>	Lanes->		-		<1>		-	2>	1	2					
	Wkdy MID	LOS	-		A		-	*	A	*					A
		Delay	-		9.6		-	*	8.2	*					0.1
		Queue	-		0'		-	*	0'	*					
	Wkdy PM	LOS	-		A		-	*	A	*					A
		Delay	-		9.1		-	*	8.6	*					0.1
		Queue	-		0'		-	*	0'	*					
	SAT	LOS	-		B		-	*	A	*					A
		Delay	-		11.7		-	*	8.4	*					0.0
Queue		-		0'		-	*	0'	*						

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.
 Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.



3544: 10-02-2025



NOT TO SCALE

EXHIBIT 10
EXISTING TRAFFIC PEAK HOUR LOS & QUEUES

Year 2025 Build Traffic Peak Hour Operating Conditions
Existing Transportation System

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
			Lanes->	1	1>	1	1>	1	2>	1	2>	1	2>		
S. Main Street & Butternut Street <i>Traffic Signal Control</i>	Wkdy MID	LOS	C	C	C	C	A	A	A	A	A	A	A	A	
		Delay	30.9	29.8	30.8	28.9	5.2	4.2	4.7	4.3				6.9	
		Queue	65'	55'	15'	25'	15'	70'	10'	75'					
	Wkdy PM	LOS	C	C	C	C	A	A	A	A	A	A	A	A	
		Delay	31.2	29.8	31.0	29.1	5.5	4.5	5.4	4.5				6.9	
		Queue	60'	55'	20'	35'	15'	90'	10'	85'					
	SAT	LOS	C	C	C	C	A	A	A	A	A	A	A	A	
		Delay	31.7	31.5	33.5	28.8	7.8	4.4	5.0	5.1				8.4	
		Queue	80'	100'	20'	35'	40'	90'	10'	130'					
			Lanes->	<1>		<1>		1	2>	1	2>				
S. Main Street & Credit Union/Car Wash Driveways <i>Stop Sign Control (EB/WB)</i>	Wkdy MID	LOS	B		B		A	*	A	*	A	*	A		
		Delay	13.9		12.3		9.0	*	8.4	*			0.3		
		Queue	5'		5'		0'	*	0'	*					
	Wkdy PM	LOS	C		B		A	*	A	*	A	*	A		
		Delay	19.3		12.7		9.4	*	8.9	*			0.6		
		Queue	5'		10'		0'	*	0'	*					
	SAT	LOS	B		B		B	*	A	*	A	*	A		
		Delay	13.3		11.3		10.0	*	8.7	*			0.6		
		Queue	5'		10'		5'	*	5'	*					
			Lanes->	<1>		<1>		1	2>	1	2>				
S. Main Street & Dental Office Driveway/Culver's Driveway <i>Stop Sign Control (EB/WB)</i>	Wkdy MID	LOS	B		C		A	*	A	*	A	*	A		
		Delay	10.4		19.3		8.9	*	8.6	*			1.7		
		Queue	0'		30'		0'	*	5'	*					
	Wkdy PM	LOS	B		C		A	*	A	*	A	*	A		
		Delay	10.8		21.3		0.0	*	8.9	*			1.2		
		Queue	0'		30'		0'	*	5'	*					
	SAT	LOS	A		E		A	*	A	*	A	*	A		
		Delay	0		37.2		0.0	*	8.8	*			3.2		
		Queue	0'		80'		0'	*	5'	*					
			Lanes->	<1>		<1>		1	2>	1	2>				
S. Main Street & Cycle/Fitness Driveway <i>Stop Sign Control (WB)</i>	Wkdy MID	LOS	-		B		-	*	A	*	A	*	A		
		Delay	-		11		-	*	8.3	*			0.0		
		Queue	-		0'		-	*	0'	*					
	Wkdy PM	LOS	-		B		-	*	A	*	A	*	A		
		Delay	-		14.0		-	*	8.5	*			0.0		
		Queue	-		0'		-	*	0'	*					
	SAT	LOS	-		B		-	*	A	*	A	*	A		
		Delay	-		14.4		-	*	8.4	*			0.1		
		Queue	-		0'		-	*	0'	*					
			Lanes->	-		<1>		1	2>	1	2>				
S. Main Street & Kohl's Driveway <i>Stop Sign Control (EB)</i>	Wkdy MID	LOS	B		-		A	*	-	*	-	*	A		
		Delay	12.7		-		9.2	*	-	*	-	*	0.3		
		Queue	5'		-		5'	*	-	*	-	*			
	Wkdy PM	LOS	B		-		A	*	-	*	-	*	A		
		Delay	13.8		-		9.5	*	-	*	-	*	0.3		
		Queue	5'		-		5'	*	-	*	-	*			
	SAT	LOS	B		-		B	*	-	*	-	*	A		
		Delay	14.8		-		10.3	*	-	*	-	*	0.4		
		Queue	5'		-		5'	*	-	*	-	*			
			Lanes->	-		<1>		-	2>	1	2>				
S. Main Street & Eye Care Optical Driveway <i>Stop Sign Control (WB)</i>	Wkdy MID	LOS	-		A		-	*	A	*	A	*	A		
		Delay	-		9.7		-	*	8.3	*			0.1		
		Queue	-		0'		-	*	0'	*					
	Wkdy PM	LOS	-		A		-	*	A	*	A	*	A		
		Delay	-		9.1		-	*	8.6	*			0.1		
		Queue	-		0'		-	*	0'	*					
	SAT	LOS	-		B		-	*	A	*	A	*	A		
		Delay	-		11.7		-	*	8.3	*			0.0		
		Queue	-		0'		-	*	0'	*					
			Lanes->	-		<1>		-	2>	1	2>				

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.
 Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.



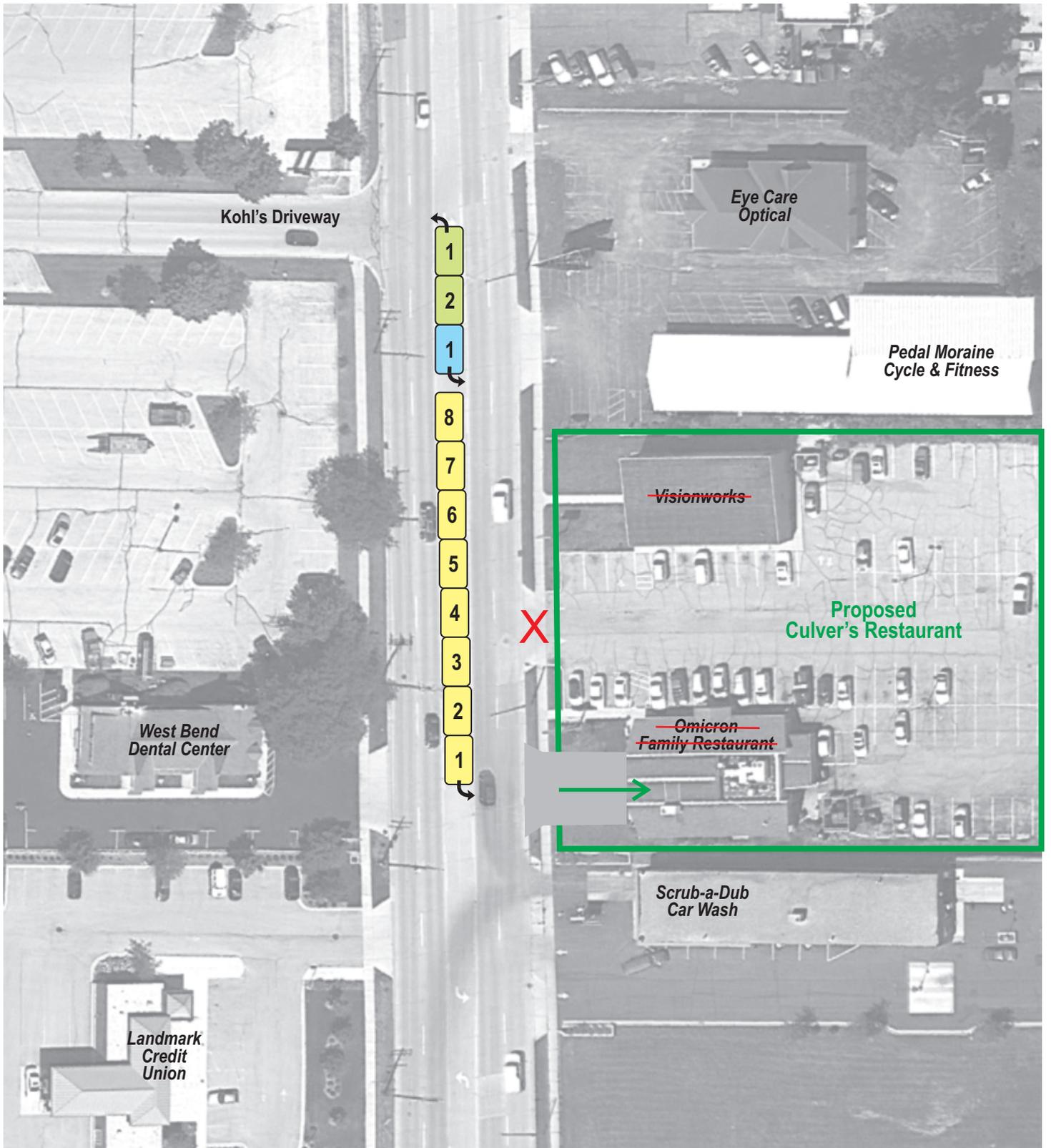
3544: 10-02-2025



NOT TO SCALE

EXHIBIT 11
BUILD TRAFFIC PEAK HOUR LOS & QUEUES

CULVER'S DEVELOPMENT TIA - WEST BEND, WISCONSIN



APPENDIX A

TRAFFIC COUNTS



Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Saturday, September 20, 2025	Weekend	Schools in Session		
Total Number of Hours Counted:	2	Non-Holiday	No Special Events		

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: Main Street
 Minor St: Butternut Street
 Intersection of: Main Street & Butternut Street

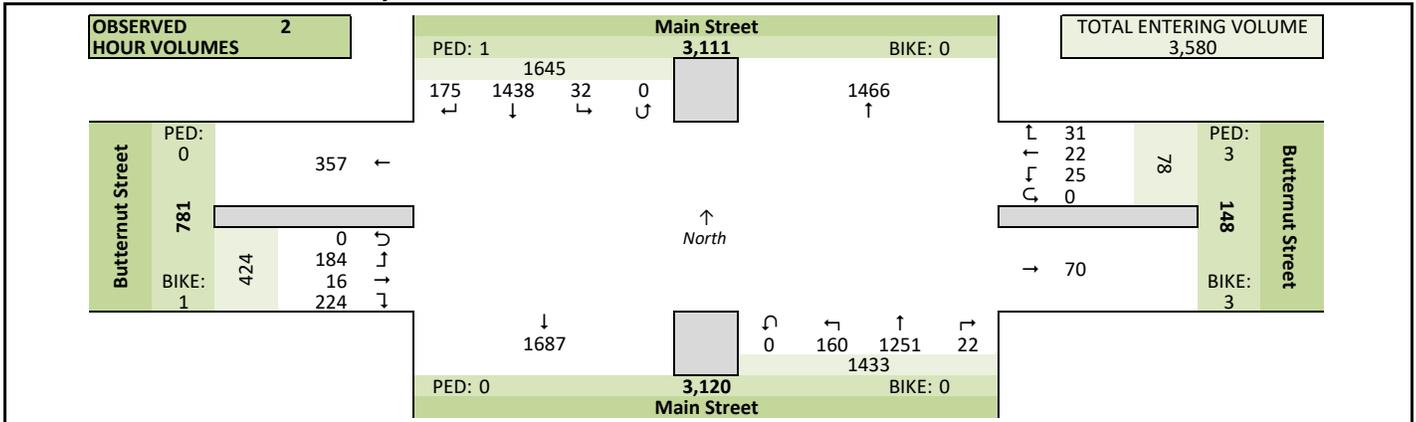
Site Information

Municipality	City of West Bend		
County	66 - Washington	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names	North Direction		↑
North Leg	Main Street		
East Leg	Butternut Street		
South Leg	Main Street		
West Leg	Butternut Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

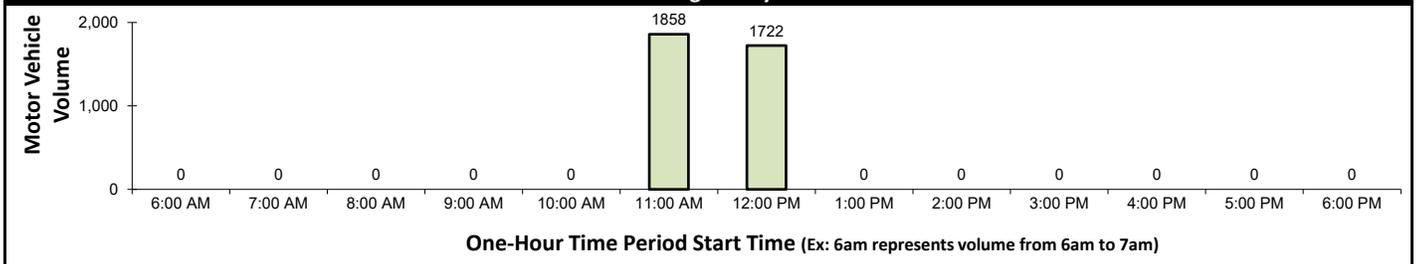
Count Information

Hrs Counted:	11:00 AM-01:00 PM		
1st Day of Count	Saturday, September 20, 2025	Weather	
AM Peak Period	Saturday, September 20, 2025	Clear and Dry	
Midday Peak Period	Saturday, September 20, 2025	Clear and Dry	
PM Peak Period	Saturday, September 20, 2025	Clear and Dry	
Calculated Peak Hours			
	AM	MD	11:00-12:00am
PM			
Peak Hours Selected for Analysis			
	AM	MD	11:00-12:00am
PM			
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	1.064	Count Expansion Factor	8.489
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	None	
	Midday Peak Period	Jane Fait	
	PM Peak Period	None	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

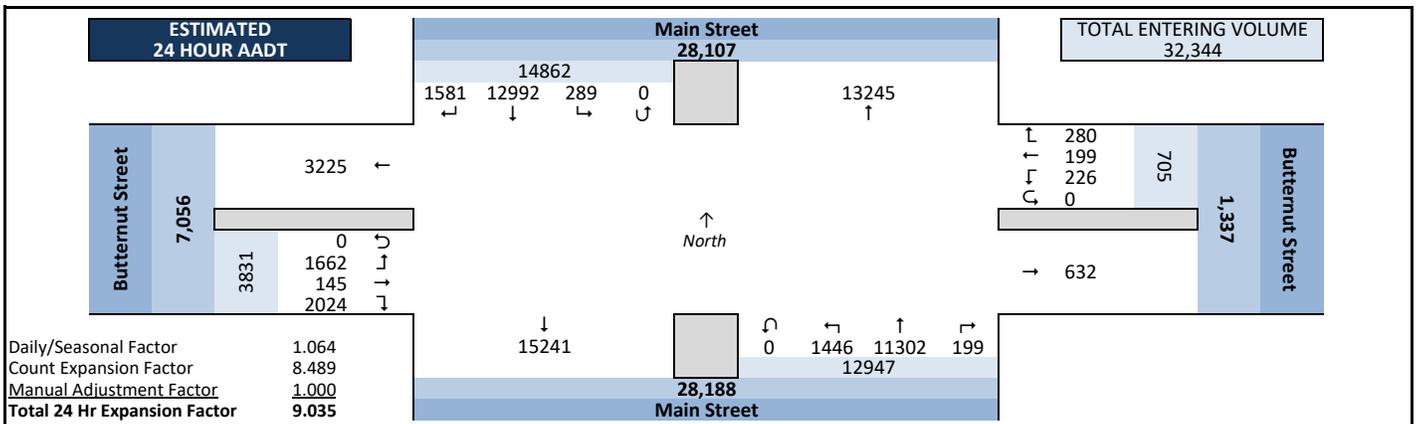
Observed 2 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Summary

Main Street & Butternut Street



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, September 20, 2025		From North Main Street					From East Butternut Street					From South Main Street					From West Butternut Street					Totals					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	8:00 AM	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
	8:15 AM	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
	8:30 AM	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
	8:45 AM	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
	Peak Hour Volume	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
	Rounded Hourly Volume	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
	% Single Unit 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	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
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, September 20, 2025		From North Main Street					From East Butternut Street					From South Main Street					From West Butternut Street					Totals	
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	11:00 AM	23	213	3	0	239	2	2	1	0	5	4	162	18	0	184	25	4	20	0	49	477	
	11:15 AM	32	204	2	0	238	7	6	3	0	16	2	155	24	0	181	26	0	24	0	50	485	
	11:30 AM	16	194	3	0	213	2	4	4	0	10	2	159	20	0	181	34	1	22	0	57	461	
	11:45 AM	16	170	6	0	192	3	1	4	0	8	1	154	30	0	185	28	1	21	0	50	435	
	Peak Hour Volume	87	781	14	0	882	14	13	12	0	39	9	630	92	0	731	113	6	87	0	206	1858	
	Rounded Hourly Volume	85	780	15	0	880	15	15	10	0	40	10	630	90	0	730	115	5	85	0	205	1855	
	% Single Unit Trucks	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.8
	% Heavy 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	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.8
	Peak Hour Factor (PHF)	0.68	0.92	0.58	0.00	0.92	0.50	0.54	0.75	0.00	0.61	0.56	0.97	0.77	0.00	0.99	0.83	0.37	0.91	0.00	0.90	0.96	

Saturday, September 20, 2025		From North Main Street					From East Butternut Street					From South Main Street					From West Butternut Street					Totals					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	4:00 PM	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
	4:15 PM	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
	4:30 PM	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
	4:45 PM	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
	Peak Hour Volume	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
	Rounded Hourly Volume	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
	% Single Unit 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	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
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach Main Street			Crossing East Approach Butternut Street			Crossing South Approach Main Street			Crossing West Approach Butternut Street			Total Ped & Bike Volume
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	3	0	3	0	0	0	0	0	0	3
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	3	0	3	0	0	0	0	0	0	3
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Monday, September 22, 2025	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Main Street
Minor St: Butternut Street
Intersection of: Main Street & Butternut Street

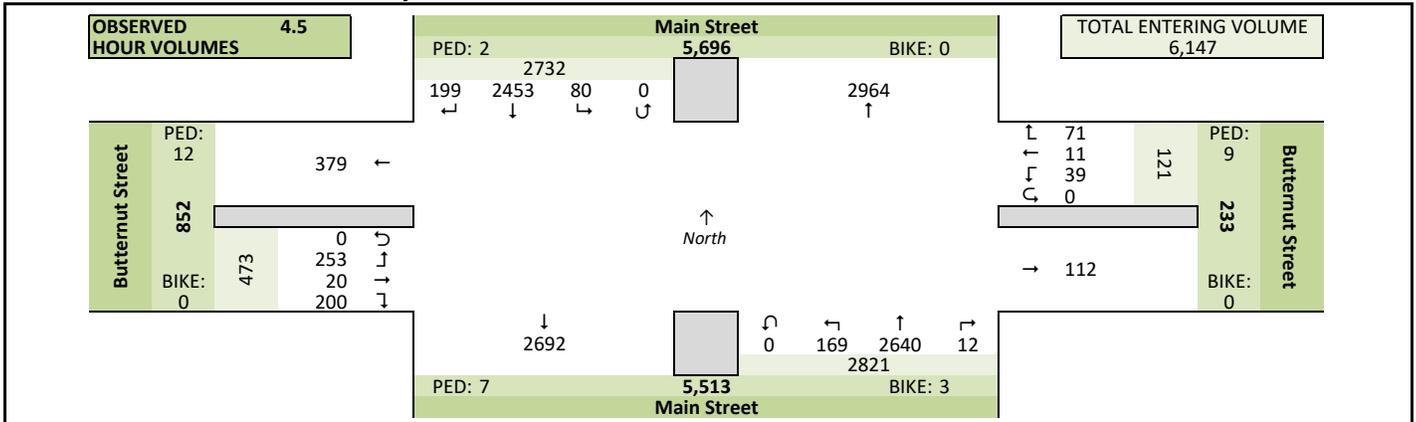
Site Information

Municipality	City of West Bend		
County	66 - Washington	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names	North Direction	↑	
North Leg	Main Street		
East Leg	Butternut Street		
South Leg	Main Street		
West Leg	Butternut Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

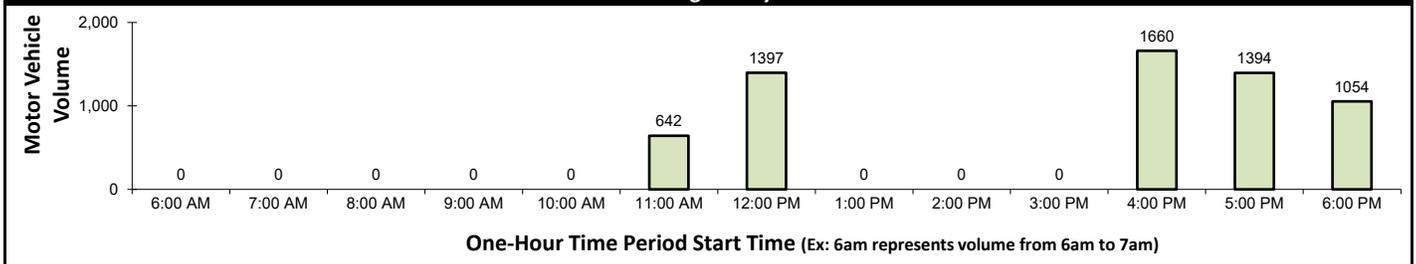
Count Information

Hrs Counted:	11:30 AM-01:00 PM and 04:00 PM-07:00 PM		
1st Day of Count	Monday, September 22, 2025	Weather	
AM Peak Period	Monday, September 22, 2025	Clear and Dry	
Midday Peak Period	Monday, September 22, 2025	Clear and Dry	
PM Peak Period	Monday, September 22, 2025	Clear and Dry	
Calculated Peak Hours			
	AM	MD	PM
		12:00-1:00pm	4:15-5:15pm
Peak Hours Selected for Analysis			
	AM	MD	PM
		12:00-1:00pm	4:15-5:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	0.967	Count Expansion Factor	3.146
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	None	
	Midday Peak Period	Bill Moldenhauer	
	PM Peak Period	Bill Moldenhauer	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

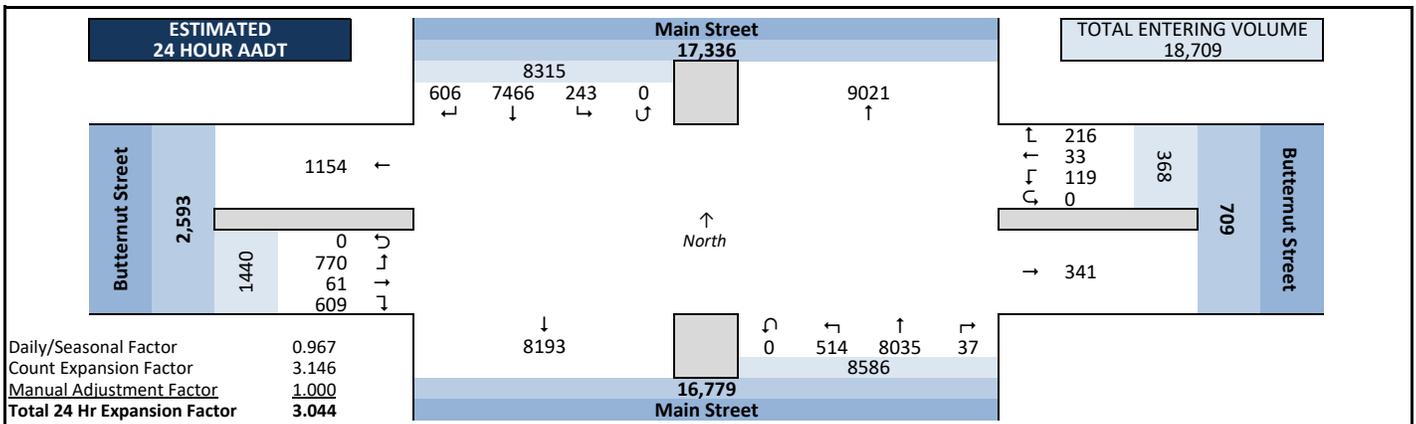
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Summary

Main Street & Butternut Street



Peak Hour Volumes, Truck Percentages, and PHFs

Monday, September 22, 2025		From North Main Street					From East Butternut Street					From South Main Street					From West Butternut Street					Totals					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
8:00 AM		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
8:15 AM		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
8:30 AM		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
8:45 AM		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
Peak Hour Volume		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
Rounded Hourly Volume		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
% Single Unit 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Heavy 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)		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
Peak Hour Factor (PHF)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, September 22, 2025		From North Main Street					From East Butternut Street					From South Main Street					From West Butternut Street					Totals	
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
12:00 PM		14	153	3	0	170	6	0	1	0	7	0	135	11	0	146	12	0	18	0	30	353	
12:15 PM		19	141	2	0	162	3	0	4	0	7	0	141	12	0	153	12	2	17	0	31	353	
12:30 PM		12	114	4	0	130	2	0	2	0	4	1	142	11	0	154	13	1	19	0	33	321	
12:45 PM		17	149	7	0	173	4	0	2	0	6	0	158	11	0	169	10	2	10	0	22	370	
Peak Hour Volume		62	557	16	0	635	15	0	9	0	24	1	576	45	0	622	47	5	64	0	116	1397	
Rounded Hourly Volume		60	555	15	0	630	15	0	10	0	25	0	575	45	0	620	45	5	65	0	115	1390	
% Single Unit Trucks		0.0	0.9	0.0	0.0	0.8	0.0	0.0	11.1	0.0	4.2	0.0	1.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1
% Heavy Trucks		0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.4
% Trucks (Total)		0.0	1.4	0.0	0.0	1.3	0.0	0.0	11.1	0.0	4.2	0.0	2.3	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Peak Hour Factor (PHF)		0.82	0.91	0.57	0.00	0.92	0.62	0.00	0.56	0.00	0.86	0.25	0.91	0.94	0.00	0.92	0.90	0.62	0.84	0.00	0.88	0.94	

Monday, September 22, 2025		From North Main Street					From East Butternut Street					From South Main Street					From West Butternut Street					Totals
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
4:15 PM		8	171	8	0	187	6	0	1	0	7	2	191	9	0	202	15	3	13	0	31	427
4:30 PM		9	180	6	0	195	8	1	3	0	12	0	160	9	0	169	13	0	18	0	31	407
4:45 PM		6	148	7	0	161	8	0	4	0	12	1	215	17	0	233	14	0	14	0	28	434
5:00 PM		19	173	8	0	200	2	1	5	0	8	2	169	6	0	177	9	2	14	0	25	410
Peak Hour Volume		42	672	29	0	743	24	2	13	0	39	5	735	41	0	781	51	5	59	0	115	1678
Rounded Hourly Volume		40	670	30	0	740	25	0	15	0	40	5	735	40	0	780	50	5	60	0	115	1675
% Single Unit Trucks		0.0	1.3	0.0	0.0	1.2	0.0	0.0	7.7	0.0	2.6	0.0	1.1	2.4	0.0	1.2	5.9	0.0	1.7	0.0	3.5	1.4
% Heavy Trucks		0.0	0.1	0.0	0.0	0.1	0.0	0.0	7.7	0.0	2.6	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2
% Trucks (Total)		0.0	1.5	0.0	0.0	1.3	0.0	0.0	15.4	0.0	5.1	0.0	1.2	2.4	0.0	1.3	5.9	0.0	1.7	0.0	3.5	1.5
Peak Hour Factor (PHF)		0.55	0.93	0.91	0.00	0.93	0.75	0.50	0.65	0.00	0.81	0.62	0.85	0.60	0.00	0.84	0.85	0.42	0.82	0.00	0.93	0.97

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach Main Street			Crossing East Approach Butternut Street			Crossing South Approach Main Street			Crossing West Approach Butternut Street			Total Ped & Bike Volume
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
12:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
Total	0	0	0	2	0	2	1	0	1	1	0	1	4	
4:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	
4:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
4:45 PM	0	0	0	1	0	1	0	0	0	2	0	2	3	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	2	0	2	2	0	2	2	0	2	6	

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Main Street & Butternut Street

Count Basics		Page 5 of 13	
Start Date: Monday, September 22, 2025	Weekday	Schools in Session	
Total Number of Hours Counted: 4.5	Non-Holiday	No Special Events	



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF			
	Main Street					Butternut Street					Main Street					Butternut Street										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	9	150	0	0	159	1	0	1	0	2	0	101	7	0	108	8	0	12	0	20	289		1348	0.95		
11:45 AM	18	128	2	0	148	2	1	3	0	6	1	147	17	0	165	18	1	15	0	34	353		1380	0.98		
12:00 PM	14	153	3	0	170	6	0	1	0	7	0	135	11	0	146	12	0	18	0	30	353		1397	0.94		
12:15 PM	19	141	2	0	162	3	0	4	0	7	0	141	12	0	153	12	2	17	0	31	353					
12:30 PM	12	114	4	0	130	2	0	2	0	4	1	142	11	0	154	13	1	19	0	33	321					
12:45 PM	17	149	7	0	173	4	0	2	0	6	0	158	11	0	169	10	2	10	0	22	370					
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	9	152	8	0	169	4	3	1	0	8	0	172	11	0	183	16	2	14	0	32	392		1660	0.96		
4:15 PM	8	171	8	0	187	6	0	1	0	7	2	191	9	0	202	15	3	13	0	31	427		1678	0.97		
4:30 PM	9	180	6	0	195	8	1	3	0	12	0	160	9	0	169	13	0	18	0	31	407		1621	0.93		
4:45 PM	6	148	7	0	161	8	0	4	0	12	1	215	17	0	233	14	0	14	0	28	434		1519	0.88		
5:00 PM	19	173	8	0	200	2	1	5	0	8	2	169	6	0	177	9	2	14	0	25	410		1394	0.85		
5:15 PM	9	142	2	0	153	5	1	1	0	7	2	170	9	0	181	12	3	14	0	29	370		1304	0.88		
5:30 PM	11	118	8	0	137	4	2	1	0	7	1	128	7	0	136	10	0	15	0	25	305		1217	0.95		
5:45 PM	8	111	5	0	124	2	0	2	0	4	0	155	10	0	165	5	1	10	0	16	309		1192	0.93		
6:00 PM	10	136	4	0	150	2	0	3	0	5	0	131	9	0	140	10	0	15	0	25	320		1054	0.82		
6:15 PM	6	121	5	0	132	4	1	4	0	9	1	115	4	0	120	7	0	15	0	22	283					
6:30 PM	7	99	0	0	106	6	1	1	0	8	1	136	6	0	143	9	0	14	0	23	280					
6:45 PM	8	67	1	0	76	2	0	0	0	2	0	74	3	0	77	7	3	6	0	16	171					
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	199	2453	80	0	2732	71	11	39	0	121	12	2640	169	0	2821	200	20	253	0	473	6147					

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF			
	Main Street					Butternut Street					Main Street					Butternut Street									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MD 12:00 PM	62	557	16	0	635	15	0	9	0	24	1	576	45	0	622										

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Main Street & Butternut Street



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Main Street					Butternut Street					Main Street					Butternut Street						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	8	0	0	8	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	11
11:45 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3
12:00 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
12:45 PM	0	5	0	0	5	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	9
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	4	0	0	4	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	10
4:15 PM	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	0	9
4:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	2	0	0	0	0	2	6
4:45 PM	0	1	0	0	1	0	0	0	0	0	4	1	0	5	1	0	0	0	0	1	0	7
5:00 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
5:15 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	4
6:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
6:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
6:30 PM	0	6	0	0	6	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7
6:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	4
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	44	0	0	44	0	0	4	0	4	0	41	1	0	42	3	0	2	0	5	0	95

total Truck %age: 0.0% 1.8% 0.0% 0.0% 1.6% 0.0% 0.0% 10.3% 0.0% 3.3% 0.0% 1.6% 0.6% 0.0% 1.5% 1.5% 0.0% 0.8% 0.0% 1.1% 1.5%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	Main Street					Butternut Street					Main Street					Butternut Street						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	8	0	0	8	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	0	22
PM 4:15 PM	0	10	0	0	10	0	0	2	0	2	0	9	1	0	10	3	0	1	0	4	0	26

Main Street & Eye Care/Bike Store Driveway - North

9/22/2025		Weekday Midday			
Time	SB LT	NB RT	WB LT	WB RT	Totals
11:30 AM	0	0	0	1	1
11:45 AM	2	0	0	2	4
12:00 PM	0	0	0	1	1
12:15 PM	2	0	0	1	3
12:30 PM	0	0	1	2	3
12:45 PM	0	0	0	1	1
Peak Hour	2	0	1	5	
9/22/2025		Weekday PM			
Time	SB LT	NB RT	WB LT	WB RT	Totals
4:00 PM	0	0	0	1	1
4:15 PM	1	0	0	3	4
4:30 PM	2	0	0	2	4
4:45 PM	0	0	0	2	2
5:00 PM	1	0	0	1	2
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	2	0	2
6:15 PM	0	0	1	0	1
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
Peak Hour	4	0	0	8	
9/20/2025		Saturday Midday			
Time	SB LT	NB RT	WB LT	WB RT	Totals
11:00 AM	1	0	0	0	1
11:15 AM	0	0	0	0	0
11:30 AM	1	0	0	0	1
11:45 AM	0	0	1	1	2
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	1	1
Peak Hour	2	0	1	1	

Notes:

Bike store closed during weekday midday counts.

Eye care closed during Saturday count.

Main Street & Eye Care/Bike Store Driveway - South

9/22/2025		Weekday Midday			
Time	SB LT	NB RT	WB LT	WB RT	Totals
11:30 AM	0	0	0	0	0
11:45 AM	0	2	1	0	3
12:00 PM	0	1	0	0	1
12:15 PM	0	0	0	0	0
12:30 PM	1	2	1	1	5
12:45 PM	0	1	0	0	1
Peak Hour	1	4	1	1	
9/22/2025		Weekday PM			
Time	SB LT	NB RT	WB LT	WB RT	Totals
4:00 PM	0	0	0	0	0
4:15 PM	1	1	1	0	3
4:30 PM	1	3	0	0	4
4:45 PM	0	1	1	0	2
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
Peak Hour	2	5	3	0	
9/20/2025		Saturday Midday			
Time	SB LT	NB RT	WB LT	WB RT	Totals
11:00 AM	1	1	1	0	3
11:15 AM	1	0	0	0	1
11:30 AM	3	0	2	0	5
11:45 AM	0	0	0	0	0
12:00 PM	0	3	0	2	5
12:15 PM	0	0	0	0	0
12:30 PM	1	2	1	1	5
12:45 PM	0	2	0	2	4
Peak Hour	5	1	3	0	

Notes:

Bike store closed during weekday midday counts.

Eye care closed during Saturday count.

Main Street & Kohl's Driveway

9/22/2025	Weekday MIDDAY				
Time	SB RT	NB LT	EB LT	EB RT	Totals
11:30 AM	7	3	4	2	16
11:45 AM	4	2	3	2	11
12:00 PM	5	4	4	6	19
12:15 PM	3	1	4	1	9
12:30 PM	5	7	3	1	16
12:45 PM	9	5	0	5	19
Peak Hour	22	17	11	13	
9/22/2025	Weekday PM				
Time	SB RT	NB LT	EB LT	EB RT	Totals
4:00 PM	2	5	3	5	15
4:15 PM	3	5	3	1	12
4:30 PM	6	6	1	1	14
4:45 PM	1	7	3	4	15
5:00 PM	0	7	3	4	14
5:15 PM	4	6	2	5	17
5:30 PM	2	2	2	3	9
5:45 PM	4	3	0	2	9
6:00 PM	0	4	1	3	8
6:15 PM	5	4	1	3	13
6:30 PM	1	2	1	6	10
6:45 PM	1	4	1	4	10
Peak Hour	10	25	10	10	
9/20/2025	Saturday MIDDAY				
Time	SB RT	NB LT	EB LT	EB RT	Totals
11:00 AM	5	10	4	6	25
11:15 AM	9	4	3	5	21
11:30 AM	7	6	2	6	21
11:45 AM	4	7	1	2	14
12:00 PM	1	8	3	4	16
12:15 PM	5	6	1	3	15
12:30 PM	7	9	2	3	21
12:45 PM	8	3	2	6	19
Peak Hour	25	27	10	19	

Main Street & Dental Office Driveway

9/22/2025		Weekday Midday			
Time	SB RT	NB LT	EB LT	EB RT	Totals
11:30 AM	0	0	0	1	1
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	1	1
12:15 PM	0	0	0	0	0
12:30 PM	0	2	0	1	3
12:45 PM	1	1	0	1	3
Peak Hour	1	3	0	3	
9/22/2025		Weekday PM			
Time	SB RT	NB LT	EB LT	EB RT	Totals
4:00 PM	0	1	0	3	4
4:15 PM	1	0	0	1	2
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
Peak Hour	1	0	0	3	
9/20/2025		Saturday Midday			
Time	SB RT	NB LT	EB LT	EB RT	Totals
11:00 AM	1	0	0	0	1
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	1	0	0	1
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Peak Hour	1	0	0	0	

Main Street & Dental Credit Union Driveway

9/22/2025	Weekday Midday				
Time	SB RT	NB LT	EB LT	EB RT	Totals
11:30 AM	2	2	1	2	7
11:45 AM	4	1	1	0	6
12:00 PM	5	1	3	4	13
12:15 PM	5	1	1	1	8
12:30 PM	2	2	0	1	5
12:45 PM	4	1	0	1	6
Peak Hour	16	5	4	7	
9/22/2025	Weekday PM				
Time	SB RT	NB LT	EB LT	EB RT	Totals
4:00 PM	2	5	1	2	10
4:15 PM	8	6	1	2	17
4:30 PM	5	0	2	3	10
4:45 PM	4	2	3	1	10
5:00 PM	2	2	2	0	6
5:15 PM	2	2	1	0	5
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
6:00 PM	3	0	0	0	3
6:15 PM	1	1	0	1	3
6:30 PM	1	1	0	0	2
6:45 PM	1	0	0	2	3
Peak Hour	19	10	8	6	
9/20/2025	Saturday Midday				
Time	SB RT	NB LT	EB LT	EB RT	Totals
11:00 AM	3	4	0	5	12
11:15 AM	6	5	0	2	13
11:30 AM	9	1	1	4	15
11:45 AM	3	2	0	2	7
12:00 PM	5	2	1	0	8
12:15 PM	4	0	1	0	5
12:30 PM	6	0	2	1	9
12:45 PM	4	1	0	1	6
Peak Hour	21	12	1	13	

Main Street & Car Wash Driveway

9/22/2025	Weekday Midday				
Time	SB LT	NB RT	WB LT	WB RT	Totals
11:30 AM	0	1	0	0	1
11:45 AM	1	1	0	2	4
12:00 PM	3	0	1	2	6
12:15 PM	0	0	1	0	1
12:30 PM	2	3	0	3	8
12:45 PM	2	2	2	4	10
Peak Hour	7	5	4	9	
9/22/2025	Weekday PM				
Time	SB LT	NB RT	WB LT	WB RT	Totals
4:00 PM	3	6	3	5	17
4:15 PM	2	10	1	8	21
4:30 PM	4	9	1	11	25
4:45 PM	4	4	5	10	23
5:00 PM	2	4	1	5	12
5:15 PM	3	5	1	8	17
5:30 PM	1	2	2	2	7
5:45 PM	1	3	2	3	9
6:00 PM	2	5	1	5	13
6:15 PM	1	1	2	2	6
6:30 PM	2	1	1	2	6
6:45 PM	3	0	2	0	5
Peak Hour	12	27	8	34	
9/20/2025	Saturday Midday				
Time	SB LT	NB RT	WB LT	WB RT	Totals
11:00 AM	4	8	2	13	27
11:15 AM	4	5	2	11	22
11:30 AM	0	9	0	6	15
11:45 AM	8	8	1	11	28
12:00 PM	3	8	3	9	23
12:15 PM	5	10	3	10	28
12:30 PM	5	8	7	9	29
12:45 PM	1	4	0	3	8
Peak Hour	16	30	5	41	

Main Street & Omicron Restaurant/Vision Works Driveway

9/22/2025		Weekday Midday			
Time	SB LT	NB RT	WB LT	WB RT	Totals
11:30 AM	4	3	1	3	11
11:45 AM	2	3	3	3	11
12:00 PM	1	3	2	2	8
12:15 PM	2	4	2	4	12
12:30 PM	1	2	3	6	12
12:45 PM	1	3	2	2	8
Peak Hour	5	12	9	14	
9/22/2025		Weekday PM			
Time	SB LT	NB RT	WB LT	WB RT	Totals
4:00 PM	1	2	1	1	5
4:15 PM	0	3	0	1	4
4:30 PM	0	0	3	1	4
4:45 PM	0	3	0	2	5
5:00 PM	0	1	1	1	3
5:15 PM	0	1	1	0	2
5:30 PM	0	0	1	1	2
5:45 PM	1	0	2	1	4
6:00 PM	0	0	2	0	2
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
Peak Hour	0	7	4	5	
9/20/2025		Saturday Midday			
Time	SB LT	NB RT	WB LT	WB RT	Totals
11:00 AM	3	6	1	4	14
11:15 AM	4	4	2	5	15
11:30 AM	3	8	4	6	21
11:45 AM	9	0	7	2	18
12:00 PM	0	1	3	2	6
12:15 PM	1	4	6	5	16
12:30 PM	5	4	7	3	19
12:45 PM	2	2	0	3	7
Peak Hour	19	18	14	17	

**3544 West Bend Culver's TIA
Peak Hour Calculations**

Weekday Midday Peak Hour

Time	Main Butternut	Main Credit Union	Main Car Wash	Main Dental	Main Rest/Vision	Main Eye/Bike South	Main Kohl's/Cycle	Main Eye/Bike North	Sums
Date=>	9/22/2025	9/22/2025	9/22/2025	9/22/2025	9/22/2025	9/22/2025	9/22/2025	9/22/2025	
Node #=>	100	200	200	300	400	500	600	700	
11:30 AM	289	7	1	1	11	0	16	1	
11:45 AM	353	6	4	0	11	3	11	4	
12:00 PM	353	13	6	1	8	1	19	1	
12:15 PM	353	8	1	0	12	0	9	3	1506
12:30 PM	321	5	8	3	12	5	16	3	1553
12:45 PM	370	6	10	3	8	1	19	1	1579

AM Peak Hour: 12:00 PM - 1:00 PM

Weekday PM Peak Hour

Time	Main Butternut	Main Credit Union	Main Car Wash	Main Dental	Main Rest/Vision	Main Eye/Bike South	Main Kohl's/Cycle	Main Eye/Bike North	Sums
Date=>	9/22/2025	9/22/2025	9/22/2025	9/22/2025	9/22/2025	9/22/2025	9/22/2025	9/22/2025	
4:00 PM	392	10	17	4	5	0	15	1	
4:15 PM	427	17	21	2	4	3	12	4	
4:30 PM	407	10	25	2	4	4	14	4	
4:45 PM	434	10	23	0	5	2	15	2	1895
5:00 PM	410	6	12	0	3	1	14	2	1899
5:15 PM	370	5	17	0	2	0	17	1	1821
5:30 PM	305	1	7	0	2	1	9	0	1676
5:45 PM	309	0	9	0	4	0	9	0	1516
6:00 PM	320	3	13	0	2	0	8	2	1416
6:15 PM	283	3	6	0	0	0	13	1	1310
6:30 PM	280	2	6	0	0	0	10	0	1283
6:45 PM	171	3	5	0	0	0	10	0	1141

PM Peak Hour: 4:15 PM - 5:15 PM

Saturday Midday Peak Hour

Time	Main Butternut	Main Credit Union	Main Car Wash	Main Dental	Main Rest/Vision	Main Eye/Bike South	Main Kohl's/Cycle	Main Eye/Bike North	Sums
Date=>	9/20/2025	9/20/2025	9/20/2025	9/20/2025	9/20/2025	9/20/2025	9/20/2025	9/20/2025	
11:00 AM	477	12	27	1	14	3	25	1	
11:15 AM	485	13	22	0	15	1	21	0	
11:30 AM	461	15	15	0	21	5	21	1	
11:45 AM	435	7	28	0	18	0	14	2	1905
12:00 PM	474	8	23	0	6	5	16	0	1898
12:15 PM	420	5	28	1	16	0	15	0	1825
12:30 PM	430	9	29	0	19	5	21	0	1788
12:45 PM	398	6	8	0	7	4	19	1	1750

SAT Peak Hour: 11:00 AM - 12:00 PM

APPENDIX B

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Existing Traffic Volumes

Lanes, Volumes, Timings
100: Main Street & Butternut Street

2025 Existing Traffic
Weekday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	5	47	9	0	15	45	576	1	16	557	62
Future Volume (vph)	64	5	47	9	0	15	45	576	1	16	557	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	200		0	75		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		459			363			316			189	
Travel Time (s)		12.5			9.9			7.2			4.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	55	0	10	16	0	48	614	0	17	659	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	16.3	16.3		16.3	16.3		20.6	20.6		20.6	20.6	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	23.7	23.7		23.7	23.7		39.4	39.4		39.4	39.4	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.5	3.5		3.5	3.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		25.0	25.0		25.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0		15.0	15.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.35	0.25		0.05	0.07		0.08	0.23		0.03	0.25	
Control Delay (s/veh)	34.6	31.6		28.4	28.7		4.2	3.9		3.8	3.9	

Lanes, Volumes, Timings
 100: Main Street & Butternut Street

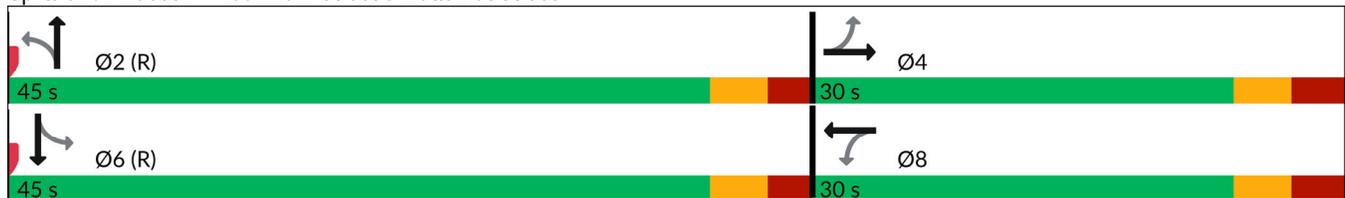
2025 Existing Traffic
 Weekday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.6	31.6		28.4	28.7		4.2	3.9		3.8	3.9	
Queue Length 50th (ft)	29	23		4	7		6	43		2	46	
Queue Length 95th (ft)	65	54		17	23		17	68		8	73	
Internal Link Dist (ft)		379			283			236			109	
Turn Bay Length (ft)	130			200			75			75		
Base Capacity (vph)	443	513		416	490		568	2694		599	2680	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.11		0.02	0.03		0.08	0.23		0.03	0.25	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 65 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Main Street & Butternut Street



HCM 7th Signalized Intersection Summary
 100: Main Street & Butternut Street

2025 Existing Traffic
 Weekday Midday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	5	47	9	0	15	45	576	1	16	557	62
Future Volume (veh/h)	64	5	47	9	0	15	45	576	1	16	557	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	68	5	50	10	0	16	48	613	1	17	593	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	4	4	4	2	2	2	1	1	1
Cap, veh/h	263	19	188	224	0	199	600	2599	4	630	2321	258
Arrive On Green	0.13	0.13	0.13	0.13	0.00	0.13	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1408	147	1473	1327	0	1560	775	3640	6	815	3250	361
Grp Volume(v), veh/h	68	0	55	10	0	16	48	299	315	17	326	333
Grp Sat Flow(s),veh/h/ln1408	0	1620	1327	0	1560	775	1777	1869	815	1791	1820	
Q Serve(g_s), s	3.4	0.0	2.3	0.5	0.0	0.7	1.7	4.3	4.3	0.5	4.8	4.8
Cycle Q Clear(g_c), s	4.0	0.0	2.3	2.8	0.0	0.7	6.5	4.3	4.3	4.9	4.8	4.8
Prop In Lane	1.00		0.91	1.00		1.00	1.00		0.00	1.00		0.20
Lane Grp Cap(c), veh/h	263	0	206	224	0	199	600	1269	1335	630	1279	1300
V/C Ratio(X)	0.26	0.00	0.27	0.04	0.00	0.08	0.08	0.24	0.24	0.03	0.26	0.26
Avail Cap(c_a), veh/h	528	0	512	475	0	493	600	1269	1335	630	1279	1300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	0.0	29.6	30.8	0.0	28.9	4.9	3.7	3.7	4.5	3.8	3.8
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.1	0.3	0.4	0.4	0.1	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln1.1	0.0	0.0	0.9	0.2	0.0	0.3	0.3	1.3	1.3	0.1	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	0.0	29.8	30.9	0.0	28.9	5.2	4.1	4.1	4.6	4.2	4.2
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		123			26			662			676	
Approach Delay, s/veh		30.4			29.7			4.2			4.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.1		15.9		59.1		15.9				
Change Period (Y+Rc), s		5.6		6.3		5.6		6.3				
Max Green Setting (Gmax), s		39.4		23.7		39.4		23.7				
Max Q Clear Time (g_c+I1), s		8.5		6.0		6.9		4.8				
Green Ext Time (p_c), s		5.5		0.2		5.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.8									
HCM 7th LOS			A									

Lanes, Volumes, Timings

2025 Existing Traffic

200: Main Street & Credit Union Driveway/Car Wash Driveway

Weekday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	7	4	0	9	5	645	5	7	624	16
Future Volume (vph)	4	0	7	4	0	9	5	645	5	7	624	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		236			224			189			85	
Travel Time (s)		6.4			6.1			4.3			1.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	14	0	5	691	0	7	681	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	0	7	4	0	9	5	645	5	7	624	16
Future Vol, veh/h	4	0	7	4	0	9	5	645	5	7	624	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
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	94	94
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	1	1	1
Mvmt Flow	4	0	7	4	0	10	5	686	5	7	664	17

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1040	1388	341	1045	1394	346	681	0	0	691	0	0
Stage 1	687	687	-	699	699	-	-	-	-	-	-	-
Stage 2	353	701	-	346	695	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	*398	*219	658	*393	*217	*823	907	-	-	*1234	-	-
Stage 1	*406	*448	-	*776	*680	-	-	-	-	-	-	-
Stage 2	*776	*680	-	*646	*444	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*390	*216	658	*386	*214	*823	907	-	-	*1234	-	-
Mov Cap-2 Maneuver	*390	*216	-	*386	*214	-	-	-	-	-	-	-
Stage 1	*404	*445	-	*771	*676	-	-	-	-	-	-	-
Stage 2	*763	*676	-	*635	*441	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Ctrl Dly, s/v	12		11			0.1			0.1		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	907	-	-	526	610	*1234	-	-
HCM Lane V/C Ratio	0.006	-	-	0.022	0.023	0.006	-	-
HCM Ctrl Dly (s/v)	9	-	-	12	11	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.1	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 300: Main Street & Dental Driveway

2025 Existing Traffic
 Weekday Midday Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	3	3	655	644	1
Future Volume (vph)	0	3	3	655	644	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			85	70	
Travel Time (s)	5.2			1.9	1.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	3	697	686	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	0	3	3	655	644	1
Future Vol, veh/h	0	3	3	655	644	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	3	3	697	685	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1041	343	686	0	-	0
Stage 1	686	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	*431	656	910	-	-	-
Stage 1	*464	-	-	-	-	-
Stage 2	*776	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*429	656	910	-	-	-
Mov Cap-2 Maneuver	*420	-	-	-	-	-
Stage 1	*463	-	-	-	-	-
Stage 2	*776	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	910	-	656	-	-
HCM Lane V/C Ratio	0.004	-	0.005	-	-
HCM Ctrl Dly (s/v)	9	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
400: Main Street & Restaurant Driveway

2025 Existing Traffic
Weekday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	14	643	12	5	636
Future Volume (vph)	9	14	643	12	5	636
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	30		30			30
Link Distance (ft)	227		70			130
Travel Time (s)	5.2		1.6			3.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	697	0	5	677
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	9	14	643	12	5	636
Future Vol, veh/h	9	14	643	12	5	636
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	10	15	684	13	5	677

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1040	349	0	0	697
Stage 1	691	-	-	-	-
Stage 2	349	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*431	*823	-	-	*1234
Stage 1	*776	-	-	-	-
Stage 2	*688	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*430	*823	-	-	*1234
Mov Cap-2 Maneuver	*527	-	-	-	-
Stage 1	*776	-	-	-	-
Stage 2	*685	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	* 1234
HCM Lane V/C Ratio	-	-	0.036	0.004
HCM Ctrl Dly (s/v)	-	-	10.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.1	0

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
500: Main Street & Cycle & Fitness Driveway

2025 Existing Traffic
Weekday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	1	1	653	4	1	640
Future Volume (vph)	1	1	653	4	1	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	229		130			70
Travel Time (s)	6.2		3.0			1.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	699	0	1	681
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	1	1	653	4	1	640
Future Vol, veh/h	1	1	653	4	1	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	1	1	695	4	1	681

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1040	350	0	0	699
Stage 1	697	-	-	-	-
Stage 2	343	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*431	*823	-	-	*1234
Stage 1	*776	-	-	-	-
Stage 2	*693	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*431	*823	-	-	*1234
Mov Cap-2 Maneuver	*529	-	-	-	-
Stage 1	*776	-	-	-	-
Stage 2	*692	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	* 1234
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Ctrl Dly (s/v)	-	-	10.6	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
600: Main Street & Kohl's Driveway

2025 Existing Traffic
Weekday Midday Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	13	17	637	628	22
Future Volume (vph)	11	13	17	637	628	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	230			70	60	
Travel Time (s)	6.3			1.6	1.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	18	678	691	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	11	13	17	637	628	22
Future Vol, veh/h	11	13	17	637	628	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	12	14	18	678	668	23

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1055	346	691	0	0
Stage 1	680	-	-	-	-
Stage 2	375	-	-	-	-
Critical Hdwy	6.82	6.92	4.14	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.22	-	-
Pot Cap-1 Maneuver	*419	653	900	-	-
Stage 1	*467	-	-	-	-
Stage 2	*776	-	-	-	-
Platoon blocked, %	1	-	-	-	-
Mov Cap-1 Maneuver	*411	653	900	-	-
Mov Cap-2 Maneuver	*413	-	-	-	-
Stage 1	*458	-	-	-	-
Stage 2	*776	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	516	-	-
HCM Lane V/C Ratio	0.02	-	0.049	-	-
HCM Ctrl Dly (s/v)	9.1	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
700: Main Street & Eye Care Optical

2025 Existing Traffic
Weekday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	1	5	648	0	2	649
Future Volume (vph)	1	5	648	0	2	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	230		60			321
Travel Time (s)	6.3		1.4			7.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	689	0	2	690
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	1	5	648	0	2	649
Future Vol, veh/h	1	5	648	0	2	649
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	1	5	689	0	2	690

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1038	345	0	0	689
Stage 1	689	-	-	-	-
Stage 2	349	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*433	*823	-	-	*1234
Stage 1	*776	-	-	-	-
Stage 2	*688	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*432	*823	-	-	*1234
Mov Cap-2 Maneuver	*528	-	-	-	-
Stage 1	*776	-	-	-	-
Stage 2	*687	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	753	* 1234
HCM Lane V/C Ratio	-	-	0.008	0.002
HCM Ctrl Dly (s/v)	-	-	9.8	7.9
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
100: Main Street & Butternut Street

2025 Existing Traffic
Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	5	51	13	2	24	41	735	5	29	672	42
Future Volume (vph)	59	5	51	13	2	24	41	735	5	29	672	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	200		0	75		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		459			363			316			189	
Travel Time (s)		12.5			9.9			7.2			4.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	58	0	13	27	0	42	763	0	30	736	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	16.3	16.3		16.3	16.3		20.6	20.6		20.6	20.6	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	23.7	23.7		23.7	23.7		39.4	39.4		39.4	39.4	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.5	3.5		3.5	3.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		25.0	25.0		25.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0		15.0	15.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.33	0.27		0.07	0.13		0.08	0.28		0.06	0.27	
Control Delay (s/veh)	34.3	32.3		28.9	29.7		4.1	4.1		4.0	4.0	

Lanes, Volumes, Timings
 100: Main Street & Butternut Street

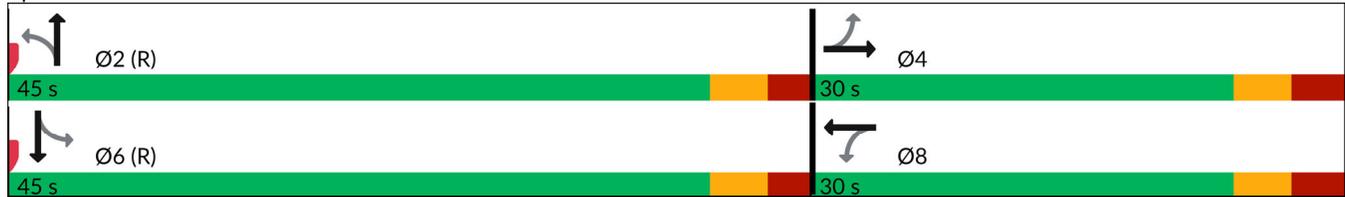
2025 Existing Traffic
 Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.3	32.3		28.9	29.7		4.1	4.1		4.0	4.0	
Queue Length 50th (ft)	26	25		5	11		5	56		4	54	
Queue Length 95th (ft)	60	57		20	32		15	85		12	82	
Internal Link Dist (ft)		379			283			236			109	
Turn Bay Length (ft)	130			200			75			75		
Base Capacity (vph)	427	498		411	492		533	2721		517	2699	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.12		0.03	0.05		0.08	0.28		0.06	0.27	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 65 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Main Street & Butternut Street



HCM 7th Signalized Intersection Summary
 100: Main Street & Butternut Street

2025 Existing Traffic
 Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	5	51	13	2	24	41	735	5	29	672	42
Future Volume (veh/h)	59	5	51	13	2	24	41	735	5	29	672	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	61	5	53	13	2	25	42	758	5	30	693	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	5	5	5	1	1	1	1	1	1
Cap, veh/h	250	18	186	221	15	186	561	2600	17	548	2442	151
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1361	136	1444	1313	116	1449	727	3648	24	709	3425	212
Grp Volume(v), veh/h	61	0	58	13	0	27	42	372	391	30	362	374
Grp Sat Flow(s),veh/h/ln	1361	0	1581	1313	0	1565	727	1791	1881	709	1791	1847
Q Serve(g_s), s	3.1	0.0	2.5	0.7	0.0	1.1	1.7	5.6	5.6	1.2	5.5	5.5
Cycle Q Clear(g_c), s	4.3	0.0	2.5	3.2	0.0	1.1	7.1	5.6	5.6	6.9	5.5	5.5
Prop In Lane	1.00		0.91	1.00		0.93	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	250	0	203	221	0	201	561	1277	1341	548	1277	1317
V/C Ratio(X)	0.24	0.00	0.29	0.06	0.00	0.13	0.07	0.29	0.29	0.05	0.28	0.28
Avail Cap(c_a), veh/h	505	0	500	467	0	495	561	1277	1341	548	1277	1317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	29.6	31.0	0.0	29.0	5.2	3.9	3.9	5.1	3.9	3.9
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.1	0.3	0.6	0.6	0.2	0.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.2	0.0	0.4	0.2	1.7	1.7	0.2	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.1	0.0	29.9	31.0	0.0	29.1	5.4	4.5	4.5	5.3	4.4	4.4
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		119			40			805			766	
Approach Delay, s/veh		30.5			29.7			4.5			4.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.1		15.9		59.1		15.9				
Change Period (Y+Rc), s		5.6		6.3		5.6		6.3				
Max Green Setting (Gmax), s		39.4		23.7		39.4		23.7				
Max Q Clear Time (g_c+I1), s		9.1		6.3		8.9		5.2				
Green Ext Time (p_c), s		7.0		0.2		6.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.9									
HCM 7th LOS			A									

Lanes, Volumes, Timings

200: Main Street & Credit Union Driveway/Car Wash Driveway

2025 Existing Traffic
Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	6	8	0	34	10	781	27	12	729	19
Future Volume (vph)	8	0	6	8	0	34	10	781	27	12	729	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		236			224			189			85	
Travel Time (s)		6.4			6.1			4.3			1.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	43	0	10	833	0	12	772	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	0	6	8	0	34	10	781	27	12	729	19
Future Vol, veh/h	8	0	6	8	0	34	10	781	27	12	729	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	8	0	6	8	0	35	10	805	28	12	752	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1209	1639	386	1239	1635	417	772	0	0	833	0	0
Stage 1	786	786	-	839	839	-	-	-	-	-	-	-
Stage 2	423	853	-	400	796	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	*322	151	615	*301	*153	*781	845	-	-	*1171	-	-
Stage 1	*354	404	-	*737	*645	-	-	-	-	-	-	-
Stage 2	*737	636	-	*600	*399	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*303	148	615	*293	*149	*781	845	-	-	*1171	-	-
Mov Cap-2 Maneuver	*303	148	-	*293	*149	-	-	-	-	-	-	-
Stage 1	*350	400	-	*728	*638	-	-	-	-	-	-	-
Stage 2	*695	628	-	*588	*395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.7	11.5	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	845	-	-	387	593	*1171	-	-
HCM Lane V/C Ratio	0.012	-	-	0.037	0.073	0.011	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	14.7	11.5	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.2	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 300: Main Street & Dental Driveway

2025 Existing Traffic
 Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	3	0	823	757	1
Future Volume (vph)	0	3	0	823	757	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			85	70	
Travel Time (s)	5.2			1.9	1.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	0	848	781	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	0	3	0	823	757	1
Future Vol, veh/h	0	3	0	823	757	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	3	0	848	780	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1205	391	781	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	*416	611	839	-	-	-
Stage 1	*415	-	-	-	-	-
Stage 2	*697	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*416	611	839	-	-	-
Mov Cap-2 Maneuver	*379	-	-	-	-	-
Stage 1	*415	-	-	-	-	-
Stage 2	*697	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	839	-	611	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
400: Main Street & Restaurant Driveway

2025 Existing Traffic
Weekday PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	4	5	816	7	0	754
Future Volume (vph)	4	5	816	7	0	754
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	30		30			30
Link Distance (ft)	227		70			130
Travel Time (s)	5.2		1.6			3.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	848	0	0	777
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	4	5	816	7	0	754
Future Vol, veh/h	4	5	816	7	0	754
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	5	841	7	0	777

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1234	424	0	0	848	0
Stage 1	845	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21	-
Pot Cap-1 Maneuver	*392	*740	-	-	*1109	-
Stage 1	*697	-	-	-	-	-
Stage 2	*657	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*392	*740	-	-	*1109	-
Mov Cap-2 Maneuver	*487	-	-	-	-	-
Stage 1	*697	-	-	-	-	-
Stage 2	*657	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	601 * 1109	-
HCM Lane V/C Ratio	-	-	0.015	-
HCM Ctrl Dly (s/v)	-	-	11.1	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 500: Main Street & Cycle & Fitness Driveway

2025 Existing Traffic
 Weekday PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	0	816	5	2	751
Future Volume (vph)	3	0	816	5	2	751
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	229		130			70
Travel Time (s)	6.2		3.0			1.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	846	0	2	774
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		↑	↑↑
Traffic Vol, veh/h	3	0	816	5	2	751
Future Vol, veh/h	3	0	816	5	2	751
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	0	841	5	2	774

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1235	423	0	0	846	0
Stage 1	844	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21	-
Pot Cap-1 Maneuver	*391	*740	-	-	*1109	-
Stage 1	*697	-	-	-	-	-
Stage 2	*656	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*390	*740	-	-	*1109	-
Mov Cap-2 Maneuver	*486	-	-	-	-	-
Stage 1	*697	-	-	-	-	-
Stage 2	*655	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	* 1109
HCM Lane V/C Ratio	-	-	0.006	0.002
HCM Ctrl Dly (s/v)	-	-	12.5	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
600: Main Street & Kohl's Driveway

2025 Existing Traffic
Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	25	791	743	10
Future Volume (vph)	10	10	25	791	743	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	230			70	60	
Travel Time (s)	6.3			1.6	1.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	26	815	776	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	10	10	25	791	743	10
Future Vol, veh/h	10	10	25	791	743	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	10	10	26	815	766	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1231	388	776	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	*340	613	842	-	-	-
Stage 1	*419	-	-	-	-	-
Stage 2	*737	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*330	613	842	-	-	-
Mov Cap-2 Maneuver	*360	-	-	-	-	-
Stage 1	*406	-	-	-	-	-
Stage 2	*737	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	842	-	454	-	-
HCM Lane V/C Ratio	0.031	-	0.045	-	-
HCM Ctrl Dly (s/v)	9.4	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
700: Main Street & Eye Care Optical

2025 Existing Traffic
Weekday PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	8	801	0	4	753
Future Volume (vph)	0	8	801	0	4	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	230		60			321
Travel Time (s)	6.3		1.4			7.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	826	0	4	776
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	0	8	801	0	4	753
Future Vol, veh/h	0	8	801	0	4	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	8	826	0	4	776

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1222	413	0	0	826
Stage 1	826	-	-	-	-
Stage 2	396	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*347	*781	-	-	*1171
Stage 1	*737	-	-	-	-
Stage 2	*652	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*346	*781	-	-	*1171
Mov Cap-2 Maneuver	*472	-	-	-	-
Stage 1	*737	-	-	-	-
Stage 2	*650	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	781	* 1171
HCM Lane V/C Ratio	-	-	0.011	0.004
HCM Ctrl Dly (s/v)	-	-	9.7	8.1
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
100: Main Street & Butternut Street

2025 Existing Traffic
Saturday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	6	113	12	13	14	92	630	9	14	781	87
Future Volume (vph)	87	6	113	12	13	14	92	630	9	14	781	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	200		0	75		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		459			363			316			189	
Travel Time (s)		12.5			9.9			7.2			4.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	124	0	13	29	0	96	665	0	15	905	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	16.3	16.3		16.3	16.3		20.6	20.6		20.6	20.6	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	23.7	23.7		23.7	23.7		39.4	39.4		39.4	39.4	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.5	3.5		3.5	3.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		25.0	25.0		25.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0		15.0	15.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.43	0.51		0.07	0.11		0.23	0.25		0.03	0.34	
Control Delay (s/veh)	35.1	36.4		26.8	27.4		6.5	4.5		4.5	5.0	

Lanes, Volumes, Timings
 100: Main Street & Butternut Street

2025 Existing Traffic
 Saturday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	35.1	36.4		26.8	27.4		6.5	4.5		4.5	5.0	
Queue Length 50th (ft)	40	55		5	12		13	47		2	71	
Queue Length 95th (ft)	78	99		19	32		40	86		8	125	
Internal Link Dist (ft)		379			283			236			109	
Turn Bay Length (ft)	130			200			75			75		
Base Capacity (vph)	438	509		402	547		426	2667		561	2632	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.24		0.03	0.05		0.23	0.25		0.03	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 65 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green

Natural Cycle: 40

Control Type: Actuated-Coordinated

Splits and Phases: 100: Main Street & Butternut Street



HCM 7th Signalized Intersection Summary
 100: Main Street & Butternut Street

2025 Existing Traffic
 Saturday Midday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	6	113	12	13	14	92	630	9	14	781	87
Future Volume (veh/h)	87	6	113	12	13	14	92	630	9	14	781	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	91	6	118	12	14	15	96	656	9	15	814	91
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	260	10	203	173	110	118	475	2564	35	596	2301	257
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1392	78	1532	1277	833	892	621	3618	50	777	3248	363
Grp Volume(v), veh/h	91	0	124	12	0	29	96	325	340	15	449	456
Grp Sat Flow(s),veh/h/ln	1392	0	1609	1277	0	1725	621	1791	1876	777	1791	1820
Q Serve(g_s), s	4.6	0.0	5.4	0.7	0.0	1.1	5.3	4.8	4.8	0.5	7.3	7.3
Cycle Q Clear(g_c), s	5.7	0.0	5.4	6.1	0.0	1.1	12.6	4.8	4.8	5.4	7.3	7.3
Prop In Lane	1.00		0.95	1.00		0.52	1.00		0.03	1.00		0.20
Lane Grp Cap(c), veh/h	260	0	214	173	0	229	475	1269	1330	596	1269	1290
V/C Ratio(X)	0.35	0.00	0.58	0.07	0.00	0.13	0.20	0.26	0.26	0.03	0.35	0.35
Avail Cap(c_a), veh/h	515	0	509	407	0	545	475	1269	1330	596	1269	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	30.6	33.4	0.0	28.7	6.7	3.9	3.9	4.8	4.2	4.2
Incr Delay (d2), s/veh	0.3	0.0	0.9	0.1	0.0	0.1	1.0	0.5	0.5	0.1	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.1	0.2	0.0	0.5	0.7	1.4	1.5	0.1	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	0.0	31.5	33.5	0.0	28.8	7.7	4.4	4.4	4.9	5.0	5.0
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		215			41			761			920	
Approach Delay, s/veh		31.5			30.2			4.8			5.0	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.7		16.3		58.7		16.3				
Change Period (Y+Rc), s		5.6		6.3		5.6		6.3				
Max Green Setting (Gmax), s		39.4		23.7		39.4		23.7				
Max Q Clear Time (g_c+I1), s		14.6		7.7		9.3		8.1				
Green Ext Time (p_c), s		6.4		0.5		8.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.4									
HCM 7th LOS			A									

Lanes, Volumes, Timings

2025 Existing Traffic

200: Main Street & Credit Union Driveway/Car Wash Driveway

Saturday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	13	5	0	41	12	689	30	16	864	21
Future Volume (vph)	1	0	13	5	0	41	12	689	30	16	864	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		236			224			189			85	
Travel Time (s)		6.4			6.1			4.3			1.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	48	0	13	749	0	17	922	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	13	5	0	41	12	689	30	16	864	21
Future Vol, veh/h	1	0	13	5	0	41	12	689	30	16	864	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	0	14	5	0	43	13	718	31	17	900	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1330	1720	461	1244	1716	375	922	0	0	749	0	0
Stage 1	945	945	-	760	760	-	-	-	-	-	-	-
Stage 2	385	775	-	484	956	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	*211	121	550	255	121	*823	743	-	-	1204	-	-
Stage 1	*283	341	-	733	651	-	-	-	-	-	-	-
Stage 2	*776	639	-	535	337	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*196	117	550	243	118	*823	743	-	-	1204	-	-
Mov Cap-2 Maneuver	*196	117	-	243	118	-	-	-	-	-	-	-
Stage 1	*278	336	-	720	640	-	-	-	-	-	-	-
Stage 2	*723	628	-	514	332	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.6		10.9		0.2		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	743	-	-	487	653	1204	-	-
HCM Lane V/C Ratio	0.017	-	-	0.03	0.073	0.014	-	-
HCM Ctrl Dly (s/v)	9.9	-	-	12.6	10.9	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.1	0.2	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 300: Main Street & Dental Driveway

2025 Existing Traffic
 Saturday Midday Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	731	901	1
Future Volume (vph)	0	0	0	731	901	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			85	70	
Travel Time (s)	5.2			1.9	1.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	761	940	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	0	0	0	731	901	1
Future Vol, veh/h	0	0	0	731	901	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	761	939	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1321	470	940	0	0
Stage 1	940	-	-	-	-
Stage 2	381	-	-	-	-
Critical Hdwy	6.82	6.92	4.12	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.21	-	-
Pot Cap-1 Maneuver	*284	543	731	-	-
Stage 1	*343	-	-	-	-
Stage 2	*737	-	-	-	-
Platoon blocked, %	1	-	-	-	-
Mov Cap-1 Maneuver	*284	543	731	-	-
Mov Cap-2 Maneuver	*307	-	-	-	-
Stage 1	*343	-	-	-	-
Stage 2	*737	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	731	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 400: Main Street & Restaurant Driveway

2025 Existing Traffic
 Saturday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	14	17	713	18	19	888
Future Volume (vph)	14	17	713	18	19	888
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	30		30			30
Link Distance (ft)	227		70			130
Travel Time (s)	5.2		1.6			3.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	762	0	20	925
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		↑	↑↑
Traffic Vol, veh/h	14	17	713	18	19	888
Future Vol, veh/h	14	17	713	18	19	888
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	15	18	743	19	20	925

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1256	381	0	0	762	0
Stage 1	753	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21	-
Pot Cap-1 Maneuver	285	*823	-	-	1187	-
Stage 1	747	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	280	*823	-	-	1187	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	572	1187
HCM Lane V/C Ratio	-	-	0.056	0.017
HCM Ctrl Dly (s/v)	-	-	11.7	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.2	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 500: Main Street & Cycle & Fitness Driveway

2025 Existing Traffic
 Saturday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	3	0	729	1	5	904
Future Volume (vph)	3	0	729	1	5	904
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	229		130			70
Travel Time (s)	6.2		3.0			1.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	760	0	5	942
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	3	0	729	1	5	904
Future Vol, veh/h	3	0	729	1	5	904
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	0	759	1	5	942

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1241	380	0	0	760
Stage 1	760	-	-	-	-
Stage 2	481	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*334	*781	-	-	*1171
Stage 1	*737	-	-	-	-
Stage 2	*590	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*332	*781	-	-	*1171
Mov Cap-2 Maneuver	*446	-	-	-	-
Stage 1	*737	-	-	-	-
Stage 2	*588	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	446	* 1171
HCM Lane V/C Ratio	-	-	0.007	0.004
HCM Ctrl Dly (s/v)	-	-	13.1	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 600: Main Street & Kohl's Driveway

2025 Existing Traffic
 Saturday Midday Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	19	27	702	890	25
Future Volume (vph)	10	19	27	702	890	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	230			70	60	
Travel Time (s)	6.3			1.6	1.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	28	731	953	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	10	19	27	702	890	25
Future Vol, veh/h	10	19	27	702	890	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	10	20	28	731	927	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1362	477	953	0	-	0
Stage 1	940	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	*232	537	723	-	-	-
Stage 1	*343	-	-	-	-	-
Stage 2	*776	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*223	537	723	-	-	-
Mov Cap-2 Maneuver	*285	-	-	-	-	-
Stage 1	*330	-	-	-	-	-
Stage 2	*776	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	723	-	412	-	-
HCM Lane V/C Ratio	0.039	-	0.073	-	-
HCM Ctrl Dly (s/v)	10.2	-	14.4	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 700: Main Street & Eye Care Optical

2025 Existing Traffic
 Saturday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	1	1	712	0	2	914
Future Volume (vph)	1	1	712	0	2	914
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	230		60			321
Travel Time (s)	6.3		1.4			7.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	742	0	2	952
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	1	1	712	0	2	914
Future Vol, veh/h	1	1	712	0	2	914
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	742	0	2	952

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1222	371	0	0	742
Stage 1	742	-	-	-	-
Stage 2	480	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	305	*823	-	-	1213
Stage 1	759	-	-	-	-
Stage 2	591	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	304	*823	-	-	1213
Mov Cap-2 Maneuver	438	-	-	-	-
Stage 1	759	-	-	-	-
Stage 2	590	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	572	1213
HCM Lane V/C Ratio	-	-	0.004	0.002
HCM Ctrl Dly (s/v)	-	-	11.3	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

APPENDIX C

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Build Traffic Volumes

Lanes, Volumes, Timings
100: Main Street & Butternut Street

2025 Build Traffic
Weekday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	5	47	9	0	16	45	594	1	17	568	64
Future Volume (vph)	67	5	47	9	0	16	45	594	1	17	568	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	200		0	75		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		459			363			316			189	
Travel Time (s)		12.5			9.9			7.2			4.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	55	0	10	17	0	48	633	0	18	672	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	16.3	16.3		16.3	16.3		20.6	20.6		20.6	20.6	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	23.7	23.7		23.7	23.7		39.4	39.4		39.4	39.4	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.5	3.5		3.5	3.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		25.0	25.0		25.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0		15.0	15.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.36	0.24		0.05	0.08		0.09	0.24		0.03	0.25	
Control Delay (s/veh)	34.8	31.5		28.3	28.6		4.2	3.9		3.8	4.0	

Lanes, Volumes, Timings
 100: Main Street & Butternut Street

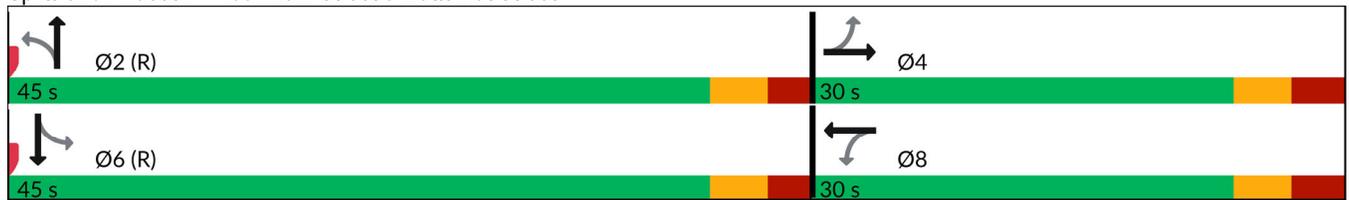
2025 Build Traffic
 Weekday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.8	31.5		28.3	28.6		4.2	3.9		3.8	4.0	
Queue Length 50th (ft)	31	23		4	7		6	44		2	48	
Queue Length 95th (ft)	66	54		17	24		17	71		8	76	
Internal Link Dist (ft)		379			283			236			109	
Turn Bay Length (ft)	130			200			75			75		
Base Capacity (vph)	443	513		416	490		561	2691		589	2677	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.11		0.02	0.03		0.09	0.24		0.03	0.25	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 65 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Main Street & Butternut Street



HCM 7th Signalized Intersection Summary
 100: Main Street & Butternut Street

2025 Build Traffic
 Weekday Midday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	5	47	9	0	16	45	594	1	17	568	64
Future Volume (veh/h)	67	5	47	9	0	16	45	594	1	17	568	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	71	5	50	10	0	17	48	632	1	18	604	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	4	4	4	2	2	2	1	1	1
Cap, veh/h	262	19	188	225	0	199	592	2597	4	619	2316	260
Arrive On Green	0.13	0.13	0.13	0.13	0.00	0.13	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1407	147	1473	1327	0	1560	766	3640	6	800	3246	365
Grp Volume(v), veh/h	71	0	55	10	0	17	48	308	325	18	333	339
Grp Sat Flow(s),veh/h/ln1407	0	1620	1327	0	1560	766	1777	1869	800	1791	1820	
Q Serve(g_s), s	3.5	0.0	2.3	0.5	0.0	0.7	1.8	4.5	4.5	0.6	4.9	4.9
Cycle Q Clear(g_c), s	4.2	0.0	2.3	2.8	0.0	0.7	6.7	4.5	4.5	5.1	4.9	4.9
Prop In Lane	1.00		0.91	1.00		1.00	1.00		0.00	1.00		0.20
Lane Grp Cap(c), veh/h	262	0	207	225	0	199	592	1268	1334	619	1278	1298
V/C Ratio(X)	0.27	0.00	0.27	0.04	0.00	0.09	0.08	0.24	0.24	0.03	0.26	0.26
Avail Cap(c_a), veh/h	527	0	512	475	0	493	592	1268	1334	619	1278	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	29.5	30.8	0.0	28.8	5.0	3.7	3.7	4.6	3.8	3.8
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.1	0.3	0.5	0.4	0.1	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln1.2	0.0	0.0	0.9	0.2	0.0	0.3	0.3	1.3	1.4	0.1	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	0.0	29.8	30.8	0.0	28.9	5.2	4.2	4.2	4.7	4.3	4.3
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		126			27			681			690	
Approach Delay, s/veh		30.4			29.6			4.2			4.3	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.1		15.9		59.1		15.9				
Change Period (Y+Rc), s		5.6		6.3		5.6		6.3				
Max Green Setting (Gmax), s		39.4		23.7		39.4		23.7				
Max Q Clear Time (g_c+I1), s		8.7		6.2		7.1		4.8				
Green Ext Time (p_c), s		5.7		0.2		5.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.9									
HCM 7th LOS			A									

Lanes, Volumes, Timings

2025 Build Traffic

200: Main Street & Credit Union Driveway/Car Wash Driveway

Weekday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	7	4	0	9	5	667	5	7	638	16
Future Volume (vph)	4	0	7	4	0	9	5	667	5	7	638	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		236			224			189			85	
Travel Time (s)		6.4			6.1			4.3			1.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	14	0	5	715	0	7	696	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	0	7	4	0	9	5	667	5	7	638	16
Future Vol, veh/h	4	0	7	4	0	9	5	667	5	7	638	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
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	94	94
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	1	1	1
Mvmt Flow	4	0	7	4	0	10	5	710	5	7	679	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1067	1427	348	1077	1433	358	696	0	0	715	0	0
Stage 1	702	702	-	723	723	-	-	-	-	-	-	-
Stage 2	365	725	-	354	710	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	*375	*204	651	*368	*202	*823	896	-	-	*1234	-	-
Stage 1	*397	*441	-	*776	*680	-	-	-	-	-	-	-
Stage 2	*776	*680	-	*639	*437	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*368	*201	651	*360	*200	*823	896	-	-	*1234	-	-
Mov Cap-2 Maneuver	*368	*201	-	*360	*200	-	-	-	-	-	-	-
Stage 1	*395	*438	-	*771	*676	-	-	-	-	-	-	-
Stage 2	*763	*676	-	*628	*434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.2	11.2	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	896	-	-	509	590	*1234	-	-
HCM Lane V/C Ratio	0.006	-	-	0.023	0.023	0.006	-	-
HCM Ctrl Dly (s/v)	9	-	-	12.2	11.2	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.1	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 300: Main Street & Dental Driveway/Culver's Driveway

2025 Build Traffic
 Weekday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	49	0	51	3	617	60	49	609	1
Future Volume (vph)	0	0	3	49	0	51	3	617	60	49	609	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		230			226			85			200	
Travel Time (s)		6.3			6.2			1.9			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	106	0	3	720	0	52	649	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	3	49	0	51	3	617	60	49	609	1
Future Vol, veh/h	0	0	3	49	0	51	3	617	60	49	609	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	100	-	-
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	94	94
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	1	1	1
Mvmt Flow	0	0	3	52	0	54	3	656	64	52	648	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1087	1479	325	1122	1447	360	649	0	0	720	0	0
Stage 1	753	753	-	694	694	-	-	-	-	-	-	-
Stage 2	334	726	-	428	753	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	*309	171	674	288	181	*865	933	-	-	1156	-	-
Stage 1	*370	418	-	711	645	-	-	-	-	-	-	-
Stage 2	*816	620	-	578	418	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*279	163	674	276	172	*865	933	-	-	1156	-	-
Mov Cap-2 Maneuver	*279	163	-	276	172	-	-	-	-	-	-	-
Stage 1	*369	399	-	709	643	-	-	-	-	-	-	-
Stage 2	*762	619	-	549	399	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.4	16.3	0	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	933	-	-	674	423	1156	-	-
HCM Lane V/C Ratio	0.003	-	-	0.005	0.251	0.045	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	10.4	16.3	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	1	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 500: Main Street & Cycle & Fitness Driveway

2025 Build Traffic
 Weekday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	1	1	664	4	1	658
Future Volume (vph)	1	1	664	4	1	658
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	229		200			70
Travel Time (s)	6.2		4.5			1.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	710	0	1	700
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	1	1	664	4	1	658
Future Vol, veh/h	1	1	664	4	1	658
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	1	1	706	4	1	700

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1060	355	0	0	710
Stage 1	708	-	-	-	-
Stage 2	352	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*415	*823	-	-	*1234
Stage 1	*776	-	-	-	-
Stage 2	*686	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*415	*823	-	-	*1234
Mov Cap-2 Maneuver	*520	-	-	-	-
Stage 1	*776	-	-	-	-
Stage 2	*685	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	637	* 1234
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Ctrl Dly (s/v)	-	-	10.7	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
600: Main Street & Kohl's Driveway

2025 Build Traffic
Weekday Midday Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	13	17	648	646	22
Future Volume (vph)	11	13	17	648	646	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	230			70	60	
Travel Time (s)	6.3			1.6	1.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	18	689	710	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	11	13	17	648	646	22
Future Vol, veh/h	11	13	17	648	646	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	12	14	18	689	687	23

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1080	355	710	0	0
Stage 1	699	-	-	-	-
Stage 2	381	-	-	-	-
Critical Hdwy	6.82	6.92	4.14	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.22	-	-
Pot Cap-1 Maneuver	*399	644	885	-	-
Stage 1	*457	-	-	-	-
Stage 2	*776	-	-	-	-
Platoon blocked, %	1	-	-	-	-
Mov Cap-1 Maneuver	*391	644	885	-	-
Mov Cap-2 Maneuver	*402	-	-	-	-
Stage 1	*448	-	-	-	-
Stage 2	*776	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	885	-	505	-	-
HCM Lane V/C Ratio	0.02	-	0.051	-	-
HCM Ctrl Dly (s/v)	9.2	-	12.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
700: Main Street & Eye Care Optical

2025 Build Traffic
Weekday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	5	659	0	2	667
Future Volume (vph)	1	5	659	0	2	667
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	230		60			321
Travel Time (s)	6.3		1.4			7.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	701	0	2	710
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	1	5	659	0	2	667
Future Vol, veh/h	1	5	659	0	2	667
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	1	5	701	0	2	710

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1060	351	0	0	701
Stage 1	701	-	-	-	-
Stage 2	359	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*415	*823	-	-	*1234
Stage 1	*776	-	-	-	-
Stage 2	*680	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*415	*823	-	-	*1234
Mov Cap-2 Maneuver	*518	-	-	-	-
Stage 1	*776	-	-	-	-
Stage 2	*679	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	* 1234
HCM Lane V/C Ratio	-	-	0.009	0.002
HCM Ctrl Dly (s/v)	-	-	9.8	7.9
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
100: Main Street & Butternut Street

2025 Build Traffic
Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	5	51	13	2	25	41	752	5	30	685	44
Future Volume (vph)	62	5	51	13	2	25	41	752	5	30	685	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	200		0	75		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		459			363			316			189	
Travel Time (s)		12.5			9.9			7.2			4.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	58	0	13	28	0	42	780	0	31	751	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	16.3	16.3		16.3	16.3		20.6	20.6		20.6	20.6	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	23.7	23.7		23.7	23.7		39.4	39.4		39.4	39.4	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.5	3.5		3.5	3.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		25.0	25.0		25.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0		15.0	15.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.34	0.27		0.07	0.13		0.08	0.29		0.06	0.28	
Control Delay (s/veh)	34.6	32.1		28.8	29.6		4.2	4.1		4.0	4.1	

Lanes, Volumes, Timings
 100: Main Street & Butternut Street

2025 Build Traffic
 Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.6	32.1		28.8	29.6		4.2	4.1		4.0	4.1	
Queue Length 50th (ft)	28	25		5	12		5	58		4	55	
Queue Length 95th (ft)	62	57		20	33		15	88		12	85	
Internal Link Dist (ft)		379			283			236			109	
Turn Bay Length (ft)	130			200			75			75		
Base Capacity (vph)	426	498		411	492		524	2718		507	2696	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.12		0.03	0.06		0.08	0.29		0.06	0.28	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 65 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Main Street & Butternut Street



HCM 7th Signalized Intersection Summary
 100: Main Street & Butternut Street

2025 Build Traffic
 Weekday PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	5	51	13	2	25	41	752	5	30	685	44
Future Volume (veh/h)	62	5	51	13	2	25	41	752	5	30	685	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	64	5	53	13	2	26	42	775	5	31	706	45
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	5	5	5	1	1	1	1	1	1
Cap, veh/h	250	18	186	222	14	187	553	2599	17	539	2436	155
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1360	136	1444	1313	112	1453	717	3648	24	698	3419	218
Grp Volume(v), veh/h	64	0	58	13	0	28	42	380	400	31	370	381
Grp Sat Flow(s),veh/h/ln	1360	0	1581	1313	0	1564	717	1791	1881	698	1791	1846
Q Serve(g_s), s	3.3	0.0	2.5	0.7	0.0	1.2	1.7	5.8	5.8	1.3	5.6	5.6
Cycle Q Clear(g_c), s	4.5	0.0	2.5	3.2	0.0	1.2	7.3	5.8	5.8	7.1	5.6	5.6
Prop In Lane	1.00		0.91	1.00		0.93	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	250	0	204	222	0	202	553	1276	1340	539	1276	1315
V/C Ratio(X)	0.26	0.00	0.28	0.06	0.00	0.14	0.08	0.30	0.30	0.06	0.29	0.29
Avail Cap(c_a), veh/h	504	0	500	467	0	494	553	1276	1340	539	1276	1315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	29.5	31.0	0.0	29.0	5.2	3.9	3.9	5.2	3.9	3.9
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.1	0.3	0.6	0.6	0.2	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.9	0.2	0.0	0.4	0.2	1.7	1.8	0.2	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.2	0.0	29.8	31.0	0.0	29.1	5.5	4.5	4.5	5.4	4.5	4.5
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		122			41			822			782	
Approach Delay, s/veh		30.5			29.7			4.6			4.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		16.0		59.0		16.0				
Change Period (Y+Rc), s		5.6		6.3		5.6		6.3				
Max Green Setting (Gmax), s		39.4		23.7		39.4		23.7				
Max Q Clear Time (g_c+I1), s		9.3		6.5		9.1		5.2				
Green Ext Time (p_c), s		7.1		0.3		6.8		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.9									
HCM 7th LOS			A									

Lanes, Volumes, Timings

200: Main Street & Credit Union Driveway/Car Wash Driveway

2025 Build Traffic
Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	6	8	0	34	10	802	27	12	745	19
Future Volume (vph)	8	0	6	8	0	34	10	802	27	12	745	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		236			224			189			85	
Travel Time (s)		6.4			6.1			4.3			1.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	43	0	10	855	0	12	788	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	0	6	8	0	34	10	802	27	12	745	19
Future Vol, veh/h	8	0	6	8	0	34	10	802	27	12	745	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	8	0	6	8	0	35	10	827	28	12	768	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1236	1677	394	1269	1673	428	788	0	0	855	0	0
Stage 1	802	802	-	861	861	-	-	-	-	-	-	-
Stage 2	434	875	-	408	812	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	*303	140	608	281	142	*781	834	-	-	1154	-	-
Stage 1	*346	397	-	712	629	-	-	-	-	-	-	-
Stage 2	*737	617	-	594	393	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*284	137	608	274	139	*781	834	-	-	1154	-	-
Mov Cap-2 Maneuver	*284	137	-	274	139	-	-	-	-	-	-	-
Stage 1	*342	393	-	704	621	-	-	-	-	-	-	-
Stage 2	*695	610	-	582	389	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.2	11.7	0.1	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	368	577	1154	-	-
HCM Lane V/C Ratio	0.012	-	-	0.039	0.075	0.011	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	15.2	11.7	8.2	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.2	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 300: Main Street & Dental Driveway/Culver's Driveway

2025 Build Traffic
 Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	40	0	40	0	794	50	37	733	1
Future Volume (vph)	0	0	3	40	0	40	0	794	50	37	733	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		230			226			85			200	
Travel Time (s)		6.3			6.2			1.9			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	82	0	0	871	0	38	757	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	3	40	0	40	0	794	50	37	733	1
Future Vol, veh/h	0	0	3	40	0	40	0	794	50	37	733	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	100	-	-
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	3	41	0	41	0	819	52	38	756	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1243	1704	379	1299	1678	436	757	0	0	871	0	0
Stage 1	833	833	-	845	845	-	-	-	-	-	-	-
Stage 2	410	871	-	454	833	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	*299	134	622	263	140	*781	856	-	-	1132	-	-
Stage 1	*331	384	-	733	643	-	-	-	-	-	-	-
Stage 2	*737	621	-	558	384	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*276	129	622	255	136	*781	856	-	-	1132	-	-
Mov Cap-2 Maneuver	*276	129	-	255	136	-	-	-	-	-	-	-
Stage 1	*331	371	-	733	643	-	-	-	-	-	-	-
Stage 2	*698	621	-	537	371	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.8	16.9	0	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	856	-	-	622	384	1132	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.215	0.034	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.8	16.9	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0.8	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 500: Main Street & Cycle & Fitness Driveway

2025 Build Traffic
 Weekday PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	0	829	5	2	768
Future Volume (vph)	3	0	829	5	2	768
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	229		200			70
Travel Time (s)	6.2		4.5			1.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	860	0	2	792
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		↑	↑↑
Traffic Vol, veh/h	3	0	829	5	2	768
Future Vol, veh/h	3	0	829	5	2	768
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	0	855	5	2	792

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1258	430	0	0	860	0
Stage 1	858	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21	-
Pot Cap-1 Maneuver	*372	*740	-	-	*1109	-
Stage 1	*697	-	-	-	-	-
Stage 2	*649	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*372	*740	-	-	*1109	-
Mov Cap-2 Maneuver	*476	-	-	-	-	-
Stage 1	*697	-	-	-	-	-
Stage 2	*648	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	476	* 1109
HCM Lane V/C Ratio	-	-	0.006	0.002
HCM Ctrl Dly (s/v)	-	-	12.6	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
600: Main Street & Kohl's Driveway

2025 Build Traffic
Weekday PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	25	804	760	10
Future Volume (vph)	10	10	25	804	760	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	230			70	60	
Travel Time (s)	6.3			1.6	1.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	26	829	794	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	10	10	25	804	760	10
Future Vol, veh/h	10	10	25	804	760	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	10	10	26	829	784	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1256	397	794	0	-	0
Stage 1	789	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	*324	605	830	-	-	-
Stage 1	*411	-	-	-	-	-
Stage 2	*737	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*314	605	830	-	-	-
Mov Cap-2 Maneuver	*351	-	-	-	-	-
Stage 1	*398	-	-	-	-	-
Stage 2	*737	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	830	-	444	-	-
HCM Lane V/C Ratio	0.031	-	0.046	-	-
HCM Ctrl Dly (s/v)	9.5	-	13.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
 700: Main Street & Eye Care Optical

2025 Build Traffic
 Weekday PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	8	814	0	4	770
Future Volume (vph)	0	8	814	0	4	770
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	230		60			321
Travel Time (s)	6.3		1.4			7.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	839	0	4	794
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	0	8	814	0	4	770
Future Vol, veh/h	0	8	814	0	4	770
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	8	839	0	4	794

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1244	420	0	0	839
Stage 1	839	-	-	-	-
Stage 2	405	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*332	*781	-	-	*1171
Stage 1	*737	-	-	-	-
Stage 2	*645	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*331	*781	-	-	*1171
Mov Cap-2 Maneuver	*463	-	-	-	-
Stage 1	*737	-	-	-	-
Stage 2	*643	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	781	* 1171
HCM Lane V/C Ratio	-	-	0.011	0.004
HCM Ctrl Dly (s/v)	-	-	9.7	8.1
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
100: Main Street & Butternut Street

2025 Build Traffic
Saturday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	6	113	12	13	15	92	646	9	15	797	90
Future Volume (vph)	90	6	113	12	13	15	92	646	9	15	797	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	200		0	75		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		459			363			316			189	
Travel Time (s)		12.5			9.9			7.2			4.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	124	0	13	30	0	96	682	0	16	924	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	16.3	16.3		16.3	16.3		20.6	20.6		20.6	20.6	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	23.7	23.7		23.7	23.7		39.4	39.4		39.4	39.4	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.5	3.5		3.5	3.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		25.0	25.0		25.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0		15.0	15.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.45	0.51		0.07	0.11		0.23	0.26		0.03	0.35	
Control Delay (s/veh)	35.5	36.4		26.8	27.5		6.6	4.5		4.5	5.0	

Lanes, Volumes, Timings
 100: Main Street & Butternut Street

2025 Build Traffic
 Saturday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	35.5	36.4		26.8	27.5		6.6	4.5		4.5	5.0	
Queue Length 50th (ft)	41	55		5	12		13	49		2	73	
Queue Length 95th (ft)	80	99		19	33		40	88		9	128	
Internal Link Dist (ft)		379			283			236			109	
Turn Bay Length (ft)	130			200			75			75		
Base Capacity (vph)	438	509		402	546		416	2667		551	2632	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.24		0.03	0.05		0.23	0.26		0.03	0.35	

Intersection Summary
 Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 65 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Main Street & Butternut Street



HCM 7th Signalized Intersection Summary
 100: Main Street & Butternut Street

2025 Build Traffic
 Saturday Midday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	6	113	12	13	15	92	646	9	15	797	90
Future Volume (veh/h)	90	6	113	12	13	15	92	646	9	15	797	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	94	6	118	12	14	16	96	673	9	16	830	94
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	259	10	203	173	107	122	467	2564	34	587	2298	260
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1391	78	1532	1277	803	917	610	3619	48	765	3243	367
Grp Volume(v), veh/h	94	0	124	12	0	30	96	333	349	16	458	466
Grp Sat Flow(s),veh/h/ln	1391	0	1609	1277	0	1720	610	1791	1876	765	1791	1819
Q Serve(g_s), s	4.8	0.0	5.4	0.7	0.0	1.2	5.5	5.0	5.0	0.6	7.5	7.5
Cycle Q Clear(g_c), s	6.0	0.0	5.4	6.1	0.0	1.2	13.0	5.0	5.0	5.6	7.5	7.5
Prop In Lane	1.00		0.95	1.00		0.53	1.00		0.03	1.00		0.20
Lane Grp Cap(c), veh/h	259	0	214	173	0	228	467	1269	1330	587	1269	1289
V/C Ratio(X)	0.36	0.00	0.58	0.07	0.00	0.13	0.21	0.26	0.26	0.03	0.36	0.36
Avail Cap(c_a), veh/h	514	0	509	407	0	544	467	1269	1330	587	1269	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	30.6	33.4	0.0	28.7	6.8	3.9	3.9	4.9	4.3	4.3
Incr Delay (d2), s/veh	0.3	0.0	0.9	0.1	0.0	0.1	1.0	0.5	0.5	0.1	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.1	0.2	0.0	0.5	0.7	1.5	1.5	0.1	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	0.0	31.5	33.5	0.0	28.8	7.8	4.4	4.4	5.0	5.1	5.1
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		218			42			778			940	
Approach Delay, s/veh		31.6			30.1			4.8			5.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.7		16.3		58.7		16.3				
Change Period (Y+Rc), s		5.6		6.3		5.6		6.3				
Max Green Setting (Gmax), s		39.4		23.7		39.4		23.7				
Max Q Clear Time (g_c+I1), s		15.0		8.0		9.5		8.1				
Green Ext Time (p_c), s		6.6		0.5		8.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.4									
HCM 7th LOS			A									

Lanes, Volumes, Timings

2025 Build Traffic

200: Main Street & Credit Union Driveway/Car Wash Driveway

Saturday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	13	5	0	41	12	709	30	16	884	21
Future Volume (vph)	1	0	13	5	0	41	12	709	30	16	884	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		236			224			189			85	
Travel Time (s)		6.4			6.1			4.3			1.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	48	0	13	770	0	17	943	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	13	5	0	41	12	709	30	16	884	21
Future Vol, veh/h	1	0	13	5	0	41	12	709	30	16	884	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	0	14	5	0	43	13	739	31	17	921	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1362	1762	472	1276	1758	385	943	0	0	770	0	0
Stage 1	966	966	-	781	781	-	-	-	-	-	-	-
Stage 2	396	796	-	495	977	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	*197	111	541	238	112	*823	729	-	-	1176	-	-
Stage 1	*275	333	-	706	634	-	-	-	-	-	-	-
Stage 2	*776	622	-	528	329	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*182	108	541	226	109	*823	729	-	-	1176	-	-
Mov Cap-2 Maneuver	*182	108	-	226	109	-	-	-	-	-	-	-
Stage 1	*270	328	-	694	622	-	-	-	-	-	-	-
Stage 2	*723	610	-	507	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.8	11.1	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	729	-	-	474	639	1176	-	-
HCM Lane V/C Ratio	0.017	-	-	0.031	0.075	0.014	-	-
HCM Ctrl Dly (s/v)	10	-	-	12.8	11.1	8.1	-	-
HCM Lane LOS	B	-	-	B	B	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.1	0.2	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 300: Main Street & Dental Driveway/Culver's Driveway

2025 Build Traffic
 Saturday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	72	0	65	0	681	70	73	849	1
Future Volume (vph)	0	0	0	72	0	65	0	681	70	73	849	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		230			226			85			200	
Travel Time (s)		6.3			6.2			1.9			4.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	143	0	0	782	0	76	885	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	72	0	65	0	681	70	73	849	1
Future Vol, veh/h	0	0	0	72	0	65	0	681	70	73	849	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	75	0	68	0	709	73	76	884	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1392	1819	443	1340	1783	391	885	0	0	782	0	0
Stage 1	1037	1037	-	746	746	-	-	-	-	-	-	-
Stage 2	355	782	-	594	1037	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	*185	100	565	207	108	*823	767	-	-	1160	-	-
Stage 1	*249	309	-	751	663	-	-	-	-	-	-	-
Stage 2	*776	633	-	461	309	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*161	93	565	197	101	*823	767	-	-	1160	-	-
Mov Cap-2 Maneuver	*161	93	-	197	101	-	-	-	-	-	-	-
Stage 1	*249	289	-	751	663	-	-	-	-	-	-	-
Stage 2	*712	633	-	431	289	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	26.4	0	0.7
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	767	-	-	-	308	1160	-	-
HCM Lane V/C Ratio	-	-	-	-	0.463	0.066	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	26.4	8.3	-	-
HCM Lane LOS	A	-	-	A	D	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	2.3	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 500: Main Street & Cycle & Fitness Driveway

2025 Build Traffic
 Saturday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	3	0	745	1	5	920
Future Volume (vph)	3	0	745	1	5	920
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	229		200			70
Travel Time (s)	6.2		4.5			1.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	777	0	5	958
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	3	0	745	1	5	920
Future Vol, veh/h	3	0	745	1	5	920
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	0	776	1	5	958

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1266	389	0	0	777
Stage 1	777	-	-	-	-
Stage 2	489	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*317	*781	-	-	*1171
Stage 1	*737	-	-	-	-
Stage 2	*585	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*316	*781	-	-	*1171
Mov Cap-2 Maneuver	*438	-	-	-	-
Stage 1	*737	-	-	-	-
Stage 2	*583	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	438	* 1171
HCM Lane V/C Ratio	-	-	0.007	0.004
HCM Ctrl Dly (s/v)	-	-	13.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
600: Main Street & Kohl's Driveway

2025 Build Traffic
Saturday Midday Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	19	27	718	906	25
Future Volume (vph)	10	19	27	718	906	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	230			70	60	
Travel Time (s)	6.3			1.6	1.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	28	748	970	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	10	19	27	718	906	25
Future Vol, veh/h	10	19	27	718	906	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	10	20	28	748	944	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1387	485	970	0	-	0
Stage 1	957	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.21	-	-	-
Pot Cap-1 Maneuver	*221	531	712	-	-	-
Stage 1	*336	-	-	-	-	-
Stage 2	*776	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*213	531	712	-	-	-
Mov Cap-2 Maneuver	*278	-	-	-	-	-
Stage 1	*323	-	-	-	-	-
Stage 2	*776	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	712	-	404	-	-
HCM Lane V/C Ratio	0.04	-	0.075	-	-
HCM Ctrl Dly (s/v)	10.3	-	14.6	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 700: Main Street & Eye Care Optical

2025 Build Traffic
 Saturday Midday Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	1	1	728	0	2	930
Future Volume (vph)	1	1	728	0	2	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		30			30
Link Distance (ft)	230		60			321
Travel Time (s)	6.3		1.4			7.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	758	0	2	969
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	1	1	728	0	2	930
Future Vol, veh/h	1	1	728	0	2	930
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	758	0	2	969

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1247	379	0	0	758
Stage 1	758	-	-	-	-
Stage 2	489	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21
Pot Cap-1 Maneuver	*330	*781	-	-	*1171
Stage 1	*737	-	-	-	-
Stage 2	*585	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	*329	*781	-	-	*1171
Mov Cap-2 Maneuver	*444	-	-	-	-
Stage 1	*737	-	-	-	-
Stage 2	*584	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	566	* 1171
HCM Lane V/C Ratio	-	-	0.004	0.002
HCM Ctrl Dly (s/v)	-	-	11.4	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

APPENDIX D

S. MAIN STREET FIELD GAP STUDY

Weekday Midday 09/25/2025															
Northbound Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
12:00 PM	0	9	6	6	5	2	3	3	3	2	1	2	0	0	1
12:15 PM	1	9	7	5	7	7	3	2	1	0	2	2	0	0	1
12:30 PM	2	8	4	9	8	2	3	3	4	2	0	0	0	0	0
12:45 PM	0	10	4	9	5	5	2	3	2	1	3	1	1	0	0
Total	3	36	21	29	25	16	11	11	10	5	6	5	1	0	2
Southbound Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
12:00 PM	2	10	12	13	7	2	1	2	1	0	1	0	0	0	2
12:15 PM	3	9	10	8	4	3	4	3	3	3	1	0	0	1	0
12:30 PM	0	19	14	8	6	3	4	1	1	4	0	0	0	0	1
12:45 PM	1	16	4	5	6	2	1	1	2	3	0	0	2	0	4
Total	6	54	40	34	23	10	10	7	7	10	2	0	2	1	7
Combined Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
12:00 PM	13	17	8	11	1	0	1	1	0	0	0	0	0	0	0
12:15 PM	10	11	12	7	6	4	0	0	0	0	0	0	0	0	0
12:30 PM	8	21	13	7	1	3	0	1	0	0	0	0	0	0	0
12:45 PM	6	21	7	3	5	3	3	0	1	1	0	0	0	0	0
Total	37	70	40	28	13	10	4	2	1	1	0	0	0	0	0

Gap Calcs	WB RT from Minor	
	Gap Times	Gaps
1 Veh (x1)	6.9	17.1
2 Veh (x2)	17.2	27.3
3 Veh (x3)	27.4	& up
Equivalent Gaps	169	

Northbound Gap

Gap Calcs	WB LT from Minor	
	Gap Times	Gaps
1 Veh (x1)	6.5	17.0
2 Veh (x2)	17.1	27.5
3 Veh (x3)	27.6	& up
Equivalent Gaps	92	

Combined Gap

Gap Calcs	SB LT from Major	
	Gap Times	Gaps
1 Veh (x1)	4.1	10.4
2 Veh (x2)	10.5	16.7
3 Veh (x3)	16.8	& up
Equivalent Gaps	299	

Northbound Gap

Weekday PM 09/23/2025

Northbound Gaps

Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
04:15 PM	28	13	11	5	6	4	3	2	1	1	0	0	0	1	1
04:30 PM	27	18	9	6	4	8	4	2	2	0	0	0	1	0	1
04:45 PM	26	17	9	5	7	3	5	1	2	1	2	0	1	0	0
05:00 PM	15	12	11	3	4	7	3	4	5	1	2	0	1	0	0
Total	96	60	40	19	21	22	15	9	10	3	4	0	3	1	2

Southbound Gaps

Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
04:15 PM	15	17	9	7	2	5	1	3	0	2	1	1	0	0	3
04:30 PM	14	16	18	5	8	2	2	0	4	0	3	1	0	1	1
04:45 PM	18	13	7	11	5	4	3	0	1	0	2	1	1	0	3
05:00 PM	21	20	11	8	4	4	3	1	3	2	1	0	0	0	2
Total	68	66	45	31	19	15	9	4	8	4	7	3	1	1	9

Combined Gaps

Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
04:15 PM	38	21	9	3	0	2	0	1	0	1	0	0	0	0	1
04:30 PM	47	26	11	5	1	2	1	1	0	0	0	0	0	0	0
04:45 PM	41	21	9	10	2	2	1	0	0	0	0	0	0	0	0
05:00 PM	32	19	15	5	6	0	2	1	0	0	0	0	0	0	0
Total	158	87	44	23	9	6	4	3	0	1	0	0	0	0	1

Gap Calcs	WB RT from Minor		Gaps
	Gap Times		
1 Veh (x1)	6.9	17.1	104
2 Veh (x2)	17.2	27.3	46
3 Veh (x3)	27.4	& up	12
Equivalent Gaps			162

Northbound Gap

Gap Calcs	WB LT from Minor		Gaps
	Gap Times		
1 Veh (x1)	6.5	17.0	77
2 Veh (x2)	17.1	27.5	5
3 Veh (x3)	27.6	& up	3
Equivalent Gaps			85

Combined Gap

Gap Calcs	SB LT from Major		Gaps
	Gap Times		
1 Veh (x1)	4.1	10.4	120
2 Veh (x2)	10.5	16.7	114
3 Veh (x3)	16.8	& up	87
Equivalent Gaps			321

Northbound Gap

Saturday Midday 10/04/2025															
Northbound Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
11:00 AM	17	17	7	9	5	2	1	5	2	2	1	0	0	1	1
11:15 AM	25	13	13	5	7	7	2	3	1	1	1	0	0	0	1
11:30 AM	21	15	7	7	12	2	3	0	2	2	0	1	0	0	1
11:45 AM	11	10	7	5	7	6	5	2	4	0	1	1	0	0	2
Total	74	55	34	26	31	17	11	10	9	5	3	2	0	1	5
Southbound Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
11:00 AM	22	30	13	12	3	3	0	0	0	2	0	0	0	0	0
11:15 AM	26	34	10	4	5	4	0	3	1	0	1	1	0	0	0
11:30 AM	29	30	8	3	6	1	2	2	0	1	2	0	0	0	3
11:45 AM	22	26	16	6	4	1	1	1	1	1	0	0	0	1	0
Total	99	120	47	25	18	9	3	6	2	4	3	1	0	1	3
Combined Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
11:00 AM	28	23	9	4	1	1	0	0	0	0	0	0	0	0	0
11:15 AM	34	24	7	4	4	0	0	0	0	0	0	0	0	0	0
11:30 AM	46	19	5	2	1	1	1	0	0	0	0	0	0	0	0
11:45 AM	33	19	9	4	1	0	0	1	0	0	0	0	0	0	0
Total	141	85	30	14	7	2	1	1	0						

Gap Calcs	WB RT from Minor		Gaps
	Gap Times		
1 Veh (x1)	6.9	17.1	109
2 Veh (x2)	17.2	27.3	47
3 Veh (x3)	27.4	& up	18
Equivalent Gaps			174

Northbound Gap

Gap Calcs	WB LT from Minor		Gaps
	Gap Times		
1 Veh (x1)	6.5	17.0	47
2 Veh (x2)	17.1	27.5	1
3 Veh (x3)	27.6	& up	0
Equivalent Gaps			48

Combined Gap

Gap Calcs	SB LT from Major		Gaps
	Gap Times		
1 Veh (x1)	4.1	10.4	118
2 Veh (x2)	10.5	16.7	113
3 Veh (x3)	16.8	& up	95
Equivalent Gaps			326

Northbound Gap

Gap Analysis Calculations

Main Street at Dental Driveway

Inputs

Lanes on Major St. (both dir.)	4 lanes	NB=2 lanes, SB=2 lanes
%HV on Minor Street (AM)	1.0%	New traffic from minor = low truck %
%HV on Minor Street (PM, SAT)	1.0%	New traffic from minor = low truck %
Grade	0.0%	
Gap Acceptance	1 stage	TWLT Median, but mostly 1-stage crossings.
Legs at Intersection	4 leg	

Calculations

	AM					PM, SAT				
	T _{c,x}	T _{f,x}	1 Veh	2 Veh	3 Veh	T _{c,x}	T _{f,x}	1 Veh	2 Veh	3 Veh
Left turn from major	4.1	2.2	4.1	10.5	16.8	4.1	2.2	4.1	10.5	16.8
Right Turn from Minor	6.9	3.3	6.9	17.2	27.4	6.9	3.3	6.9	17.2	27.4
Through Traffic on Minor	6.5	4.0	6.5	17.1	27.6	6.5	4.0	6.5	17.1	27.6
Left Turn from Minor	7.5	3.5	7.5	18.6	29.6	7.5	3.5	7.5	18.6	29.6

Equations

$$T_{c,x} = T_{c,base} + T_{c,HV}P_{HV} + T_{c,G}G - T_{c,T} - T_{3,LT}$$

$$T_{f,x} = T_{f,base} + T_{f,HV}P_{HV}$$

Definitions

T _{c,x}	Critical gap for movement
T _{c,base}	base critical gap (Exhibit 17-5)
T _{c,HV}	HV adjustment factor (1.0 2-ln, 2.0 4-ln) for major street
P _{HV}	proportion of heavy vehicles for minor movement
T _{c,G}	grade adjustment factor (0.1 mvmts 9 & 12, 0.2 mvmts 7, 8, 10, & 11)
G	percent grade divided by 100
T _{c,T}	2-stage gap acceptance adjustment factor (1.0 for 1st or 2nd stage, 0.0 for only 1 stage)
T _{3,LT}	intersection geometry adjustment factor (0.7 minor street left turn at 3-leg intersection, 0.0 otherwise)
T _{f,x}	minor movement follow-up time
T _{f,base}	base follow-up time from exhibit 17-5
T _{f,HV}	heavy vehicle adjustment factor (0.9 for 2-ln major, 1.0 for 4-ln major)
P _{HV}	proportion of heavy vehicles for minor movement

Look Up Tables

Major Street	T _{c,HV}	T _{f,HV}
2 lanes	1.0	0.9
4 lanes	2.0	1.0

Grade Adjust.	T _{c,G}
Minor RT	0.1
Minor LT/TH	0.2

Gap Acceptance	T _{c,t}
1 stage	0.0
2 stage	1.0

Geometry	T _{3,lt}
3-leg	0.7
4-leg	0.0

HCM Exhibit 17-5 Vehicle Movement	Base Critical Gap T _{c,base} (s)		Base follow-up
	2-Ln Major	4-Ln Major	T _{f,base} (s)
LT from Major	4.1	4.1	2.2
RT from Minor	6.2	6.9	3.3
TH on Minor	6.5	6.5	4.0
LT from Minor	7.1	7.5	3.5

Calculated Values

T _{c,HV}	T _{f,HV}
2.0	1.0

G
0.0

T _{c,t}
0.0

T _{3,lt}
0.0

T _{c,base}	T _{f,base}	T _{c,G}
4.1	2.2	0.0
6.9	3.3	0.1
6.5	4.0	0.2
7.5	3.5	0.2

	P _{HV}
AM	0.01
PM	0.01

APPENDIX E

S. MAIN STREET FIELD QUEUE ANALYSIS

West Bend - Main Street Queues

Weekday Midday Vehicles in Queue

9/22/2025 Time	NB LT Kohl's	SB LT Cycle	9/22/2025 Time	NB LT Kohl's	SB LT Cycle	9/22/2025 Time	NB LT Kohl's	SB LT Cycle
11:30 AM			12:00 PM			12:30 PM		
11:31 AM			12:01 PM			12:31 PM		
11:32 AM			12:02 PM			12:32 PM		
11:33 AM			12:03 PM			12:33 PM		
11:34 AM	2		12:04 PM			12:34 PM		
11:35 AM			12:05 PM	1		12:35 PM	1	
11:36 AM			12:06 PM			12:36 PM	1	
11:37 AM			12:07 PM			12:37 PM		
11:38 AM			12:08 PM	1		12:38 PM		
11:39 AM		1	12:09 PM			12:39 PM		
11:40 AM			12:10 PM			12:40 PM	2	
11:41 AM			12:11 PM	1		12:41 PM		
11:42 AM			12:12 PM			12:42 PM		
11:43 AM	1		12:13 PM			12:43 PM	1	
11:44 AM			12:14 PM			12:44 PM		
11:45 AM			12:15 PM			12:45 PM	1	
11:46 AM			12:16 PM			12:46 PM		
11:47 AM			12:17 PM			12:47 PM		
11:48 AM			12:18 PM			12:48 PM	1	
11:49 AM			12:19 PM	1		12:49 PM		
11:50 AM			12:20 PM			12:50 PM		
11:51 AM			12:21 PM			12:51 PM		
11:52 AM			12:22 PM			12:52 PM		
11:53 AM	1		12:23 PM			12:53 PM		
11:54 AM			12:24 PM			12:54 PM		
11:55 AM	1		12:25 PM			12:55 PM	1	
11:56 AM			12:26 PM			12:56 PM	2	
11:57 AM			12:27 PM	1		12:57 PM		
11:58 AM			12:28 PM			12:58 PM		
11:59 AM			12:29 PM			12:59 PM		

Time in Queue Color Key:

10 sec.	20 sec.	30 sec.	40 sec.	80 sec.
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West Bend - Main Street Queues

Weekday PM Vehicles in Queue

9/25/2025 Time	NB LT Kohl's	SB LT Cycle	9/25/2025 Time	NB LT Kohl's	SB LT Cycle	9/25/2025 Time	NB LT Kohl's	SB LT Cycle
4:15 PM			4:45 PM			5:15 PM		
4:16 PM			4:46 PM			5:16 PM		
4:17 PM	1		4:47 PM			5:17 PM		
4:18 PM			4:48 PM			5:18 PM		
4:19 PM			4:49 PM			5:19 PM		
4:20 PM			4:50 PM			5:20 PM		
4:21 PM	1		4:51 PM			5:21 PM		
4:22 PM			4:52 PM			5:22 PM		
4:23 PM			4:53 PM			5:23 PM		
4:24 PM			4:54 PM			5:24 PM	1	
4:25 PM			4:55 PM	1		5:25 PM		
4:26 PM			4:56 PM			5:26 PM		
4:27 PM			4:57 PM			5:27 PM		
4:28 PM			4:58 PM			5:28 PM	1	
4:29 PM			4:59 PM			5:29 PM		
4:30 PM			5:00 PM	1				
4:31 PM			5:01 PM					
4:32 PM			5:02 PM					
4:33 PM			5:03 PM	1				
4:34 PM	1		5:04 PM	1				
4:35 PM			5:05 PM					
4:36 PM			5:06 PM	1				
4:37 PM			5:07 PM					
4:38 PM			5:08 PM					
4:39 PM			5:09 PM					
4:40 PM	1		5:10 PM					
4:41 PM	1		5:11 PM					
4:42 PM			5:12 PM					
4:43 PM			5:13 PM	1				
4:44 PM			5:14 PM					

Time in Queue Color Key:

10 sec.	20 sec.	30 sec.	40 sec.	80 sec.
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West Bend - Main Street Queues

Saturday Midday Vehicles in Queue

9/27/2025 Time	NB LT Kohl's	SB LT Cycle	9/27/2025 Time	NB LT Kohl's	SB LT Cycle	9/27/2025 Time	NB LT Kohl's	SB LT Cycle
11:00 AM			11:30 AM			12:00 PM		
11:01 AM			11:31 AM			12:01 PM		
11:02 AM			11:32 AM			12:02 PM		
11:03 AM			11:33 AM	1		12:03 PM	1	
11:04 AM			11:34 AM			12:04 PM		
11:05 AM			11:35 AM			12:05 PM		
11:06 AM			11:36 AM			12:06 PM		
11:07 AM			11:37 AM			12:07 PM		
11:08 AM			11:38 AM			12:08 PM		
11:09 AM			11:39 AM			12:09 PM		
11:10 AM			11:40 AM	1	1	12:10 PM		
11:11 AM			11:41 AM			12:11 PM		
11:12 AM			11:42 AM		1	12:12 PM	1	
11:13 AM			11:43 AM			12:13 PM		
11:14 AM			11:44 AM			12:14 PM	1	
11:15 AM			11:45 AM					
11:16 AM	1		11:46 AM					
11:17 AM			11:47 AM					
11:18 AM			11:48 AM					
11:19 AM			11:49 AM					
11:20 AM			11:50 AM					
11:21 AM			11:51 AM					
11:22 AM			11:52 AM	1				
11:23 AM			11:53 AM					
11:24 AM			11:54 AM					
11:25 AM	1		11:55 AM					
11:26 AM			11:56 AM	1				
11:27 AM			11:57 AM	1				
11:28 AM			11:58 AM					
11:29 AM			11:59 AM	1				

Time in Queue Color Key:

10 sec.	20 sec.	30 sec.	40 sec.	80 sec.
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